

Environment, Transport & Sustainability Committee

Date: **18 January 2022**

Time: **4.00pm**

Venue **Council Chamber, Hove Town Hall**

Members: **Councillors:** Davis (Joint Chair), Heley (Joint Chair), Lloyd (Deputy Chair), Wilkinson (Opposition Spokesperson), Nemeth (Group Spokesperson), Bagaeen, Fowler, Hamilton, Hills and Platts

Contact: **John Peel**
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AGENDA

PROCEDURAL MATTERS

62 PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
 - (a) Disclosable pecuniary interests;
 - (b) Any other interests required to be registered under the local code;
 - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public. A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.

63 MINUTES

9 - 26

To consider the minutes of the meeting held on 16 November 2021.

Contact Officer: John Peel

Tel: 01273 291058

64 CHAIRS COMMUNICATIONS

65 CALL OVER

- (a) Items 69 – 75 will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

66 PUBLIC INVOLVEMENT

27 - 34

To consider the following matters raised by members of the public:

- (a) **Petitions:** To receive any petitions presented by members of the public;
 - (1) Speed Camera on Beaconsfield Road
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 12 January 2022;
 - (1) Cycle Security
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 12 January 2022.
 - (1) Play area refurbishment

67 ITEMS REFERRED FROM COUNCIL

35 - 36

To consider items referred from the Public Engagement meeting of Council held on 16 December 2022

- (a) **Petitions**
 - (1) Bring Back Brighton and Hove in Bloom

68 MEMBER INVOLVEMENT

37 - 52

To consider the following matters raised by Members:

- (d) **Petitions:** To receive any petitions;
- (e) **Written Questions:** To consider any written questions;
 - (1) Green Flag Status- Councillor Platts
 - (2) Bins at Saltdean Oval- Councillor Fishleigh
 - (3) Ovingdean Waste Bins- Councillor Fishleigh
 - (4) Car Free City- Councillor Fishleigh
 - (5) Valley Gardens- Councillor Fishleigh
 - (6) Wish Park Disabled Access- Councillor Nemeth
 - (7) Mallory House Tree Removal- Councillor Bagaeen
 - (8) Camera Fines- Councillor Nemeth
 - (9) Parking Permits- Councillor Nemeth

- (10) Pavement Renewal in Conservation Areas- Councillor Nemeth
- (11) Hangleton Park budget measures- Councillor Lewry

(f) **Letters:** To consider any letters;

(g) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

- (1) Hangleton Link Road- Councillor Janio
- (2) Re-evaluating the current scheme for Valley Gardens Stage 3- Councillor Fishleigh
- (3) Poor condition of pavements in Brighton & Hove- Councillor Nemeth
- (4) Strike Preparedness- Councillor Nemeth
- (5) Old Shoreham Road Cycle Lane- Councillor Nemeth
- (6) Southern Water Investment- Councillor Hills

GENERAL MATTERS

69 FEES AND CHARGES 2022-23

53 - 94

Executive Director for Housing, Neighbourhoods, & Communities; Executive Director, Economy, Environment & Culture; Executive Director of Governance, People & Resources

Contact Officer: John Lack

Tel: 01273 294219

Ward Affected: All Wards

TRANSPORT & PUBLIC REALM MATTERS

70 VALLEY GARDENS PHASE 3 REVISED SCHEME WITH DETAILED DESIGN PRINCIPLES

To Follow

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Oliver Spratley

Tel: 01273 290390

Ward Affected: Queen's Park; Regency; St Peter's & North Laine

71 PARKING ANNUAL REPORT 2020-2021

95 - 142

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Paul Nicholls

Tel: 01273 293287

Ward Affected: All Wards

72 REAL TIME AIR QUALITY MONITORING SYSTEM

143 - 148

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Samuel Rouse

Tel: 01273 292256

Ward Affected: All Wards

73 MADEIRA DRIVE ACTIVE TRAVEL FUND ETRO-10-2021 149 - 294

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Tracy Beverley Tel: 01273 292813

Ward Affected: East Brighton; Queen's Park

ENVIRONMENT & SUSTAINABILITY MATTERS

74 WASHINGTON STREET: OUTCOME OF CONSULTATION ON CHANGES TO REFUSE COLLECTIONS 295 - 298

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Lynsay Cook Tel: 01273 291851

Ward Affected: Hanover & Elm Grove

75 ALLOTMENTS: RESPONSE TO NOTICE OF MOTION 299 - 318

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Robert Walker Tel: 01273 294349

Ward Affected: All Wards

76 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 3 February 2022 Council meeting for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting

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FURTHER INFORMATION

For further details and general enquiries about this meeting contact John Peel, (01273 291058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 16 NOVEMBER 2021

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor Davis (Joint Chair), Heley (Joint Chair), Lloyd (Deputy Chair), Nemeth (Group Spokesperson), Bagaeen, Fowler, Hamilton, Moonan, Platts and Shanks

PART ONE

43 TO APPOINT CO-CHAIRS FOR THE COMMITTEE

43.1 The Democratic Services Officer stated that the Chair of the Committee Councillor Heley had resigned with the intention that the Committee appoint Co-Chairs of the Committee.

43.2 Councillor Lloyd nominated Councillor Davis to one of the positions of Co-Chair.

43.3 Councillor Shanks seconded the nomination.

43.4 A vote was undertaken on the nomination that was unanimously agreed.

43.5 Councillor Lloyd nominated Councillor Heley to one of the positions of Co-Chair.

43.6 Councillor Shanks seconded the nomination.

43.7 A vote was undertaken on the nomination that was unanimously agreed.

43.8 **RESOLVED-** That Councillor Davis and Councillor Heley be appointed as Co-Chairs of the Committee.

44 PROCEDURAL BUSINESS

44(a) Declarations of substitutes

44.1 Councillor Moonan was present as substitute for Councillor Wilkinson.

44.2 Councillor Shanks was present as substitute for Councillor Hills.

44(b) Declarations of interest

44.3 There were none.

44(c) Exclusion of press and public

44.4 In accordance with section 100A of the Local Government Act 1972 (“the Act”), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100(l) of the Act).

44.5 **RESOLVED-** That the press and public not be excluded from the meeting.

45 MINUTES

45.1 Councillor Wilkinson requested a correction to minute item 26.3:

26.3 Councillor Wilkinson declared a pecuniary interest in Item 33(3)d as ~~his spouse~~ ~~was~~ an allotment holder. Councillor Wilkinson stated that he would leave the Chamber during consideration of the item.

45.2 **RESOLVED-** That the minutes of the previous meeting be approved as the correct record subject to the above amendment.

45.3 Councillor Nemeth enquired as to the status of the reports that had been requested by the committee in response to various representations from the public.

45.4 The Executive Director, Economy, Environment & Culture clarified that the number of reports requested had caused capacity issues for officers to deliver those. It was added that many of the reports requested dealt with similar issues and it may be that would be combined into one report addressing those individually and collectively.

46 CHAIRS COMMUNICATIONS

46.1 The Councillor Davis presented the following communications:

“As this is my first time chairing the ETS committee, I wanted to start by thanking Amy for her time as full chair and her assistance in the transition to co-chair and wanted to say I’m really looking forward to being in the co-chair seat with you, and to working with our colleagues from all sides across this committee, thank you for supporting me in this role. I do want to start as I mean to go on by delivering some very good and positive news.

The fabulous £100,000 redesign of Preston Park play area is happening. I’ve seen images of how it will look and even I’m excited! We consulted with many people, including 600 Friends of Preston Park, on the plans to develop this much loved area, which should reopen around the start of December.

We also found out recently that seven of our parks have been awarded the prestigious Green Flag Award. They are Easthill; Kipling Gardens; Preston Park; St Ann’s Well Gardens; Stoneham; The Level and Hove Park.

I want to congratulate everyone connected with the parks, including all our staff and especially our Operations Managers Sarah Carlisle and Alan Griffiths, and their teams. I’m also delighted to say the improvements to St Ann’s Well Garden are almost there, the Sensory Garden is being restored and enhanced; we’re increasing cycling stand parking

and are improving the view of the entrance – we really have to say thanks to the teams and amazing volunteers who make this all possible.

I would also like to offer my congratulations to our Transport Projects team, Sustrans, Cranks and the city's refuge for winning a Modeshift National Sustainable Travel Award in the 'Best Partnership' category.

Thanks to the generosity of local residents, the project was able to donate more than 150 bikes and scooters to the refuge to help reconnect women and children to the joy of cycling.

Congratulations should also go to local resident and parent Alberto Zanni who won an individual award for his work in supporting the School Streets scheme outside Brunswick Primary.

It's been an extremely busy time for transport officers who are currently consulting on the next Local Transport Plan and the Local Cycling and Walking Infrastructure Plan. Two extremely important documents which will help to shape the future of travel in and around Brighton & Hove for years to come.

We're also consulting on six new School Streets schemes which will make journeys to and from school safer and sustainable for thousands of city school children. I've seen this in action firsthand and know how successful they can be.

My ETS colleague Councillor Elaine Hills has also been working closely with officers on engaging with residents in the Hanover and Turner area as we continue to work on developing the city's first Liveable Neighbourhood.

We are now reviewing almost 2000 responses to our cycle hangars survey which really shows the interest in this and will see 100 of them placed around the city next year, ensuring safe and secure spaces for residents to keep their bikes.

I wanted to send out a very happy one year anniversary message to Tech Take-Back, an award winning local business we support that collects old and unwanted electricals from residents for free, to either refurbish for use in community, or recycle. Since launching, they've collected almost 27,000 electrical items from city households, for recycling or refurb, with more than 2,000 household electricals finding new homes, and 294 laptops being given to schools, charities and families that previously didn't have access to digital technology. This really is the circular economy - putting the reduce, reuse recycle mantra into action!

Finally, this is an incredibly proud moment for me. I have come a long way from bike courier, to driving instructor, to activist, to elected councillor and now co-chair of this particularly important committee that helps shape this incredible city that we all love. We are in a climate, health and biodiversity emergency and it is all hands-on deck to help make the structural changes we need as the clock ticks down to disaster".

47 CALL OVER

47.1 Councillor Davis stated that following consultation with the Opposition Spokespersons, Item 51: Allotments: response to Notice of Motion had been withdrawn from the agenda and would be presented to the January committee meeting instead.

47.2 The following items on the agenda were reserved for discussion:

- Item 52: Tree planting: response to Notice of Motion
- Item 54: National Bus Strategy: Bus Service Improvement Plan
- Item 55: Bus Franchising Feasibility Study
- Item 56: Active Travel Fund

- Item 57: Parking Scheme and Priority Timetable update
- Item 58: Old Town and North Laine Experimental Traffic orders
- Item 59: Valley Gardens 1&2 Experimental Traffic Regulation Order
- Item 61: Future use of Waterhall wilding area

47.3 The Democratic Services Officer confirmed that the items listed above had been reserved for discussion and that the following reports on the agenda with the recommendations therein had been approved and adopted:

- Item 53: Washington Street: permission to consult on changes to refuse collections

48 PUBLIC INVOLVEMENT

(A) PETITIONS

(1) Review of residential parking and resident consultation on Southall Avenue

48.1 The Committee considered a petition signed by 27 people requesting the Council to Consult residents and review the current parking arrangements on Southall Avenue in line with the Review of parking Zone U.

48.2 The Chair provided the following response:

“Thanks for your petition. Due to the strength of opinion from residents a consultation for this road will be included in the review of Area U. This review is within the priority parking scheme timetable which is being discussed later on in a report to this Committee”.

48.3 **RESOLVED-** That the Committee note the petition.

(2) Stop the Round Hill rat run

48.4 The Committee considered a petition signed by 171 people requesting the Council to put in place measures to stop vehicle rat running in the Round Hill area, along Prince's Crescent and Wakefield Road.

48.5 The Chair provided the following response:

“Thank you for you petition and I'm very sorry to hear about the accident involving the young child and we wish her a speedy recovery. I am a parent of a year 9 pupil and every morning and afternoon I have a wave of fear come over me in regard to his journey to and from school.

In terms of action, I have asked Officers to liaise with the Police to better understand the circumstances and contributing factors of the accident in order to address and develop potential engineering solutions that maybe required. I have also asked Officers to undertake speed surveys in and around the area and review all the existing road signs and markings in the area. I can also report that the Council recently purchased a number of new mobile vehicle activated speed warning signs and I will ensure that Officers make arrangements for these streets to be prioritised for deployment of these signs”.

48.6 Councillor Platts moved a motion to call for an officer report on the matter.

48.7 Councillor Fowler formally seconded the motion.

48.8 **RESOLVED-** That the Committee receive a report to a future meeting responding to the petition request

(3) Washington Street bins

48.9 The Committee considered a petition signed by 56 people in support of the introduction of individual refuse bins over communal bins on Washington Street.

48.10 The Chair provided the following response:

“Thank you for your petition and thank you for organising it.

I know the bins have been causing ongoing problems on Washington Street and how difficult it has been to resolve.

Sadly, changes cannot be made immediately as an approved consultation needs to take place with residents to ensure everyone has an opportunity to have their say. I am pleased that there is a report on today’s agenda seeking approval to start that consultation.

If Members agree to the recommendations this afternoon, a consultation document will be sent to all residents of Washington Street from tomorrow, seeking their views on the issue. The results of the consultation will be brought back to a future committee meeting for Members to consider in determining the way forward.

Thank you again for your petition and I hope we can resolve the issues soon”.

48.11 **RESOLVED-** That the Committee note the petition.

(B) WRITTEN QUESTIONS

(1) Traffic calming measures on Osmond Road, Nizells Avenue, York Avenue and Windlesham Road

48.12 Kris Philips read the following question:

“Are the council going to instigate traffic calming measures on Osmond Road, Nizells Avenue, York Avenue and Windlesham Road? Speeding traffic is a daily problem, accelerating up to and through the junction. Pedestrians and cyclists are at risk. There is often aggressive behaviour by drivers who deem another driver, cyclist or pedestrian too slow. This is a main access route to day nurseries and a school and is busy all day. Fine black dust settles on worktops and windowsills from vehicle exhausts. Vehicle pollution is a factor in reduced cognitive development in children and cognitive decline in older people”.

48.13 The Chair provided the following reply:

“Thank you for your question. I’m sorry to hear of the poor behaviour of some drivers towards cyclists and pedestrians and entirely agree with you about the harmful effects of particulate matter caused by vehicle pollution – this is an absolutely critical issue that affects our public health.

As you may be aware, we are committed to encouraging active travel by improving infrastructure for walking and cycling and bus travel. It is these measures that will help in improving air quality across the city as more people begin to use the high-quality walking and cycling improvements we are rolling out across the city - we're really aware we need to create the conditions for people to do this.

In relation to your concerns on speeding vehicles, it does deeply frustrate me how many drivers think it is appropriate to speed. I will ask officers to undertake a set of speed surveys and review the accident history to better understand any problems and discuss these results and any potential solutions with you.

We do now have a regular meeting with the police and we are raising the lack of enforcement on speeding, particularly 20mph – we can't enforce speeds as this is done by them but we are making them aware at every meeting that we need more focus on this and more speed checks. I've also personally met with Nick May to challenge them on this issue. We have lost over 700 police staff over the last ten years, clearly need to take up the baton and hopefully we will soon be receiving extra enforcement powers from central government".

48.14 Kris Philips asked the following supplementary question:

"A high number of taxis use these four roads both day and night seven days a week. It's clearly being used as a shortcut from the main roads and again, the speed of the traffic is well above the 20mph speed limit. Could council request that taxi companies use alternative routes in order to reduce the volume of traffic and the noise created?"

48.15 The Chair provided the following reply:

"I also sit on the Licensing Committee and I'm the lead councillor for taxis so this is something I can bring up but not something I can immediately comment on. I can come back to you on what we could propose to do about this".

49 ITEMS REFERRED FROM COUNCIL

(A) PETITIONS

(i) Consult families and children on City playground upgrades

47.1 The Committee considered a petition referred from Full Council and signed by 278 people requesting the council to engage in a period of open consultation with families in the communities for each park prior to undertaking upgrades to assess preferences for equipment, access.

47.2 The Chair provided the following response:

"Thank you for your petition. Play is so important for children and young people through its promotion of health and happiness.

Our £3 million playground refurbishment programme is upgrading 45 play areas over the next three years, with 25 sites being finished by the end of next March. Not only will the equipment on the 45 sites be newer and better, but it will also be safer and far more accessible for all children.

City Parks have carried out a great deal of consultation for each of the parks planned to refurbish before the end of March 2022. This includes working with Friends groups, local councillors, accessibility groups and holding on-site pop up consultations.

The recent media release for the Preston Park playground highlights the impact that the Friends Groups have on the refurbishment programme. Through the Friends of Preston Park, 600 members were consulted about what they would like to see for their children in the future

More informal consultation have always been undertaken with park users through the role of the Play Development Officer whilst on site.

I encourage the general public to support and join their local Friends Groups as the simplest way to keep up to date with park changes.

City Parks are seeking to utilise a representative from the Special Educational Needs and Disabilities children forum to review sites during and after completion.

Light touch pop-up consultations may be possible at future sites which have not advanced too far in the procurement process,

I hope this provide you with a suitable response to your important petition and thank you for taking the time to create it”.

47.3 **RESOLVED-** That the Committee note the petition.

(C) DEPUTATIONS

(i) Tackling congestion on the A259 which is limiting the access of buses to the bus lane with journeys now taking up to 65% longer than in 2010

47.4 The Committee considered a deputation referred from Full Council requesting the Council trial allowing some vehicles to use the A259 bus lane.

47.5 The Chair provided the following response:

“I would like to publicly thank you for your recent attendance at a stakeholder workshop organised by East Sussex County Council on the future of this section of the A259 which is now classified as part of the major road network.

The Environment, Transport & Sustainability Committee approved a draft Bus Service Improvement Plan in September. All Local Transport Authorities are required to produce this document in response to the new National Bus Strategy. This responds to the government’s requests to introduce more bus priority, improve bus journey times and grow passenger numbers. It identified the A259 corridor as one where improvements could be made and funding has been requested to develop proposals and consider the feasibility of these. It is worth noting that there are enforcement issues associated with High Occupancy Vehicle Lanes, particularly if they operate at certain times and their efficiency in managing congestion is not proven. The technology is not refined to robustly differentiate between a human second occupant and a mannequin for example. Therefore, the council has no current proposals to allow traffic into bus lanes; however, the impact on general traffic will be fully assessed as part of any potential scheme development. Once again thank you for your concerns that we have noted and also for taking time to offer innovative solutions to dealing with congestion on the A259”.

47.6 Councillor Platts moved a motion to call for an officer report on the matter.

47.7 Councillor Hamilton formally seconded the motion.

47.8 **RESOLVED-** That the Committee receive a report to a future meeting responding to the deputation request.

50 MEMBER INVOLVEMENT

(B) MEMBER QUESTIONS

(1) Greening Project at Round Hill

47.1 Councillor West read the following question:

“In 2019 committee received a petition relating to greening projects for Round Hill and called for a report. Residents have developed a funded plan for a pocket park at Princes Crescent bus stop. Persistent pavement parking there now makes urgent the need to reclaim this space for pedestrians and bus users. Delays caused by the pandemic are appreciated yet gaining even simple progress from Highways proves elusive. The project offers a good model that supports the ambitions of LCWIP. All residents seek is permission to get on with the job. When will the promised report be brought before the committee?”

47.2 The Chair provided the following reply:

“I am sorry you and the Roundhill Residents have been waiting for a detailed response to their proposal for creating pocket parks and more specifically dealing with persistent pavement parking on Ditchling Road behind the bus stop at Princes Crescent.

I have raised this with officers who have explained that the initial request for a report relates more to creation of pocket parks at other locations and that whilst meetings between Council Officers from different departments, the bus company and the residents have taken place there was no agreement to install a pocket park to prevent pavement parking at this location.

Pavement Parking is illegal and anti-social that in most situations can be dealt with by civil parking powers and in all other cases by criminal powers only operated by the Police. I am also aware that the Council has been expecting to receive new pavement parking enforcement powers that have likely been delayed during the pandemic alongside our own focus to deliver the important Active Travel Programme that we have been instructed to implement urgently by Government that has made it extremely difficult to resource requests such as this without delaying this important programme.

However, whilst I appreciate this has been difficult for officers to bring forward a specific report on a Greening Project across Roundhill, I do see it is important to the local community and Ward Members. Therefore, I have asked the Assistant Director to contact Mr Furlong and arrange a site meeting with the Ward Councillors to explore options that can be taken forward at the Princes Crescent Bus Stop”.

47.3 Councillor West noted that there were a number of projects relating to the Round Hill area and hoped that commitment could be given for a Low Traffic Neighbourhood for Round Hill.

47.4 The Chair confirmed that could be explored.

(2) Saltdean Recycling Point over Christmas

47.5 The Chair provided the following written reply to Councillor Fishleigh:

“Thank you for your question and thank you for your efforts in clearing the waste point over the festive period last year.

I appreciate more waste is generated at Christmas. As per the response to the question last year, Cityclean cannot provide additional bins at the Saltdean recycling point as it is not possible to provide extra bins to all areas of the city – extra staff, vehicles and bins will be required.

Residents must manage their waste responsibly and minimise the additional waste produced by thinking about their purchasing.

If a resident has too much waste to fit in their bin, they can take it to a recycling point (if it's recyclable), take it to one of the Household Waste Recycling Sites, or hang on to it until their next collection.

Since the festive period last year, Cityclean has introduced CCTV to fly-tipping hot spots across the city. The Environmental Enforcement Team will be monitoring all the CCTV sites closely throughout the Christmas period, as well as increasing patrols.

Fly-tipping of waste is illegal, and anyone caught by CCTV or patrol will be issued with a Fixed Penalty Notice”.

(3) Bike racks on Saltdean Undercliff

47.6 The Chair provided the following written response to Councillor Fishleigh:

“Thank you for your question. I am sorry you haven't had a response on Bike Racks and have asked officers to contact you by the end of the week to discuss suitable locations and options to improve cycle parking in this location”.

(4) Rubbish collections during the bin strike

47.7 The Chair provided the following written response to Councillor Platts:

“Thank you for your questions.

For point a, the following on-street areas were identified as high risk:

- South/North Lanes (especially Ship Street)
- Western Road and its side streets
- Lewes Road and/ Upper Lewes Road
- Seven Dials and Davigdor Road
- Poets Corner
- Church Road and its side streets
- St James Street

For point b, areas that were cleared by the contractor were:

- Two sites on Middle Street
- Ship Street, near The Ivy
- Ship Street, near Brighton Town Hall
- Lewes Road

- Morley Street at the corner of Grand Parade
- Vernon Terrace
- New England Street and New Preston Circus

For point c, these were identified through feedback from staff, such as Street Cleansing and Environmental Enforcement, as well as resident and councillor feedback.

For point d, we understand this question relates to the site on the corner of Chesham Road and Eaton Place, outside the old GP surgery. Sorry this was not identified as a high risk area. At the time, Cityclean resources were very stretched and limited whilst the strike was being managed. It is not an area that was flagged to us.

For point e, bin stores identified were those that were attached to residential properties and blocks of flats.

For point f, contractors visited bin stores to remove side waste to reduce the risk and provide access to remove and empty bins for when the service resumed.

These bin stores were:

- Arena House
- Argus Lofts
- Avalon
- Belbourne Court
- Blackmore Court
- Boulevard House
- Cawthorne House
- Curzon House
- Fred Emery Court
- Homelees House
- Mayflower Square
- Oriental House
- Osprey House
- Sillwood Mansions
- The Leas
- Theobald House
- Vernon Court

Also, for information, for council housing blocks of flats, staff managed bin stores and bin areas by sweeping up any split bags and piling rubbish into corners of bin stores, so residents were still able to dispose of their rubbish. For outside areas, where possible, bins were used as a barrier and rubbish was stacked in the middle and then covered with sheets of cardboard to deter foxes and seagulls from ripping bags open”.

(5) Bulky Waste Collections

47.8 The Chair provided the following written response to Councillor Platts

“Thank you for your question. Cityclean has not completed any research into the accessibility of information via a QR code for our older population.

As stated in the response at Full Council, this was a helpful idea and in reviewing signage on communal bins, Cityclean will look at the options available to signpost residents on how to dispose of their waste. This will include whether QR codes are a realistic option. Key to this will be ensuring information is easily accessible to all residents”.

(6) East Brighton park- locked pitch

47.9 The Chair provided the following written response to Councillor Platts:

“Thank you for this question and apologies for the confusion with the last response. One gate to the pitch is locked as the gate post is unsound. The other gate is open, and the area is being used. There are currently no plans to refurbish this area”.

(7) East Brighton Park – Pavilion toilets

47.10 The Chair provided the following written response to Councillor Platts:

“Thank you for this question and apologies for the confusion with the last response. City Parks staff clean the pavilion toilets. It is not part of the public toilet cleaning contract”.

(8) Cleaning and graffiti in East Brighton

47.11 The Chair provided the following written response to Councillor Platts:

“Thank you for your question.

As stated in the article in the local press, this is a trial, running for three months from 1 November to 28 January. At the end of the trial, Cityclean will assess how effective it has been before considering the next steps.

To determine the effectiveness of the trial, operatives are photographing and logging all the graffiti removed in order to track the rate in which new pieces appear and ascertain whether this diminishes during the trial period. Cityclean is also recording operative time used to assess the resource needed to deliver this approach in the future.

The success of the trial will be assessed at the end of the three-month period when the data is available and once it has been analysed.

The trial has been made possible through the commitment of an extra £100,000 towards graffiti removal in the council budget. Therefore, if it is determined that the trial has been a success, additional funds will need to be identified before it can be rolled out further.

If it is decided to roll out further, Cityclean will work with community groups and stakeholders to determine viable areas of the city, where the work will have a positive impact”.

51 ALLOTMENTS: RESPONSE TO NOTICE OF MOTION

51.1 The item was deferred.

52 TREE PLANTING: RESPONSE TO NOTICE OF MOTION

52.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that responded to the request to receive a report on tree planting arising from a Notice of Motion considered on 21 September 2021.

52.2 In response to a question from Councillor Fowler, the Head of Operations- Cityparks confirmed that there were sufficient officers to deliver the funding currently available.

52.3 In reply to questions from Councillor Nemeth the Head of Operations- Cityparks clarified that some funding was for a specific type of tree planting and had to follow the terms set out and the cost of tree planting varied according to the job in question, and it was not possible to provide a general, indicative fee. The recent cases of Ash dieback meant that the council's Tree Strategy was now out of date and may be re-written.

52.4 **RESOLVED-**

1) That the Environment, Transport & Sustainability Committee note the response to the Notice of Motion.

53 WASHINGTON STREET: PERMISSION TO CONSULT ON CHANGES TO REFUSE COLLECTIONS

53.1 **RESOLVED-**

1) That Environment, Transport & Sustainability Committee approves for a consultation to take place with the residents of Washington Street to determine whether to remain with communal refuse bins, or move to refuse wheelie bins, pending a wider piece of work as part of the Modernisation Programme.

54 PEDESTRIAN CROSSINGS PRIORITY PROGRAMME - 2021/22-2022/23

54.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that presented the findings of the pedestrian crossing assessments of locations requested up to 30 June 2021 and identified priority crossing points to be delivered over the next 2 years, subject to the availability of funds.

54.2 In response to questions from Councillor Bagaeen, Senior Project Manager explained that each location was scored uniformly, and a 'corridor' treatment was applied rather than ad-hoc, individual schemes as this ensured wider safety improvements.

54.3 In reply to a question from Councillor Fowler, the Senior Project Manager that assessments entailed an initial one hour review and that would indicate whether a full 12 hour traffic count was required that would pick up peak movements at a particular location. The detail of the specific review undertaken at Brentwood Close was not to hand but could relate to improvements to sight lines rather than the need for a formal pedestrian crossing.

54.4 In response to a question from Councillor Bagaeen, the Senior Project Manager stated that 12 hour counts could count against school as the location may only be busy for a small proportion of that count however, close work was undertaken with the school crossing patrol programme team to ensure these locations were closely monitored.

54.5 The Chair then put the recommendations to the vote that were approved with Councillors Bagaeen and Councillor Nemeth voting against.

54.6 **RESOLVED-**

1) That the Environment Transport & Sustainability Committee approves the Pedestrian Crossing Priority List 21/22

- 2) That the Environment Transport & Sustainability Committee authorises officers to progress schemes at priority locations where funding has been identified within the financial years 2021/22 and 2022/23.

55 BUS FRANCHISING FEASIBILITY STUDY

55.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out the results of the independent study commissioned to review the advantages and disadvantages of bus franchising and whether it would be feasible to introduce it in Brighton & Hove.

55.2 In response to questions from Councillor Platts, the Senior Project Manager explained that franchising could address the problem of areas lacking a regular bus service however, that would come at a cost and a similar arrangement to the supported bus network programme currently in place. The Senior Project Manager supplemented that the main cost to the bus companies was the vehicle requirement at peak times. Reducing costs and therefore fares would need political support for giving buses priority working in conjunction with greater co-operation between providers that an enhanced partnership could deliver.

55.3 RESOLVED-

- 1) That the committee notes the conclusions and recommendations of the independent consultant's report on franchising.
- 2) That the Committee agrees not to pursue franchising further at this stage but recognises that franchising may prove valuable in the future should circumstances change and commits to review this position at least annually coinciding with the monitoring of the Bus Service Improvement Plan.

56 ACTIVE TRAVEL FUND - A259

56.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that outlined the consultation feedback and monitoring from an Experimental Traffic Regulation Order (ETRO) that amended parking and waiting restrictions and introduced a cycle lane on the south side of Kings Road and Kingsway. The report recommended making the Order permanent.

56.2 In response to questions from Councillor Moonan, the Senior Project Manager explained that the eastern direction was identified in the LCWIP, plans for the area were not yet at the detailed design stage pending committee approval and there would be a public consultation upon those covering all modes of transport.

56.3 In reply to questions from Councillor Nemeth, the Senior Project Manager clarified that ETRO's that had run the permitted 18-month period required a legal status designated.

56.4 In response to a question from Councillor Platts, it was clarified that officers continued to monitor road safety in the area for the blue badge bays for improvement and five new bays would be positioned on the northern side of the road close to accessible points.

56.5 In reply to questions raised by Councillor Bagaeen, the Legal Officer clarified that the ETRO could not stay in place beyond 18 months. Further, the terms of the ETRO was legally what would be made permanent, and those conditions could not be amended or added to. The Senior Project Manager added that the report only proposed changing the legal status of the area and a further report on the detailed design would be brought to a future committee. In the event the ETRO expired, the current cycle infrastructure would have to be removed at significant cost.

56.6 The Chair then put the recommendations to the vote that were approved with Councillors Bagaeen and Councillor Nemeth voting against recommendation 2.1.

56.7 RESOLVED-

- 1) That the committee agrees to make permanent the current A259 Phase 1 cycle lane Experimental Traffic Regulation Order.
- 2) That the committee agree that Officers develop options for a permanent scheme to replace the temporary infrastructure, and to consult on those options which will be brought back to a future committee.

57 PARKING SCHEME AND PRIORITY TIMETABLE UPDATE

57.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that notified the Committee of the outcome of the recent review of Zone J (The London Road Station area), asked Committee for approval on a recent Brighton & Hove (Zone M) Experimental Traffic Regulation Order 2020 in the Brunswick & Adelaide area and requested Committee approval of the updated Parking Scheme Priority Timetable.

57.2 RESOLVED-

- 1) That the Committee having taken account of all duly made representations and comments, agrees that there will be no change to Zone J (London Road Station area).
- 2) That the Committee having taken account of all duly made representations and comments, agrees that the restrictions that were included in the Brighton & Hove Zone M (Brunswick & Adelaide area) Experimental Traffic Regulation Order 2020 are made permanent, with the exception of Permit holders only in the north of Brunswick Square (south side) where the bays will be removed and returned to the original restriction (no waiting at any time).
- 3) That the Committee agrees the new revised parking scheme priority timetable outlined in Appendix D.

58 OLD TOWN AND NORTH LAINE EXPERIMENTAL TRAFFIC ORDERS

58.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set objections and representation received in relation to the Old Town and North Laine Experimental Traffic Regulation Orders (ETROs).

58.2 In response to a query from Councillor Lloyd, the Highway Regulation Manager stated that it may be possible to replace the gates and Gardener Street with ANPR cameras however, there would be complexity arising from legitimate access for Blue Badge holders and those residents not travelling in their own vehicle.

58.3 Councillor Nemeth stated that the Old Town ETRO had not improved the area in his view and had hugely inconvenienced people and the Conservative Group would not be supporting the recommendations on that basis.

58.4 **RESOLVED-**

1) That, having taken account of all duly made objections and representations to the Old Town Experimental Traffic Order, the Committee approves action being taken to make this order permanent.

2) That having taken account of all duly made objections and representations to the North Laine Experimental Traffic Order In so far as it relates to Sydney Street, the Committee approves action being taken to make this order permanent with adjustments to the closing times to 11am-6pm every day.

3) That having taken account of all duly made objections and representations to the North Laine Experimental Traffic Order in so far as it relates to Gardner Street, the Committee approves action being taken to not make this order permanent allowing the ETRO to lapse and the road return to the previous Traffic regulation order.

59 VALLEY GARDENS 1&2 EXPERIMENTAL TRAFFIC REGULATION ORDER

47.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an overview of the Traffic Regulation Order consultation responses for two locations associated with the Valley Gardens project and made recommendations based on those responses.

47.2 In response to questions from Councillor Nemeth, the Senior Project Manager clarified that the TRO was sent to the statutory consultee list, twenty five notices were positioned at key points on site and an advertisement was run in the local printed press. The Head of Parking Services confirmed that 9,618 tickets were issued in October 2021 from four cameras located on Marlborough Place, St George's Place, St Peter's Place and York Place. That figure was dropping on a month by month basis.

47.3 Councillor Nemeth stated that until the number of tickets issued came down, the Conservative Group could not support the proposals.

47.4 In response to a question from Councillor Platts, the Head of Parking Services stated the number of tickets was high but the cameras were located in a peak traffic area in the city. Officers had reviewed the signage and lining in the area and would continue to review those. The Head of Parking Services added that any appeals to the fines were submitted to an independent tribunal and the significant majority of cases reviewed by tribunal had found in the council's favour and upheld the fine.

- 47.5 Councillor Lloyd commented that the tickets were issued in line with the law, and he found it likely the committee would welcome such enforcement in other unlawful activity such as littering.
- 47.6 The Assistant Director, City Transport confirmed that the signage and lining in the area had been independently audited four times and the council had passed those audits. The Assistant Director, City Transport added the bus gate was an important piece of infrastructure toward improving bus services. The process and procedures for the fines issued had satisfied a government body and were broadly comparable with other such high traffic areas across the country.
- 47.7 Councillor Platts stated that the Labour Group would be supporting the proposals as the area was a key part of bus infrastructure in the city however, the fines issued were very high and that support would be conditional on a guarantee of a review of signage and lining in the area.
- 47.8 The Chair confirmed that review would be undertaken, and an update of the findings provided.
- 47.9 The Chair then put the recommendations to the vote that were approved with Councillors Bagaeen and Councillor Nemeth voting against the recommendations.

47.10 **RESOLVED-**

- 1) That the Committee, having taken account of all duly made representations and comments, agree that the provisions of the Brighton & Hove (Valley Gardens) Bus Gates and Traffic Management Experimental Order 2020(TRO-9-2020) be made permanent.
- 2) That the Committee, having taken account of all duly made representations and comments agree that the provisions of the Brighton & Hove (St Peters Place -Valley Gardens) Bus Gates Experimental Order 2020 (TRO-20-2020) be made permanent.

60 FUTURE USE OF WATERHALL WILDING AREA.

- 60.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that requested the committee agree to a commitment to manage Waterhall as a 'wilding site' for a period of at least 20 years commencing on the date on which the funding is confirmed. This related to a potential award of funding from the National Heritage Lottery Fund.
- 60.2 In response to a query from Councillor Nemeth regarding statutory access, Councillor Lloyd stated that some of the group managing the site were passionate about statutory access and others were less enthusiastic. Councillor Lloyd stated that professional dog walking at the site had become a major issue and needed to be addressed quickly.
- 60.3 In response to questions over the legal process for statutory access, the Chair offered Councillor Nemeth a briefing on the matter.

60.4 **RESOLVED-**

- 1) Subject to the Council receiving confirmation of an award of funding for the wilding of Waterhall from the National Heritage Lottery Fund by the 16th of November 2022, that the committee agree to a commitment to manage Waterhall as a 'wilding site' for a period of at least 20 years commencing on the date on which the funding is confirmed.

61 ITEMS REFERRED FOR FULL COUNCIL

The meeting concluded at 8.35pm

Signed

Chair

Dated this

day of

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 66a

Subject: Petitions

Date of meeting: 18 January 2022

Report of: Executive Director for Governance, People & Resources

Contact Officer: Name: John Peel
Tel: 01273 291058
Email: john.peel@brighton-hove.gov.uk

Ward(s) affected: All

1. Purpose of the report and policy context

- 1.1 To receive any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

2. Recommendations

- 2.1 That the committee responds to the petition either by noting it or where it is considered more appropriate, calls for an officer report on the matter.

3. Context and background information

- 3.1 To receive the following petition signed by 8 people at the time of publication:

(1) Speed Camera on Beaconsfield Road

We the undersigned petition Brighton & Hove Council to place a speed camera on Beaconsfield road to prevent dangerous driving.

There has been an increase of dangerous driving on Beaconsfield road. The road is currently 20mph but individuals will drive 30 - 40 mph. There has also been incidents of people going faster and appear to be racing down the road. There has also been some dangerous overtaking whilst residents attempt to park their car and cars screeching to stop at the traffic lights.

There is concern that there will be more car accidents, parked vehicles being hit and pedestrians and cyclists being injured.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 66(b)

Subject: Written Questions

Date of meeting: 18 January 2022

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from members of the public:

(1) Anthony Pusey – Cycle Security

In November my wife and I securely locked our electric bikes - £2,500 each - to bike posts opposite the main toilets in Marine Drive in full view to passers by with 2 gold rated locks.

Unfortunately they were stolen. I think that most new cycle initiatives are useless if people are frightened to leave their bikes.

What can BHCC do to make our bikes more secure when locked up in public places?

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 66(c)

Subject: Deputations

Date of meeting: 18 January 2022

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the spokesperson for the deputation be thanked for attending and its subject matter noted.

Notification of one Deputation has been received. The spokesperson is entitled to speak for 5 minutes.

(1) Play area refurbishments

A significant £3 million investment in the infrastructure of 45 play areas addresses urgent need to replace, upgrade and maintain facilities (Open Spaces, 2017). We welcome investment in play areas as an essential resource for early years learning and leisure activity, activities by rights guaranteed to all children and young people (CYPs) (UN Convention on Rights of the Child Articles [UNCRC] 28 & 31). However, the process of consultation regarding these refurbishments is exclusionary, unequal and fails democratic process (Appendix 1). It fails to meet engagement requirements to involve 'residents, park users and other interested parties', risking widening health inequalities and poor physical and mental health outcomes for CYPs. We call to uphold Brighton & Hove's values as a city that welcomes residents' input and collective caring for its assets; values health and wellbeing of all residents; and is committed to reducing health inequalities. Processes should uphold city codes of practice on consultation (where spending exceeds £500,000) to avoid wastage. We call to uphold Council's own standards for consultation and assure the integrity of play areas as essential, accessible resources for all children and families. Refurbishments of this scale, with implications for a whole generation's physical and mental health, requires effective consultation with a diverse appropriate range of stakeholders of all ages, abilities and locations across the city. This has demonstrable not happened with a 'patchy-touch' approach relying on 'Friends of' groups in select areas (Appendix 2). Office Reports have not been forthcoming. A special educational needs and disabilities (SEND) working group established by requirement for ETS approval has been unable to significantly affect specifications or design. Requests for information about implementation of 'inclusive design' have been denied with only illustrations offered on social media provided. Feedback from residents and councillors of insufficient provision for older children, with fears for antisocial behaviour in absence of leisure alternatives, has not resulted in amendments to designs, resulting in inequalities in provision for older children and impacting the security of all

residents. CYPs' rights to 'express their views, feelings and wishes in all matters affecting them, and to have their views considered and taken seriously' have been denied (UNCRC 12). CYPs have not been meaningfully consulted even 'light touch', with the only major online consultation formatted inaccessible to CYPs and no engagement with Youth Council. Reliance on 'Friends of' parks groups widens inequalities which have been identified as needing diversification (Groundwork UK, 2021). The process excludes established stakeholders that serve CYPs effectively (community fora, parent-carer groups, specialist schools and childcare facilities, Youth Council) where CYPs and carers concentrate their time and resources, contributing to democratic exclusion. Children and families with SEND have been especially failed by the current process.

As well as upholding the city's own standards, consultation should meet UNICEF (2020) criteria for designing child-friendly spaces particularly those lacking: strategic orientation, collaboration, efficacy review and Participation and identification. We aim for communities to be engaged and funding best spent for areas with lasting play appeal within the challenges of managing maintenance. Communities should feel listened to as 'expert users of play areas'. We call for 6 corrections (Appendix 3): (1) Pause, Reflection and Change to consultation to address identified failures using range of time allocated to refurbishments. (2) Pause refurbishment programme while above is undertaken. (3) Comprehensive and equitable consultation with an appropriate range of stakeholders and communication of consultation outcomes. (4) Stronger utilisation of existing feedback mechanisms such as SEND groups and use of portal mechanisms (5) Creation of an Advisory Team of key stakeholders including community leaders, health and wellbeing advisors, SEND representatives, the city's Youth Council and experts by experience (6) development of a strategy to effectively communicate with residents including CYPs with or without SEND, about changes to their essential services.

Supported by:

Lisa Creagh

Neil Man

Dr Rebecca Graber (Lead Spokesperson)

Philippa Hodge

Dr Bruno De Oliveira

Kate Bloc

APPENDIX 1: FAILURES OF DEMOCRATIC PROCESS

- Spends of more than £500,000 require consultation, yet an Office Report has not been forthcoming.
- Requests from citizens and councillors for details of, and feedback from, those consultations have occurred have revealed a 'light touch' approach in a mere handful of play areas disproportionate to spend. The process's reliance on early 'pop-up' consultations fails to mitigate challenges to engagement in early stages of the pandemic.
- Reliance on 'Friends of...' park groups exemplifies a 'patchy touch' approach dependent on prior organisation, neglecting other readily-accessible community stakeholders such as community groups, specialist schools and childcare facilities.
- A SEND working group established by requirement for ETS approval has been unable to have feedback significantly affect specifications or design. Requests for design briefs and contractor specifications and draft/final designs for each park throughout phases of the tender process have been denied. Terms of reference for the group have not been agreed and designs set forth as final with meaningful consultation therefore non-existent or negligible.
- Requests for information about how 'inclusive design' approaches have been implemented have been denied with only those illustrations offered on social media provided.
- Requests for alterations to opportunities to feed in have been met with responses of insufficient time, despite the 5-year, phased approach of the refurbishments

APPENDIX 2: IMPLICATIONS FOR INEQUALITIES, HEALTH AND WELLBEING

- Communities with 'social capital' to organise can use time, resources and power to advocate for improvements to their communities while those without, go without (Putnam, 2000).
- 'Friends of' groups need diversification and to 'support young people to get their voice heard as park users' (Groundwork UK, 2021).
- Representatives from the SEND community have not been able to effectively feed into designs nor into formulation of future designs, being instead told that designs have been ordered and final. The needs of a vulnerable and diverse range of children, and indeed of adults with SEND who routinely use play areas, have been omitted from democratic consultation process. Reliance on 'Friends of' groups exacerbates this exclusion by, for example, failing to consult specialist schools near grounds of play areas.

APPENDIX 3: WHAT IS NEEDED FOR ACCEPTABLE CONSULTATION

- Consultation should be demonstrated to be democratic, able to effect significant changes to design, utilise appropriate methodologies to engage CYPs and SEND families (with coproduction of these as necessary), and make use, wherever feasible, of existing organisations supporting CYPs, and should reflect the full time-scale of planned refurbishments. Tools supporting the consultation (such as online surveys) should be fit for

purpose for use with hard-to-reach communities and individuals, such as families in low-income neighborhoods, CYPs and SEND families.

- To convene an Advisory Team of key stakeholders (including community leaders, health and wellbeing advisors, SEND representatives, the city's Youth Council and experts by experience) to agree a set of universal principles overarching all scheme designs, using coproduction as necessary and drawing on established guidance in designing child-friendly spaces (UNICEF, 2020). Principles should be available for the public to view. Principles might include: opportunities for interaction, designability, sustainability, inclusivity, accessibility, risky play, sensory diversity, sociability, all-age play, nature.
- Designs should incorporate the agreed principles and be available for the public to view in a fair, timely and accessible manner to permit play park users, including CYPs and SEND families, to be able to contribute on specific design proposals for their own community's play area. Sight of drafts with opportunity to provide some feedback at pre-order stage is a reasonable minimum that has been asked for, yet denied. Social media dissemination of final illustrations as the 'first look' is insufficient.
- Efficacy reviews of play areas should be undertaken to understand CYP's engagement with implemented designs especially but not only where there is substantive citizen feedback on disappointment with play areas (e.g., Victoria Park, Hove Park).
- Narrative explanation throughout the process of how the agreed concept of 'inclusive design' has been applied to designs with proactive implementation of feedback about issues of inclusive design in practice.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 67

Subject: Petitions referred from Public Engagement Meeting

Date of meeting: 18 January 2022

Report of: Executive Director for Governance, People & Resources

Contact Officer: Name: Mark Wall
Tel: 01273 291006
Email: mark.wall@brighton-hove.gov.uk

Ward(s) affected: All

1. Purpose of the report and policy context

1.1 To receive petitions presented at the public engagement meeting held on the 16 December 2021.

2. Recommendations

2.1 That the committee responds to the petition either by noting it or where it is considered more appropriate, calls for an officer report on the matter.

3. Context and background information

3.1 To receive the following:

Petition

3.2 **Bring Back Brighton and Hove in Bloom** - www.tinyurl.com/cityinbloom
Lead petitioner, Councillor Theobald

The state of the City in summer seems to have dropped off the priority list for our Council.

The City used to have an annual City in Bloom Competition that boosted civic pride by encouraging plant displays across the City. The competition was divided into different categories, including residents' gardens, geographical areas, best streets, best shops and public houses, with an award ceremony at a seafront hotel each year.

City in Bloom was an inexpensive competition, just requiring a bit of coordination and leadership from the council. The only expenses were producing application forms which were sent out and the awards ceremony itself. A City in Bloom Committee of horticultural volunteers went around the city judging the displays. The prizes were sponsored so the council didn't have to pay for them.

The Council has let this event fold, and our local Horticultural Society is on the verge of extinction due to a lack of support from the Council. Many of the city's flowerbeds are currently bare and overgrown with weeds.

Enough is enough. There can be no excuse from the Council for failing to maintain the flowerbeds in the city.

Let's bring back an annual city in bloom event and restore some civic pride in our city!

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 68(b)

Subject: Member Questions

Date of meeting: 18 January 2022

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from Members

(1) Councillor Platts- Green Flag Status

I would like to commend the work of Council staff and the community on the award of prestigious Green Flags for seven of our parks and open spaces because they are well maintained, provide a good community focus and have excellent facilities. What steps are being taken to secure Green Flag status for East Brighton Park?

(2) Councillor Fishleigh- Bins at Saltdean Oval Park

I have been requesting new bins for Saltdean Oval Park since being elected in May 2019. Sadly, none have been forthcoming and in fact 2 have been removed. Please don't refer to the bininfrastructure survey in your answer. I don't need a survey to know that new bins are needed in a park which is 50m from my home. If I buy bins to put by the skate park and the football court, will BHCC empty them on a regular basis please?

(3) Councillor Fishleigh- Ovingdean Waste Bins

Residents of Ovingdean have repeatedly come to committee to ask for general waste bins to be provided on the village's main pedestrian routes. They have even provided suggested locations - and the residents association has said it has funds to contribute. Please would you give me an update on progress?

(4) Councillor Fishleigh- Car Free City

Do you agree that a car-free city is not the same as a liveable city and therefore the terms shouldn't be used interchangeably by officers or councillors at BHCC?

(5) Councillor Fishleigh- Valley Gardens

Could you confirm the relationship between the company that manages the cameras and the fines at the Valley Gardens Bus Gates - and Project Centre, the company that managed the detailed design and delivery of the

first two parts of the Valley Gardens scheme and has been awarded a similar contract for Phase 3 too?

(6) Councillor Nemeth- Wish Park Disabled Access

What work has been carried out to restore access around the perimeter of Wish Park to all members of the community following the removal of public access along the pathway outside the Saxon Road pavilion?

(7) Councillor Bagaeen- Mallory House Tree Removal

At the last ETS meeting, members were told that the cost of replacing one tree could run into thousands of pounds sterling. This month, the Council agreed that trees can be felled, as opposed to reducing their height, and officers issued a remedial notice to this effect. How has it become acceptable to fell healthy trees in Hove under your watch?

(8) Councillor Nemeth- Camera Fines

Please provide an up-to-date breakdown of camera fines to motorists, by all camera locations, detailing numbers of fines, amount raised, detail of offence, and numbers of appeals won/lost for each of the last three years.

(9) Councillor Nemeth- Parking Permits

What consideration has been given to extending the expiry date of visitor parking permits to take into account COVID restrictions?

(10) Councillor Nemeth- Pavement Renewal in Conservation Areas

Following several recent controversial incidents that have led to much protest from residents and amenity societies locally, what is the Council's policy on replacing pavement slabs with tarmac in Conservation Areas and why does it appear to have recently changed?

(11) Councillor Lewry- Hangleton Park budget measures

The following expenditure item was agreed to at the City Budget in March 2021:

£0.090m capital investment for: A) tree planting around phone masts; replacement play equipment in Patcham parks; resurfacing of Hangleton Park multipurpose play area; £0.020m replacement of the zip wire at Saltdean Oval Park and additional pothole repair funding. B) £0.010m invest in open space sports infrastructure such as tennis court nets and basketball hoops. The open spaces to include Hangleton and Hove seafront. C) £0.010m capital investment in replacement bins in open spaces including Hove Park, Hove Recreation ground, Greenleas Park and Knoll Park.

Please can the Chair advise the current status of the following budget expenditure projects referred to above:

- i) Resurfacing of Hangleton Park multipurpose play area.
- ii) New basketball hoops at Hangleton Park.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 68d(1)

Subject: Hangleton Link Road
Notice of Motion from an Independent Member

Date of meeting: 18 January 2022

Proposer: Councillor Janio
Seconder: Councillor Atkinson

Ward(s) affected: All

This council requests:

1. A report be submitted to the ETS Committee, detailing the funds required to fund a pedestrian bridge, and any necessary support infrastructure, across the Hangleton Link Road (A293) as near to the Hangleton Lane/Hangleton Link/Fox Way roundabout as practically possible; and
2. A report be submitted to the ETS Committee, detailing possible developments in the vicinity of the Hangleton Lane/Hangleton Link/Fox Way roundabout, that might be channelled into the crossing in 1. Above.

Supporting Information:

The construction of the Brighton Bypass has been a great success, but necessity for a 'Hangleton Link Road' effectively severed informal links between North Portslade and Hangleton, as the level of traffic throughput through the Hangleton Lane/Hangleton Link/Fox Way roundabout means it is treacherous to cross

A permanent improvement to the crossing has been request by local councillors over many years, as the demand to cross this busy junction has not abated

Some improvements, such as the improvement of sightlines, a reduction of the speed limit, and other ways of slowing the traffic, are possible solutions, but the only sensible way to re-establish the link between the communities of North Portslade and Hangleton would be to provide a pedestrian bridge.

The introduction of the CIL provides an opportunity to access the required funds to fund the long-awaited pedestrian bridge.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 68d(2)

Subject: Re-evaluating the current scheme for Valley Gardens Stage 3
Notice of Motion from an Independent Member

Date of meeting: 18 January 2022

Proposer: Councillor Fishleigh
Seconder: Councillor Janio

Ward(s) affected: All

This Council notes that there are a multitude of problems with the current plans that need to be resolved prior to work starting on VG3 including this small sample:

- The economic and health consequences of creating a five-lane road on the east side of the Old Steine directly in front of two city centre medical surgeries, homes and businesses
- The disbenefit of narrowing pavements by more than three metres
- How the bus loop works without a confusing, dangerous and slow filter system against oncoming traffic
- How buses and other vehicles will share lanes without causing vehicles to have to switch lanes or wait for passengers to get on and off
- Pedestrians have been placed in direct conflict with the new two-way cycle lane across the whole scheme including at Palace Pier and the planned new entrance to Pavilion Gardens.

This Council agrees that:

1. VG3 will happen but it is our responsibility to ensure that the scheme is implemented in the way that works for all users - and that there are no oversights or unintended consequences.

This Council agrees to:

Request the ET&S Committee to appoint a third-party and genuinely independent traffic consultant to evaluate the scheme as it stands at the moment. This consultant should then meet with all the stakeholders to hear their concerns about the current scheme and prepare a report that will be evaluated at a future full council.

Supporting Information:

- Valley Gardens is a once-in-a-generation opportunity to change the way people and vehicles move around this key transport corridor
- The plans have evolved over time - everything previously assumed has been changed by COVID and Brexit and should be sensibly re-evaluated
- Phase 3 has always been the controversial part of the Valley Gardens scheme
- Calls for an Environmental Impact Assessment have repeatedly been denied
- Responsibility for VG3 has now been delegated to officers
- The city has experienced many unintentional problems brought about by unmonitored assumptions and miscalculations - notably the remodelling of North Street has directly contributed to making it one of the ten most polluted roads in the UK, damaging the health of residents and visitors alike
- Displaced traffic and punitive fines are causing distress and hardship to residents, visitors, workers and business owners. These have resulted from the poor planning and implementation of Phases 1 and 2
- Despite repeated officer claims that the LEP funding for VG3 would be withdrawn if the money wasn't drawn down and work completed by March 2021 this did not prove to be the case. The LEP retains absolute discretion on the drawdown of funds.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 68d(3)

Subject: Poor condition of pavements in Brighton and Hove
Notice of Motion from the Conservative Group

Date of meeting: 18 January 2022

Proposer: Councillor Nemeth
Seconder: Councillor Peltzer Dunn

Ward(s) affected: All

This Council:

1. Reaffirms concerns that have been raised in the past about excessive use of glyphosate herbicides;
2. Notes widespread condemnation from residents and visitors alike of the current state of the pavements in Brighton & Hove;
3. Further notes that allowing weeds to take hold discourages active travel; raises the chance of injury to members of various vulnerable groups; increases costs for maintenance and compensation claims; and fosters a sense of neglect in the public realm; and
4. Calls for an urgent Officer Report to be presented to Environment, Transport & Sustainability Committee that sets out how pavements in the city can be rapidly brought to a high standard without excessive use of glyphosates.

Supporting Information:

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 68d(4)

Subject: Strike Preparedness
Notice of Motion from the Conservative Group

Date of meeting: 18 January 2022

Proposer: Councillor Nemeth
Secunder: Councillor Bagaeen

Ward(s) affected: All

This Committee:

1. Calls for an Officer Report detailing what measures are now in place to deal with future refuse strikes to ensure continuity of service and safety to the public.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 68d(5)

Subject: Strike Preparedness
Notice of Motion from the Conservative Group

Date of meeting: 18 January 2022

Proposer: Councillor Nemeth
Seconded: Councillor Bagaeen

Ward(s) affected: All

This Committee:

1. Reaffirms its position that it will not support the reinstatement of the removed cycle lane, or similar creation, on the Old Shoreham Road.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 68d(6)

Subject: Southern Water Investment
Notice of Motion from the Green Group

Date of meeting: 18 January 2022

Proposer: Councillor Hills
Seconder: Councillor Lloyd

Ward(s) affected: All

The Committee notes the critical health and environmental concerns around the dumping of raw sewage in our rivers and seas by water companies. Despite being fined £90m for illegally discharging sewage into our waters, Southern Water used the Portobello Storm Outfall near Saltdean to dump raw sewage more than 50 times last year, posing a significant threat to human health and marine ecology.

The Committee notes local residents pay to ensure water is effectively managed and considers Southern Water is not fulfilling its duty to update drainage systems to cope with the impact of climate change.

The Committee therefore requests that the Chief Executive writes to Southern Water

- asking for clarification on plans to stop sewage overflows as soon as possible, by 2030 at the latest.
- Inviting their CEO to a meeting of Health Overview Scrutiny Committee to explain recent actions and to discuss workable ways forward to improve water quality.
- Asking them to engage with local government, the public and community groups to identify investment to improve our city's drainage, in order to reduce flooding and dependence on *the combined sewer capacity*.

The Committee resolves to:

- Work with Southern Water and partners to design and implement a citywide SuDSⁱ strategy to reduce surface water flooding by 2030.
- Investigate whether funds from Southern Water's recent fines can be redistributed to pay for works.

Supporting Information:

[1] [Sewage dumped in sea at Saltdean Beach in Brighton & Hove | The Argus](#)[2] [Southern Water Beachbuoy Stormwater Information](#)

[3] [Surfers Against Sewage Safer Seas and River Service app and online map](#)

[4] [Surfers Against Sewage responds to Southern Water OFWAT fine • Surfers Against Sewage \(sas.org.uk\)](#)

[5] [Surfers Against Sewage 2021 Water Quality Report](#)

[6] [Southern Water response to Surfers Against Sewage 2021 Water Quality Report](#)

[7] Southern Water recently paid Lewes Council to plant trees for this purpose, following calls by council leadership following discharges into the River Ouse.

ⁱ Sustainable drainage systems

Subject:	Fees and Charges 2022-23		
Date of Meeting:	18 January 2022		
Report of:	Executive Director for Housing, Neighbourhoods, & Communities; Executive Director, Economy, Environment & Culture; Executive Director of Governance, People & Resources		
Contact Officer:	Name:	Various	Tel: Various
	Email:	Various	
Ward(s) affected:	(All Wards);		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to set out the proposed 2022/23 fees and charges for the service areas covered by the Environment, Transport and Sustainability Committee, in accordance with corporate regulations and policy.

2. RECOMMENDATIONS:

- 2.1 That the Committee approves the proposed fees and charges for 2022/23 as set out within the report and its appendices.
- 2.2 That Committee delegates authority to the Executive Director of Economy, Environment & Culture (in relation to paragraphs 3.4-3.23), the Executive Director of Housing, Neighbourhoods & Communities (in relation to paragraphs 3.24 - 3.26) and to the Executive Director of Governance, People & Resources (in relation to paragraphs 3.27 – 3.33) to change fees and charges as notified and set by central Government during the year.

Note: If the above recommendations are not agreed, or if the committee wishes to amend the recommendations, then the item will need to be referred to the Policy & Resources Committee meeting on 10 February 2022 to be considered as part of the overall 2022/23 budget proposals. This is because the 2022/23 budget proposals are developed on the assumption that fees and charges are agreed as recommended and any failure to agree, or a proposal to agree different fees and charges, will have an impact on the overall budget proposals, which means it needs to be dealt with by Policy & Resources Committee as per the requirements of the constitution. This does not fetter the committee's ability to make recommendations to Policy & Resources Committee.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The council's Corporate Fees and Charges Policy requires that all fees and charges are reviewed at least annually and should normally be increased by

either: the standard rate of inflation, statutory increases, or actual increases in the costs of providing the service.

- 3.2 Policy & Resources Committee in July 2021 specified the assumption of a standard inflation increase to fees and charges of +1.5% with exceptions including Penalty Charge Notices (parking fines) where the level of fines is set by government and cannot be changed independently. The council's Standard Financial Procedures states that service committees shall receive a report from Executive Directors on fees and charges variations above or below the corporately applied rate of inflation.
- 3.3 It is not always possible when amending fees and charges to increase by the exact inflation figure due to rounding. As a result, some fees and charges are rounded for ease of payment and administration.

City Transport - Highways (Appendix 1)

Highways

- 3.4 It is proposed to increase most of the non-statutory fees and charges by 5% to ensure all costs are recovered. Where percentage increases are under or over +5%, this is to ensure that increases can be made in whole pounds.
- 3.5 The proposed fees and charges are set out in **Appendix 1**.

City Transport – Parking (Appendix 2)

- 3.6 Decriminalised Parking Enforcement (DPE) was introduced in July 2001 with the aim of reducing congestion and improving traffic management. Any surplus arising from on street parking is spent on qualifying expenditure as governed by section 55 of the Road Traffic Regulation Act 1984 as amended from October 2004 by section 95 of the Traffic Management Act 2004.
- 3.7 All the surplus generated from parking charges after direct costs is invested locally into bus subsidies, concessionary bus fares, Local Transport Plan costs and local environmental improvements as permitted under the Act. More information is available in the Parking Annual Report 2020/21. The updated 2020/21 Parking Annual Report is being discussed within this ETS Committee meeting.
- 3.8 Improving air quality is a key objective for Brighton & Hove City Council. As part of a range of measures to improve air quality such as the Low Emission Zone, parking charges can also help to encourage less polluting travel options and reduce emissions. In addition, congestion across the city can affect the reliability of journey times and long-term parking can reduce accessibility and the turnover of spaces. Better accessibility through a high turnover of vehicles being parked helps to support local businesses. Parking charges can help to encourage alternative transport choices and higher turnover of spaces. Penalty Charge Notices (PCNs) are set by central government and cannot be changed independently.

On-Street Parking

3.9 The proposed 2022/23 fees follow a review of parking demand in the city and the objectives set out in the council's Local Transport Plan, therefore changes to the tariffs will not reflect the assumed +1.5% standard budgetary inflation value. A schedule of fees and charges for on-street parking is included at **Appendix 2** with more detailed prices for resident permits in **Appendix 3**. The most noteworthy proposals are as follows:

- Standard rate annual residents permit for CPZ full scheme increasing by 6% (£10) and light touch CPZ increasing by 9% (£10) with all low income household rates frozen
- Further increases to the surcharges on resident permits for second and third+ vehicles per household.
- Traders Permits for annual and 3-month periods increasing by an average 5% while monthly, weekly and daily periods are frozen. (Business Permits are also frozen for 2022/23 to support local businesses and services).
- Increase High, Medium and Low Tariffs across the city by an average 15% and increase High tariffs (Central Brighton & the seafront) by an average 19%.
- Increase from 50% to 75% for the high emission charge for various permits.
- Increase of approximately 8.5% to all visitor permits across the city.

Off-Street Parking

3.10 As with on-street parking charges, the proposed fees are considered to be at a level which reflects the administration's traffic management objectives, particularly to reduce congestion and promote alternative forms of transport by moderating demands in certain bands. A full schedule of proposed car park fees and charges are included at **Appendix 2**: The most noteworthy proposals are to:

- Increase the tariffs for the four main car parks (Trafalgar Street, The Lanes, Regency Square and London Road) by an average 15%
- Increase the tariffs for other car parks by an average 15%

City Environmental Management (Appendix 4)

City Parks

Allotments, Parks and Sports Bookings

3.11 It is proposed to increase the charges for allotments, parks and sports bookings by an average of 5%. A schedule of fees and charges is included at **Appendix 4**.

3.12 The principle of charging for dedicated trees and benches is to recover the costs to the council of running the service. Sports bookings have historically been set at a rate to reflect the council's health and wellbeing objectives and it is recognised that most sports bookings do not recover the cost of provision. There is an ongoing review of the sports booking service provision to investigate options to increase the proportion of costs met by the service user.

Car Parking Charges in Parks

- 3.13 Car parking charges at the car parks located at Preston Park, East Brighton Park and Stanmer Park were first introduced in 2011, 2014 and 2021 respectively to manage the level of parking activity with any net surplus generated ring fenced to invest in park improvements. The proposal is to align the parking charges with equivalent on-street tariffs for 2022/23.

City Clean

Flyering Licenses

- 3.14 Flyering licences fees are set at a rate that is considered reasonable to allow appropriate regulation and minimisation of flyering activity and to partly recover the cost of work required to clear the litter generated from flyering activity. It is proposed that flyering licences are uplifted by 10%. All licenses will be valid for 24 hours. Details of the new fees are set out in **Appendix 4**.

Trade Waste Collection Service

- 3.15 At Environment, Transport & Sustainability Committee on 9 October 2018, the Committee delegated authority to the Executive Director Economy, Environment & Culture (subject to consultation with the Executive Director Finance & Resources) to revise the trade waste collection prices in response to the prevailing market prices for the services provided at least annually. Prices are set at individual customer level based on a combination of market price and the cost of providing the service.

Garden Waste Collection Service

- 3.16 The existing garden waste collection service charge is currently £65 per household per year. The proposal is to increase the garden waste charges by £5 to £70 per household per year which is comparable with neighbouring authorities.

Authority	Annual Cost	Bin Cost	Total Annual Cost	Notes
Lewes District Council	£70.00	£0.00	£70.00	Fortnightly collections/240 litre bin included
Eastbourne District Council	£52.00	£0.00	£52.00	Fortnightly collections/240 litre bin included
Mid-Sussex District Council	£70.00	£0.00	£70.00	Fortnightly collections/240 litre bin included
Horsham District Council	£42.00	£43.40	£85.40	Fortnightly collections/Charge for a 240L bin
Adur & Worthing District Council	£85.00	£0.00	£85.00	Weekly collections/240 litre bin included

- 3.17 Assuming a customer base of 8,000 households, this could generate an additional £0.040m a year which would cover service costs and future investment in the service.

Bulky Waste Collection Service

- 3.18 It is proposed to change the bulky waste operating model, pricing, and discount amount to ensure the service does not operate in financial deficit and therefore add to the budget pressures of CEM. The proposed model supports the delivery of the statutory responsibility, whilst protecting the service against a financial loss. The model should also see non-financial benefits such as an increase in

use of the many initiatives such as Tech-Takeback and Shabitat as well as a decrease in the amount of waste being directed to the Energy Recovery Facility or landfill.

- 3.19 The existing pricing model was inherited from a private contractor when the service was brought in house in early 2021. This included a charge structure per item including 'non-bulky' items as well as a 50% discount to those eligible. After carrying out market research, many local authorities operate a model whereby the collections are based on three items for a set price, with the exception of white goods and a number of specific items (e.g. pianos), with any additional items at a set price. Below shows analysis on nearby Local Authorities:

Local Authority	Minimum Price	Discounts
Eastbourne Borough	£50.00	25%
Hastings Borough	£35.00	No
Lewes District	£55.00	No
Rother District	£40.00	No
Wealden District	£55.00	No
Adur & Worthing	£45.00	No

- 3.20 Following market research, it is proposed the pricing model moves from itemised pricing to three items for a set price, with the exception of white goods, and a number of specific items (e.g. pianos), with any additional items at another set price. It is also proposed the discount is changed from 50% to 25% as benchmarking of other local authorities indicates that this is a standard amount for a discount where available.
- 3.21 Discounts continue to be available to those over 60 years old and those in receipt of income support or Universal Credit, Employment and Support Allowance, Job Seekers Allowance, Incapacity Benefit, Personal Independence Payment and/or Disability Living Allowance.

Environmental Enforcement

- 3.22 At the 22 June 2021 meeting of the Environment, Transport & Sustainability Committee, the committee approved the Environmental Enforcement Framework and the associated Fixed Penalty Notice charges. Income from fines paid are used to cover the costs of the environmental enforcement service. Any surplus income is ring-fenced to spend on environmental improvement projects in line with legal requirements. Details of these charges can be found at: [Environmental Enforcement Framework Charges](#)
- 3.23 All City Parks and City Clean charges are set out in **Appendix 4**.

Safer Communities (Appendix 5)

Trading Standards

- 3.24 It is proposed to increase the non-statutory fees and charges in line with the September CPI rate of inflation at 3.1%.

Environmental Health

- 3.25 It is proposed to increase the majority of the non-statutory fees and charges in line with the September CPI rate of inflation at 3.1%.
- 3.26 On 1 January 2021 the requirement to process and certify Export Health Certificates for consignments of fish/fishery products commenced. We support our businesses involved in this process to enable guaranteed movement of these products into the EU. This is a non-statutory function and requires the introduction of a charging system and the proposed fees are set out in **Appendix 5**. These fees are based on full cost-recovery.

Bereavement Services (Appendix 6)

- 3.27 Proposals for increases to fees and charges for Bereavement Services have for the 2nd year running, had to factor in the current Covid19 pandemic, and its continued impact on service delivery. Whilst government directives on numbers of people permitted to attend a funeral service have been relaxed, the funeral industry has had to adapt and work differently to manage facilities, to ensure safe essential cremation and burial services for the bereaved.
- 3.28 Affordability of funerals continues to be high profile nationally. This follows an investigation by the Competitions and Marketing Authority (CMA) providing significant scrutiny around costs and options available in the competitive market that the service works in. At Woodvale, there is a direct competitor immediately adjacent to our Cemetery and Crematorium grounds, which is privately owned by Dignity Funeral Services, the largest owner of private crematoria in the country.
- 3.29 For the financial year 2022/23, the service proposes to increase current fees for main cremations and burial services, and some memorialisation services.
- 3.30 Benchmarking has been carried out with local neighbours where comparable fees and charges are available. It is proposed that areas of the service can withstand increases to current charges and continue to remain competitive, as demonstrated by the appendices. Benchmarking with other Sussex Crematoria and burial authorities provides valuable information because they are alternative service providers who customers are most likely to opt for as an alternative to Brighton & Hove City Council's services.
- 3.31 The proposals are made with knowledge that there are other risks that need to be appreciated, which potentially can affect demands for the services offered. This includes the death rate in the local area, which prior to the pandemic, was dropping by around 6% on average per year, during 2018 and 2019.
- 3.32 As with previous reviews, there are no proposals to change charging policies in relation to children. The proposals are formulated to be consistent with the general principle of cost recovery, including maintaining the facilities we have at Woodvale where our Crematorium and chapels are grade 2 listed buildings. The proposals to increase cremation, burial and memorialisation fees from 1 April 2022 will generate an estimated additional £0.037m assuming business levels remain consistent with the pre-Covid 2019/20 year. These proposals are based

on the service continuing to follow best practice in line with guidance from the Institute of Cemeteries and Crematorium Management (ICCM), a national organisation providing policy and best practice guidance to Burial and Cremation authorities.

- 3.33 Please see **Appendix 6** proposed Bereavement Services fees and charges and **Appendix 7** Bereavement Services benchmarking.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The proposed fees and charges in this report have been prepared in accordance with the council's fees and charges policy and form part of the proposed budget strategy. They take account of the requirement to increase by the corporate inflation rate of +1.5% (unless otherwise stated) and consideration has been given to other factors such as statutory requirement, cost recovery and prices charged by competitor / comparator organisations. Parking fees and charges are set to meet transport management objectives of managing demand for parking and reduce congestion.

5 COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Where Traffic Regulation Orders or notice of intentions are required for proposed transport fee changes, these will undergo a period of statutory consultation.

6. CONCLUSION

- 6.1 Fees and charges are considered to be an important source of income in enabling services to be sustained and provided. A wide range of services are funded or part funded by fees and charges including those detailed in this report. The overall budget strategy aims to ensure that fees and charges are maintained or increased as a proportion of gross expenditure through identifying income generating opportunities, ensuring that charges for discretionary services and trading accounts cover costs, and ensuring that fees and charges keep pace with price inflation and/or competitor and comparator rates.
- 6.2 Fees and charges budgets for 2022/23 are assumed to increase by a standard inflation rate of +1.5% with the exception of those listed within this report. The council's Corporate Fees and Charges Policy requires that all fees and charges are reviewed at least annually and should normally be increased by either; the standard rate of inflation, statutory increase or increases in the costs of providing services.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The fees and charges recommended in this report have been reviewed in line with the Corporate Fees & Charges Policy and all relevant regulations and legislation. The anticipated recurring financial impacts of fee changes will be reflected within service revenue budgets. Increases to meet the corporate rate of inflation of +1.5% are normally applied to all council income budgets (exceptions

include statutory Penalty Charge Notices) to ensure income is maintained as a proportion of the net cost of service. Increases above or below the corporate rate of inflation must be approved by the relevant service committee or Policy & Resources Committee and can result in additional contributions toward either the cost of services and/or overheads. This can also result in the achievement of a net budget saving to the council. Where this is the case, this will be reflected in proposals for the relevant service and will be incorporated within the revenue budget report to Policy & Resources Committee and Budget Council in February 2022. Income from fees and charges is monitored as part of the Targeted Budget Monitoring (TBM) process.

- 7.2 In the case of on-street parking permits, tariffs and penalty charges, the use of any surplus income from civil parking enforcement, after taking into account costs, is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This requires the defined Parking Surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares, Local Transport Plan projects and environmental improvements. Where the council also funds transport and highways related budgets from its General Fund budget, increases to the Parking Surplus can be lawfully applied to this expenditure, which can thereby release equivalent General Fund resources. The council may use the released resources for any purpose within its duties and powers, including releasing resources for savings.
- 7.3 There may be costs associated with advertising Traffic Regulation Orders (TROs) for changes to charges within the Transport service which will be met from existing revenue budgets.

Finance Officer Consulted: Jeff Coates

Date: 07/01/22

Legal Implications:

- 7.4 The council needs to establish for each of the charges imposed both the power to levy charges of that type, and, where applicable, the power to set the charge at a particular level. In some cases the amount of the charges is set by Government. In other cases where a figure is not prescribed, for example the general power to charge for discretionary services under the Local Government Act 2003, the amount that can be charged is restricted to cost recovery. In some prescribed cases, such as charging for trade waste collection, legislation enables the Council to set charges at a commercial rate. Special provisions apply in the case of parking charges which are set out below. In all cases the council must act reasonably and ensure that any statutory formalities which govern the particular charge are complied with.
- 7.5 The Council is entitled to set parking charges at levels that will enable it to meet its traffic management objectives for example, by managing supply and demand for parking. Under section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004, the Council must keep an account of all parking income and expenditure in designated (i.e. on-street) parking spaces which are in a Civil Enforcement Area, and of their income and expenditure related to their functions as an enforcement authority. The use of any surplus income from civil parking enforcement is governed by Section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be

used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.

Lawyer Consulted: Hilary Woodward

Date: 5/1/22

Equalities Implications:

- 7.6 Management of fees and charges is fundamental to the achievement of council priorities. The council's fees and charges policy aims to increase the proportion of costs met by the service user. Charges, where not set externally, are raised by at least corporate inflation rates unless there are legitimate anti-poverty considerations. In terms of the parking fees & charges the exemptions for low income families in receipt of council tax reduction or universal credit remain as they are while fees for blue badge holders have not increased. The cost of professional carers permits and carers permits remain unchanged to reflect the positive impact this brings to all members of society. Any surplus parking income is mainly spent on providing free concessionary bus passes for elderly and disabled people.

Sustainability Implications:

- 7.7 As part of a range of measures to improve air quality parking charges can also help to encourage less polluting travel options such as cycling and reduce emissions. In addition, congestion across the city can affect the reliability of journey times and long-term parking can reduce accessibility and the turnover of spaces. Many of the parking fee increases are targeted at areas where there is high demand to help provide drivers with better access to currently congested areas. There is also good coverage of the city centre/seafront by our public transport network, so there are alternatives for people wanting to access these areas where charges are being increased.

Any Other Significant Implications:

- 7.8 There are no other significant implications arising from the recommendations in this report.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed City Transport (Highways) Fees and Charges 2022/23
2. Proposed City Transport (Parking) Fees and Charges 2022/23
3. Proposed City Transport (Parking) Resident Permits 2022/23
4. Proposed City Environmental Management Fees and Charges 2022/23
5. Proposed Safer Communities Fees and Charges 2022/23
6. Proposed Bereavement Services Fees and Charges 2022/23
7. Bereavement Services Benchmarking 2022/23

Background Documents

1. None

Appendix 1 - Proposed City Transport (Highways) Fees and Charges 2022/23

	2021/22	2022/23	
	Actual Charge	Proposed Charge	Change %
HIGHWAYS			
Vehicle Crossover Inspection - First inspection	£114.00	£120.00	5.3%
Vehicle Crossover Inspection - Proceeding to works	£150.00	£158.00	5.3%
S50 Road Opening Charge – Works on apparatus with an existing licence	£186.00	£196.00	5.4%
S50 Road Opening Charge – New Licence	£510.00	£536.00	5.1%
Works on the Highway (installation of ramps etc)	£362.00	£381.00	5.2%
Temporary Traffic Lights (application and approval of changes to traffic light junctions)	£123.00	£130.00	5.7%
Oversailing (permission to move materials/build temporary structures over the public highways)	£123.00	£130.00	5.7%
Officer time (When needed on site checking traffic management or traffic signals)	£51.00	£54.00	5.9%
Filming Traffic Management Charge	£500.00	£525.00	5.0%
DEVELOPER-LED HIGHWAY WORKS (INCLUDING S278/38 AGREEMENTS)			
<p><i>Note 1: For S278/38 agreement items -</i></p> <p>(a) EVHW = Estimated Value of the Highway Works. This includes, inter alia, street lighting, electricals, statutory undertakers works, and traffic management. For the purposes of the Advanced Fee this shall be based on an early estimate of the proposals prior to any technical review. For</p> <p>(b) Fees exclude those for legal drafting, traffic regulation orders, structural/geotechnical AiP and commuted sums, which shall all be additional.</p> <p>(c) Fees are based on a standard scope of activities. If this is exceeded then 'supplementary' fees will be due at a time charge rate of £68 hour ex VAT.</p> <p>(d) In addition to these fees, applicants will be required to provide a legal undertaking at the point of application that they will pay any abortive costs that the Council may occur (including officer time @ £68 hour ex VAT) above the value of the advanced fee should the application not be completed for any reason.</p> <p><i>Note 2: Fees technical review items (where outside of the s278/38 agreement process)</i></p> <p>(a) Fees exclude any meetings, which be additional per separate items</p> <p>(b) Where the proposals include works at multiple disparate sites, include contiguous works over a very large area, or in other reasonable circumstances, these may be broken up and treated as separate schemes - each subject to separate fees.</p> <p><i>Note 3: For Road Safety Audit items -</i></p> <p>(a) Fees include up to 2 rounds of review of each RSA submission (i.e. Audit Team proposal, Brief, Audit Report, Audit Response Report). Should further rounds of review be necessary to obtain approval then this will be subject to additional fees at a time charge rate of £68 hour ex VAT.</p> <p>(b) Fees exclude technical review and/or approval of the highway proposals themselves or of any input TS/TA derived traffic forecasts etc... for that may be required for RSA Briefs. Where approval of such inputs is required then this will be subject to separate fees per other items. Whilst RSA Briefs may nonetheless be approved in the absence of these, this will be subject to separate latter approval of such input documents. Until that is provided Designers proceed with any RSA at their risk.</p> <p>(c) Fees exclude the production of Exceptions Reports for where the Design Organisation proposes not to follow an RSA recommendation. Should they be required then this will be subject to additional fees at a time charge rate of £68 hour ex VAT.</p> <p>(d) Where the proposals include works at multiple disparate sites, include contiguous works over a very large area, or in other reasonable circumstances, these may be broken up and treated as separate schemes - each subject to separate fees.</p>			
S278/38 'major works' agreement -			
Design Check and Inspection Fee (DCIF) to be paid when agreement completed to cover all tasks within standard scope	12% EVHW	12% EVHW	N/A
Advanced Fee (AF) to be paid at point of application to begin agreement process, but to be deducted from DCIF	6% EVHW (min £2,500)	6% EVHW (min £2,500)	N/A
S278 'minor works' agreement -			
Design Check and Inspection Free (DCIF) to be paid when agreement completed to cover all tasks within standard scope	12% EVHW	12% EVHW	N/A
Advanced Fee (AF) to be paid at point of application to begin agreement process, but to be deducted from DCIF	6% EVHW (min £1,500)	6% EVHW (min £1,500)	N/A
S278 'point works' agreement (where council designs and executes very minor works on the applicant's behalf) - officer time to prepare, design, works quotation and agreement, and to inspect/supervise/approve the works. Excludes cost of the works themselves which shall be confirmed in the agreement			
	£1,450.80	£1,523.00	5.0%
1no. round of technical review and written response, outside of S278/38 agreement process, of outline highway design proposals where -			
Small scheme	£521.00	£546.00	4.8%
Medium scheme	£895.47	£939.00	4.9%
Large scheme	£1,318.78	£1,383.00	4.9%
1no. round of technical review and written response, outside of S278/38 agreement process, of detailed highway design proposals excl. SUDS drainage and street lighting, where -			
Small scheme	£716.37	£751.00	4.8%
Medium scheme	£1,058.28	£1,110.00	4.9%
Large scheme	£1,530.43	£1,604.00	4.8%
1no. round of technical review and written response, outside of S278/38 agreement process, to SUDS drainage proposals, where -			
Small scheme	£303.00	£319.00	5.3%
Medium scheme	£530.00	£557.00	5.1%
Large scheme	£758.00	£796.00	5.0%
1no. round of technical review and written response, outside of S278/38 agreement process, to street lighting proposals, where -			
Small scheme	£303.00	£319.00	5.3%
Medium scheme	£530.00	£557.00	5.1%
Large scheme	£758.00	£796.00	5.0%
Road Safety Audit outside of S278/38 process, completion of all overseeing organisation tasks for an individual stage 1/1+2/2/3, where -			
Small scheme	£1,090.84	£1,144	4.9%
Medium scheme	£1,432.75	£1,502	4.8%
Large scheme	£1,986.31	£2,082	4.8%
Attendance of 1 no. Highway Agreements Officer at 1 no. max 2 hour meeting to informally discuss highway design proposals outside of S278/38 agreement, incl. advance review of submitted info but excl. any written notes or formal written observations			
	£227.94	£239.00	4.9%
Structural Approval in Principle to DMRB BD02			
	£606.00	£637.00	5.1%
Geotechnical Approval in Principle to DMRB HD22/08			
	Time charge at consultancy rates	Time charge at consultancy rates	N/A

Appendix 1 - Proposed City Transport (Highways) Fees and Charges 2022/23

	2021/22	2022/23	
	Actual Charge	Proposed Charge	Change %
TRANSPORT NOTE/STATEMENT/ASSESSMENT SCOPING AND OTHER PRE-APPLICATION ADVICE			
<p><i>Note 1: Where Planning Performance Agreements are proposed then the fees shall be calculated on a case specific basis and those below may not apply.</i></p> <p><i>Note 2: The below rates assume the availability of Council staff. Where Council staff are not available then the Council may be able to arrange for external Consultants to provide advice instead on its behalf. However, fees will then be determined on a case specific basis.</i></p> <p><i>Note 3: The written pre-application advice items are limited to Transport Note/Statement/Assessment screening and scoping (based in each instance on submitted screening/scoping notes), and general transport policy. Advice on highway design (including for any roads/spaces within the site), Road Safety Audit, Travel Plans, and CTMPs is excluded and subject to separate fees under other items. Advice/audit relating to junction/network modelling is included where this relates to up to 2 no. simple, non-signalised junctions that do not interact or feature other complicating factors (as modelled within Junctions 9 software). In all other circumstances such advice is excluded and shall be subject to separate fees under other items.</i></p>			
1 no. round of written pre-application advice, excl. any meetings, for -			
Minor development - householder only	£260.50	£273.00	4.8%
Minor development - other	£455.87	£478.00	4.9%
1 no. round of written pre-application advice, incl. 1 no. clarification meeting prior to issue, for -			
Major development - small (Transport Statement only)	£683.81	£717.00	4.9%
Major development - medium (Transport Assessment)	£976.87	£1,024.00	4.8%
Major development - large (Transport Assessment)	£1,253.65	£1,314.00	4.8%
Major development - x.large (Transport Assessment and/or Environmental Statement)	£1,595.56	£1,673.00	4.9%
Attendance of Team Manager at any clarification meeting in addition to the assigned Transport Case Officer	£195.37	£205.00	4.9%
1 no. round of network/junction modelling advice/audit with written response	Time charge at consultancy rates	Time charge at consultancy rates	
TRAVEL PLANS			
<p><i>Note 1: The scope for the monitoring fee items below includes 2no. rounds of review and written comment on each of 2 no. Travel Plans (to provide for later revisions after initial approval) and 3 no. Monitoring Reports. This is inclusive of any response to the Local Planning Authority on a related approval of details application or application to discharge a planning obligation. It also provides for 1 no. meeting with the Travel Plan author or Travel Plan Coordinator prior to submission of the first iteration of each document (5 meetings in total) and provision of related meeting notes. Any additional fees outside this standard scope, including inter alia discussions about remedial actions, step-in activities and further meetings or rounds of review and comment on documents, are subject to further fees which shall be at a time charge rate of £68 hour ex VAT.</i></p>			
1 no round of written pre-application advice on proposed Travel Plan (new or revised), incl. 1 no. clarification meeting before issue of advice			
Small sites	£748.94	£785.00	4.8%
Large sites	£1,009.43	£1,058.00	4.8%
1 no. round of review and written response to proposed CTMP (new or revised), excl. any meeting			
Small sites	£911.75	£956.00	4.9%
Large sites	£1,188.53	£1,246.00	4.8%
Monitoring fee			
Small sites	£5,030.89	£5,273.00	4.8%
Large sites	£5,785.52	£6,064.00	4.8%
CONSTRUCTION TRAFFIC MANAGEMENT PLANS (CTMP)			
<p><i>Note 1: These fees are applicable to traffic management plans for both demolition and construction works, both of which may be required as part of wider Demolition and/or Construction & Environmental Management Plans (DEMP/CEMP). Discounts may be permitted for CTMPs related to demolition works only on a discretionary basis.</i></p> <p><i>Note 2: These fees exclude any highway licences, orders or permits, all of which are separately payable per other items.</i></p>			
1 no. round of written pre-application advice on proposed CTMP (new or revised), incl. 1 no. clarification meeting before issue of advice			
Standard scheme	£1,172.25	£1,229.00	4.8%
Large scheme	£1,400.18	£1,468.00	4.8%
1 no. round of review and written response to proposed CTMP (new or revised), excl. any meeting			
Standard scheme	£1,302.50	£1,365.00	4.8%
Large scheme	£1,563.00	£1,638.00	4.8%
Monitoring Fee - First 12 months of works or any part thereof			
Standard scheme	£6,724.14	£7,047.00	4.8%
Large scheme	£8,938.38	£9,368.00	4.8%
Monitoring Fee - Each additional 6 months of works or any part thereof			
Standard scheme	£3,321.36	£3,481.00	4.8%
Large scheme	£4,395.92	£4,607.00	4.8%
TRAFFIC REGULATION ORDERS – PLANNED (TEMPORARY) AND TOWN POLICE CLAUSES ACT ORDERS			
Administration & advertising costs			
All Roads affected	£1,903.00	Deleted	
1 to 5 Roads affected		New £1,932.00	1.5%
6 to 20 Roads affected		New £2,500.00	31.4%
21 to 50 Roads affected		New £3,500.00	83.9%
51+ Roads affected		New £5,000.00	162.7%
TRAFFIC REGULATION ORDERS - NOTICES (TEMP - EMERGENCY)			
Administration fee & officer time	£358.00	£376.00	5.0%
SCAFFOLD LICENCE			
Initial 6 weeks	£75.00	£79.00	5.3%
Renewal subsequent 8 weeks	£75.00	£79.00	5.3%
Initial 6 weeks for 12m. length along the Public Highway	£220.00	£231.00	5.0%
Renewal subsequent 8 weeks for 12 meter length along Public Highway	£220.00	£231.00	5.0%
Manual renewal of Scaffolding licence for 8 weeks under 12 meter	£131.00	£138.00	5.3%
Manual renewal of scaffolding licence for 8 weeks over 12 meter	£402.00	£423.00	5.2%

Appendix 1 - Proposed City Transport (Highways) Fees and Charges 2022/23

	2021/22	2022/23	
	Actual Charge	Proposed Charge	Change %
SKIP LICENCE			
Returnable Deposit	£75.00	£79.00	5.3%
Deposit Processing Fees	£19.00	£20.00	5.3%
1 day Licence Standard Skip	£9.00	£10.00	11.1%
7 day Licence Standard skip	£30.00	£32.00	6.7%
28 day Licence Standard Skip	£57.00	£60.00	5.3%
1 day Licence Large Skip	£30.00	£32.00	6.7%
7 day Licence Large Skip	£57.00	£60.00	5.3%
28 day Licence Large Skip	£113.00	£119.00	5.3%
HOARDING			
Area of Hoarding per square metre initial 6 week application	£27.00	£27.00	0.0%
Area of Hoarding per square metre renewal 8 week application	£27.00	£27.00	0.0%
BUILDING MATERIALS			
Per week	£35.00	£37.00	5.7%
Secure Hazardous Waste, Lockable Storage Containers, Temporary offices, Welfare facilities and Asbestos removal, decontamination units per square metre	£24.00	£26.00	8.3%
Crane. Tower cranes, mobile work platforms on the highway.	£103.00	£109.00	5.8%
OBJECTS ON THE HIGHWAY			
TABLES AND CHAIRS, SHOP DISPLAY ETC			
Initial application less than 5 square metres	£182.00	£192.00	5.5%
Initial application 5 square metres or greater	£371.00	£390.00	5.1%
Annual renewal fee per square metre	£26.00	£28.00	7.7%
A-BOARD LICENCE			
New application first year	£114.00	£120.00	5.3%
Annual renewal fee	£80.00	£84.00	5.0%
OTHER FEES			
Highway Licence detail changes	£31.00	£33.00	6.5%
One off promotions per square metre	£31.00	£33.00	6.5%
Temporary Event Advertising Signs - first 50 (each)	£10.00	£11.00	10.0%
Temporary Event Advertising Signs - over 50 (each)	£5.00	£6.00	20.0%
Highway pre-construction survey	New	£350.00	N/A
SIGNS			
Brown Tourist signs	£250.00	£350.00	40.0%
Neighbourhood watch signs	£41.00	£44.00	7.3%
CULTIVATION LICENCE			
Licence for individuals who wish to cultivate a highway verge or other highway green space adjacent to their property.	£37.00	£39.00	5.4%

Appendix 2 - Proposed City Transport (Parking) Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
Off-Street (Car parks)			
Black Rock Car Park			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
3 hours	£4.80	£5.50	14.6%
4 hours	£6.00	£6.90	15.0%
12 Hours	£9.00	£10.40	15.6%
King Alfred Car Park			
1 hour	£2.00	£2.30	15.0%
2 hours	£3.00	£3.50	16.7%
3 hours	£4.00	£4.60	15.0%
4 hours	£5.00	£5.80	16.0%
12 Hours	£10.00	£11.50	15.0%
Annual season ticket	£1,000.00	£1,150.00	15.0%
Rottingdean Marine Cliffs Car Park			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.50	£5.20	15.6%
12 hours	£6.00	£6.90	15.0%
Quarterly season ticket	£65.00	£75.00	15.4%
Norton Road Car Park			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.50	£5.50	22.2%
5 hours	£5.50	£6.50	18.2%
9 hours	£7.00	£8.10	15.7%
12 hours	£8.00	£9.20	15.0%
Annual season ticket	£900.00	£1,035.00	15.0%
Staff annual permit	£450.00	£517.50	15.0%
Rottingdean West Street Car Park			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
3 hours	£3.60	£4.10	13.9%
The Lanes Car Park			
1 hour	£4.00	£4.50	12.5%
2 hours	£8.00	£9.00	12.5%
4 hours	£17.50	£20.00	14.3%
9 hours	£24.00	£27.50	14.6%
24 hours	£29.00	£33.50	15.5%
Lost ticket	£29.00	£33.50	15.5%
Weekend - 1 hour	£4.50	£5.00	11.1%
Weekend - 2 hours	£10.00	£11.50	15.0%
Weekend - 4 hours	£18.50	£21.50	16.2%
Weekend - 9 hours	£24.00	£27.50	14.6%
Weekend - 24 hours / Lost ticket	£29.00	£33.50	15.5%
Evenings 18.00 – 24.00	£5.00	£6.00	20.0%
Night 24.00 – 08.00	£5.00	£6.00	20.0%
Lost ticket administration fee	£5.00	£6.00	20.0%
Weekend Evenings 18.00 - 24.00	£6.00	£7.00	16.7%
Weekend Night 24.00 – 08.00	£6.00	£7.00	16.7%
Annual season ticket	£2,850.00	£3,275.00	14.9%
Reduced charge annual season ticket - residents permit waiting list 16.00 -11.00 Mon-Fri (Zone Z only)	£1,700.00	£1,955.00	15.0%

Appendix 2 - Proposed City Transport (Parking) Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
London Road Car Park			
1 hour	£2.00	£2.50	25.0%
2 hours	£4.00	£4.50	12.5%
4 hours	£7.50	£8.50	13.3%
9 hours	£11.50	£13.00	13.0%
24 hours	£17.50	£20.00	14.3%
Lost ticket	£17.50	£20.00	14.3%
Evenings 18.00 - 24.00	£5.00	£6.00	20.0%
Night 24.00 – 08.00	£5.00	£6.00	20.0%
Lost ticket administration fee	£5.00	£6.00	20.0%
Weekly	£63.50	£73.00	15.0%
Annual season ticket	£1,380.00	£1,590.00	15.2%
Annual season ticket - Reduced Rate for Area Y permit holders and businesses of New England House, City Point or One Brighton	£920.00	£1,060.00	15.2%
Reduced charge Annual season ticket - Residents permit waiting list (Zone Y) 16.00-11.00 Mon-Fri	£480.00	£555.00	15.6%
Quarterly season ticket	£460.00	£530.00	15.2%
Regency Square Car Park			
1 hour	£3.50	£4.00	14.3%
2 hours	£6.50	£7.50	15.4%
4 hours	£12.00	£14.00	16.7%
9 hours	£16.00	£18.50	15.6%
24 hours / Lost ticket	£23.00	£26.50	15.2%
Brighton Centre conference delegates discounted rate (24hrs)	£17.50	£20.00	14.3%
Evenings 1800 - 2400	£5.00	£6.00	20.0%
Night 24.00 – 08.00	£5.00	£6.00	20.0%
Lost ticket administration fee	£5.00	£6.00	20.0%
Weekend - 1 hour	£4.00	£4.50	12.5%
Weekend - 2 hours	£7.00	£8.00	14.3%
Weekend - 4 hours	£12.50	£14.50	16.0%
Weekend - 9 hours	£17.50	£20.00	14.3%
Weekend - 24 hours / Lost ticket	£25.00	£28.50	14.0%
Weekend Evenings 1800 - 2400	£6.00	£7.00	16.7%
Weekend Night 24.00 – 08.00	£6.00	£7.00	16.7%
Weekly season ticket	£70.00	£80.00	14.3%
Quarterly season ticket	£380.00	£435.00	14.5%
Annual season ticket	£1,255.00	£1,445.00	15.1%
Reduced Annual Season ticket - Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	£860.00	£990.00	15.1%
Trafalgar Street Car Park			
1 hour	£4.00	£4.50	12.5%
2 hours	£7.50	£8.50	13.3%
4 hours	£11.50	£13.00	13.0%
6 hours	£12.50	£14.50	16.0%
9 hours	£15.00	£17.50	16.7%
24 hours/Lost ticket	£18.50	£21.50	16.2%
Weekend - 1 hour	£3.00	£3.50	16.7%
Weekend - 2 hours	£5.00	£6.50	30.0%
Weekend - 4 hours	£9.00	£11.00	22.2%
Weekend - 6 hours	£11.50	£14.00	21.7%
Weekend - 9 hours	£14.00	£16.50	17.9%
Weekend - 24 hours / Lost ticket	£21.00	£25.50	21.4%
Evenings 18.00 - 24.00	£5.00	£6.00	20.0%
Night 24.00 – 08.00	£5.00	£6.00	20.0%
Lost ticket administration fee	£5.00	£6.00	20.0%
Quarterly season ticket	£460.00	£530.00	15.2%
Annual season ticket	£1,380.00	£1,585.00	14.9%
Reduced Annual Season Ticket - Residents permit waiting list (Zone Y) 16.00-11.00 Mon-Fri	£865.00	£995.00	15.0%

Appendix 2 - Proposed City Transport (Parking) Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
On-Street (Pay & Display)			
HIGH TARIFF			
Zone Y - Central Brighton North			
1 hour	£4.30	£5.10	18.6%
2 hours	£7.40	£8.80	18.9%
4 hours	£12.40	£14.80	19.4%
Zone Z - Central Brighton South			
1 hour	£4.30	£5.10	18.6%
2 hours	£7.40	£8.80	18.9%
4 hours	£12.40	£14.80	19.4%
MEDIUM TARIFF			
Zone Y - Central Brighton North (Cheapside, The Level, Dyke Road)			
1 hour	£2.40	£2.80	16.7%
2 hours	£5.50	£6.30	14.5%
4 hours	£7.90	£9.10	15.2%
Zone M			
1 hour	£2.40	£2.80	16.7%
2 hours	£5.50	£6.30	14.5%
4 hours	£7.90	£9.10	15.2%
11 hours	£12.70	£14.60	15.0%
Zone N (Seafront section)			
1 hour	£2.40	£2.80	16.7%
2 hours	£5.50	£6.30	14.5%
4 hours	£7.90	£9.10	15.2%
11 hours	£12.70	£14.60	15.0%
LOW TARIFF			
Zone A - Preston Park Station			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone C - Queen's Park			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone E - Preston Park Station North			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone F - Fiveways			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone G - Hollingbury Road & Ditchling Gardens			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone H - Kemp Town			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%

Appendix 2 - Proposed City Transport (Parking) Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
Zone I - Craven Vale			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone J - London Road Station			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone K- Preston Village			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone N - Central Hove			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone O - Goldsmid			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone Q - Prestonville			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone R - Westbourne			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone T - Hove Station Area			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone V - Hanover & Elm Grove			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%
Zone W - Westbourne West / Wish park			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
11 hours	£6.50	£7.60	16.9%

Appendix 2 - Proposed City Transport (Parking) Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
On-Street (Seafront Pay & Display)			
HIGH TARIFF			
Seafront Inner - Madeira Drive (1 March - 31 October) (West of Arch 83/84)			
1 hour	£4.30	£5.10	18.6%
2 hours	£7.40	£8.80	18.9%
4 hours	£12.40	£14.80	19.4%
11 hours	£19.10	£22.70	18.8%
Seafront Inner - Marine Parade [West of Burlington Street]			
1 hour	£4.30	£5.10	18.6%
2 hours	£7.40	£8.80	18.9%
4 hours	£12.40	£14.80	19.4%
11 hours	£19.10	£22.70	18.8%
Seafront Inner - King's Road			
1 hour	£4.30	£5.10	18.6%
2 hours	£7.40	£8.80	18.9%
4 hours	£12.40	£14.80	19.4%
11 hours	£19.10	£22.70	18.8%
MEDIUM TARIFF			
Seafront Inner - New Steine			
1 hour	£2.40	£2.80	16.7%
2 hours	£5.50	£6.30	14.5%
4 hours	£7.90	£9.10	15.2%
11 hours	£12.70	£14.60	15.0%
LOW TARIFF			
Seafront Outer - Madeira Drive [East of Arch 83/84]			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£5.10	£6.00	17.6%
11 hours	£8.60	£10.00	16.3%
Seafront Inner - Madeira Drive (1 Nov - 28/29 Feb) [West of 83/84]			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£5.10	£6.00	17.6%
11 hours	£8.60	£10.00	16.3%
Rottingdean High Street			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
3 hours	£3.70	£4.30	16.2%
Roedean Road			
1 hour	£1.20	£1.40	16.7%
2 hours	£2.40	£2.80	16.7%
4 hours	£4.70	£5.50	17.0%
Madeira Drive Coach Park			
4 hours	£11.00	£12.70	15.5%
8 hours	£17.50	£20.10	14.9%

Appendix 2 - Proposed City Transport (Parking) Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
Permits and Other			
Residents permits - Full scheme (Zones A,C,E,F,G,H,I,J,K, N,O,Q,R,T,V)			
Resident permit per household - 3 months (full scheme) (50% discount for low emission / 75% increase for high emission / 25% discount to households who share a car and need to buy permits in 2 or more CPZ's)	£45.00	£47.50	5.6%
Second resident permit per household - 3 months (full scheme) (£30 surcharge)	£70.00	£77.50	10.7%
Additional resident permit per household - 3 months (full scheme) (£60 surcharge)	£95.00	£107.50	13.2%
Resident permit per household - 1 year (full scheme) (50% discount for low emission / 75% increase for high emission / 25% discount to households who share a car and need to buy permits in 2 or more CPZ's)	£165.00	£175.00	6.1%
Exemption for all low-income families / households who are in receipt of Council tax reduction and / or Universal credit	£150.00	£150.00	0.0%
Second resident permit per household - 1 year (full scheme) (£120 Surcharge) - Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.	£265.00	£295.00	11.3%
Additional (third +) resident permit per household - 1 year (full scheme) (£240 Surcharge) - Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.	£365.00	£415.00	13.7%
Visitor permit (full schemes apart from zones M,Y,Z)	£3.50	£3.80	8.6%
Residents permits - Light touch (Zones L,S,P,W)			
Resident permit per household - 6 months (full scheme) (50% discount for low emission / 75% increase for high emission / 25% discount to households who share a car and need to buy permits in 2 or more CPZ's)	£60.00	£65.00	8.3%
Second resident permit per household - 6 months (full scheme) (£60 surcharge)	£110.00	£125.00	13.6%
Additional (third +) resident permit per household - 6 months (full scheme) (£120 surcharge)	£160.00	£185.00	15.6%
Resident permit per household - 1 year (full scheme) (50% discount for low emission / 75% increase for high emission / 25% discount to households who share a car and need to buy permits in 2 or more CPZ's)	£110.00	£120.00	9.1%
Second resident permit per household - 1 year (£120 Surcharge) - Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.	£210.00	£240.00	14.3%
Additional (third +) resident permit per household - 1 year (full scheme) (£240 Surcharge) - Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.	£310.00	£360.00	16.1%
Visitor permit (Light Touch)	£2.50	£2.70	8.0%
High Demand Resident Permits (M, Y, Z)			
Resident permit per household - 3 months (full scheme) (50% discount for low emission / 75% increase for high emission / 25% discount to households who share a car and need to buy permits in 2 or more CPZ's)	£53.00	£60.00	13.2%
Second resident permit per household - 3 months (full scheme) (£30 surcharge)	£78.00	£90.00	15.4%
Additional resident permit per household - 3 months (full scheme) (£60 surcharge)	£103.00	£120.00	16.5%
Resident permit per household - 1 year (full scheme) (50% discount for low emission / 75% increase for high emission / 25% discount to households who share a car and need to buy permits in 2 or more CPZ's)	£195.00	£220.00	12.8%
Exemption for all low-income families / households who are in receipt of Council tax reduction and / or Universal credit	£150.00	£150.00	0.0%
Second resident permit per household - 1 year (full scheme) (£120 Surcharge) - Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.	£295.00	£340.00	15.3%
Additional (third +) resident permit per household - 1 year (full scheme) (£240 Surcharge) - Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.	£295.00	£460.00	55.9%
Visitor permit (zones M,Y,Z)	£4.50	£4.90	8.9%
Business Permits			
One year (50% discount for low emission/75% increase for high emission)	£450.00	£450.00	0.0%
3 months (50% discount for low emission/75% increase for high emission)	£120.00	£120.00	0.0%

Appendix 2 - Proposed City Transport (Parking) Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
Traders Permits			
One year (50% discount for low emission/75% increase for high emission)	£760.00	£800.00	5.3%
3 months (50% discount for low emission/75% increase for high emission)	£235.00	£245.00	4.3%
1 month (50% discount for low emission/75% increase for high emission)	£150.00	£150.00	0.0%
1 week (scratchcard)	£50.00	£50.00	0.0%
1 day (scratchcard)	£10.00	£10.00	0.0%
Hotel Permits			
Area C (24 hours)	£8.00	£8.00	0.0%
Area N (24 hours)	£8.00	£8.00	0.0%
School Permits			
3 months	£50.00	£50.00	0.0%
One year	£150.00	£150.00	0.0%
Doctors Permits (New rules that allow them flexibility to park in any bay as businesses)	£100.00	£100.00	0.0%
Car Club (1 year) (any vehicle) (50% discount for low emission/75% increase for high emission)	£25.00	£25.00	0.0%
Professional Carers (1 year)	£52.00	£52.00	0.0%
Carers Permits (not professional) (50% discount for low emission/75% increase for high emission)	£10.00	£10.00	0.0%
Dispensations (1 year) (50% discount for low emission/75% increase for high emission)	£50.00	£50.00	0.0%
Suspensions			
Suspensions - daily charge for non utilities	£40.00	£40.00	0.0%
Suspensions - Community Events (daily charge for attendance 15k or less)	£20.00	£20.00	0.0%
Suspensions - Utilities in zones M,Y,Z (longer than 4 weeks increases to £80)	£60.00	£60.00	0.0%
Suspensions - Utilities in all zones except M,Y,Z (longer than 4 weeks increases to £60)	£50.00	£50.00	0.0%
Suspensions - administrative charge (50% reduction for residents)	£30.00	£30.00	0.0%
Suspensions - amendment / cancellation fee	£25.00	£25.00	0.0%
Suspensions - daily charge for skips (longer than 4 weeks £25)	£20.00	£20.00	0.0%
Suspensions - daily charge for building works (longer than 4 weeks £50)	£40.00	£40.00	0.0%
Administration fees			
Change of CPZ	£10.00	£10.00	0.0%
Surrender of Permit (remove)	£10.00	£10.00	0.0%
Change of Vehicle	£10.00	£10.00	0.0%
Replacement Permit	£10.00	£10.00	0.0%
Issue of resident permit to Blue Badge holder	£15.00	£15.00	0.0%
Issue of resident permit to Blue Badge holder (low emission)	£10.00	£10.00	0.0%
Issue of Blue Badge	£10.00	£10.00	0.0%
Blue Badge Bay Application fee	£11.00	£11.00	0.0%
Blue Badge Bay - Individual disabled bay	£102.00	£102.00	0.0%
Zone B & D Permits (Event parking)			
Resident permit	£0.00	£0.00	0.0%
Business permit	£0.00	£0.00	0.0%
Carer	£0.00	£0.00	0.0%
School permit	£0.00	£0.00	0.0%
Resident annual visitor (transferable) (guest)	£50.00	£50.00	0.0%
Resident visitor (one day)	£3.50	£3.80	8.6%
Change of vehicle	£10.00	£10.00	0.0%
Replacement permit	£10.00	£10.00	0.0%
Lining			
Access Protection White Lines (per metre)	£12.00	£12.00	0.0%
Replacing lining after crossover work (per metre)	£12.00	£12.00	0.0%
Traffic Regulation Order for New parking restriction outside Controlled Parking Zones			
Administration, advertising costs, officer site visits, signing and lining costs	£2,000.00	£2,000.00	0.0%
Additional Search Enquiries			
Solicitors and other agency queries per question	£40.00	£40.00	0.0%

Appendix 3 - Proposed City Transport (Parking) Resident Permits 2022/23

Base Tariffs		Annual			6 Month			3 Month			
		1	2	3+	1	2	3+	1	2	3+	
Permit #											
Residents	Full Scheme+	LE	£110.00	£230.00	£350.00				£30.00	£60.00	£90.00
		SE	£220.00	£340.00	£460.00				£60.00	£90.00	£120.00
		HE	£385.00	£505.00	£625.00				£105.00	£135.00	£165.00
	Full Scheme	LE	£87.50	£207.50	£327.50				£23.75	£53.75	£83.75
		SE	£175.00	£295.00	£415.00				£47.50	£77.50	£107.50
		HE	£306.25	£426.25	£546.25				£83.10	£113.10	£143.10
	Light Touch	LE	£60.00	£180.00	£300.00	£32.50	£92.50	£152.50			
		SE	£120.00	£240.00	£360.00	£65.00	£125.00	£185.00			
		HE	£210.00	£330.00	£450.00	£113.75	£173.75	£233.75			
Exemptions	Full Scheme+	LE	£75.00	£75.00	£75.00				£21.25	£21.25	£21.25
		SE	£150.00	£150.00	£150.00				£42.50	£42.50	£42.50
		HE	£262.50	£262.50	£262.50				£74.38	£74.38	£74.38
	Full Scheme	LE	£75.00	£75.00	£75.00				£21.25	£21.25	£21.25
		SE	£150.00	£150.00	£150.00				£42.50	£42.50	£42.50
		HE	£262.50	£262.50	£262.50				£74.38	£74.38	£74.38
	Light Touch	LE	£60.00	£60.00	£60.00	£32.50	£32.50	£32.50			
		SE	£120.00	£120.00	£120.00	£65.00	£65.00	£65.00			
		HE	£210.00	£210.00	£210.00	£113.75	£113.75	£113.75			
Car Sharing	Full Scheme+	LE	£82.50	£82.50	£82.50				£22.50	£22.50	£22.50
		SE	£165.00	£165.00	£165.00				£45.00	£45.00	£45.00
		HE	£247.50	£247.50	£247.50				£67.50	£67.50	£67.50
	Full Scheme	LE	£65.50	£65.50	£65.50				£18.40	£18.40	£18.40
		SE	£131.00	£131.00	£131.00				£36.80	£36.80	£36.80
		HE	£196.50	£196.50	£196.50				£55.20	£55.20	£55.20
	Light Touch	LE	£45.00	£45.00	£45.00	£22.50	£22.50	£22.50			
		SE	£90.00	£90.00	£90.00	£45.00	£45.00	£45.00			
		HE	£135.00	£135.00	£135.00	£67.50	£67.50	£67.50			
Blue Badge	Full Scheme+	LE	£10.00	£10.00	£10.00				£10.00	£10.00	£10.00
		SE	£15.00	£15.00	£15.00				£15.00	£15.00	£15.00
		HE	£15.00	£15.00	£15.00				£15.00	£15.00	£15.00
	Full Scheme	LE	£10.00	£10.00	£10.00				£10.00	£10.00	£10.00
		SE	£15.00	£15.00	£15.00				£15.00	£15.00	£15.00
		HE	£15.00	£15.00	£15.00				£15.00	£15.00	£15.00
	Light Touch	LE	£10.00	£10.00	£10.00	£10.00	£10.00	£10.00			
		SE	£15.00	£15.00	£15.00	£15.00	£15.00	£15.00			
		HE	£15.00	£15.00	£15.00	£15.00	£15.00	£15.00			
Electric	Full Scheme+	LE	£110.00	£110.00	£110.00						
		SE									
		HE									
	Full Scheme	LE	£87.50	£87.50	£87.50				£24.50	£24.50	£24.50
		SE									
		HE									
	Light Touch	LE	£60.00	£60.00	£60.00	£32.50	£32.50	£32.50			
		SE									
		HE									

Appendix 4 - Proposed City Environmental Management Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change
CITY PARKS			
Allotments Rents per square metre - 25% discount to allotment rent for senior citizens, full-time students, unemployed, disabled and community groups	£0.33	£0.35	5.0%
Allotments Waiting List Application	£17.37	£18.24	5.0%
Dedicated Benches	£1,096.56	£1,130.55	3.1%
New Tree Planting - dedicate a tree	£336.53	£346.96	3.1%
Copy of Tree preservation order (TPO)	£36.46	£37.59	3.1%
BOWLS			
Per person per hour - Casual	£3.43	£3.60	4.8%
Concessionary per hour - Compass Card, Over 65s, unemployed (casual)	£2.22	£2.35	5.8%
Club session - Outside area club	£4.85	£5.10	5.2%
Club concessionary session - Compass Card, Over 65s, unemployed, outside area club	£3.74	£3.90	4.4%
Season ticket - adult unattended green	£88.17	£92.60	5.0%
Season ticket - junior	£63.13	£66.30	5.0%
Hire of woods	£3.43	£3.60	4.8%
Pavilion - evening committee meetings	£35.75	£37.55	5.0%
CRICKET			
Adult (wicket only)	£58.38	£61.30	5.0%
Junior (wicket only)	£31.01	£32.55	5.0%
Changing facilities	£35.75	£37.55	5.0%
Training strip - Aldrington	£18.69	£19.60	4.9%
STALLBALL, SOFTBALL & ROUNDERS			
First match booked	£28.08	£29.50	5.1%
Subsequent matches	£17.17	£18.05	5.1%
CYCLING			
Preston Park Cycle Track per hour - Club Events	£32.72	£34.35	5.0%
Preston Park Cycle Track per hour - Commercial Events	£54.64	£57.35	5.0%
Club season (once a week 2.5hrs for 3 months) [VAT exempt]	£181.09	£190.15	5.0%
TENNIS			
Adult court per hour	£8.69	£9.10	4.8%
Junior court per hour (under 18's)	£4.55	£4.75	4.5%
Concessionary court per hour Compass Card, Over 65s, unemployed	£8.18	£8.60	5.1%
Junior court per hour weekday before 5 (including summer holidays)	£2.22	£2.35	5.8%
Concessionary court per hour weekday before 5 (including summer holidays)	£3.94	£4.15	5.4%
Season ticket	£101.81	£106.90	5.0%
Junior season ticket	£15.55	£16.35	5.1%
Club season ticket	£34.74	£36.50	5.1%
FOOTBALL			
Adult (pitch only)	£60.10	£63.10	5.0%
Changing facilities	£35.75	£37.55	5.0%
Junior (pitch only)	£17.17	£18.05	5.1%
Changing facilities	£35.75	£37.55	5.0%
Junior training, no requirements	£16.06	£16.85	4.9%
5/7-a-side @Preston/Waterhall (per pitch)	£48.48	£50.90	5.0%
PAVILIONS			
Pavilion -Casual per day	£119.08	£125.05	5.0%
Play group Mile Oak per half day [always VAT exempt]	£16.06	£16.85	4.9%
Table Tennis Mile Oak per evening [VAT exempt]	£26.77	£28.10	5.0%
RENTS			
Waterhall [Brighton Rugby Club VAT exempt]	£4,343.00	£4,560.15	5.0%
Patcham Utd (Horsdean pitch + pavilion season)	£2,076.36	£2,180.20	5.0%
Brighton & Hove Cricket Club - Pitch	£801.33	£841.40	5.0%
Brighton & Hove Cricket Club - Clubroom	£801.33	£841.40	5.0%
Rottingdean croquet club	£1,213.92	£1,274.60	5.0%
MISCELLANEOUS			
Hot Air Ballooning (flat year rate)	£328.65	£345.10	5.0%
Cross Country (flat rate, no facilities)	£37.17	£39.05	5.1%
School Sports (Initial 8x100m) [VAT exempt]	£76.46	£80.30	5.0%
School Sports (overmarking) [VAT exempt]	£28.48	£29.90	5.0%

Appendix 4 - Proposed City Environmental Management Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change
CAR PARKING IN PARKS			
East Brighton Car Park			
Up to 1 hour	£1.00	£1.40	40.0%
Up to 2 hours	£1.50	£2.80	86.7%
Up to 4 hours	£2.50	£5.40	116.0%
Up to 6 hours	£5.00	£7.50	50.0%
Preston Park Car Park			
Up to 1 hour	£1.00	£1.40	40.0%
Up to 2 hours	£1.50	£2.80	86.7%
Up to 4 hours	£2.50	£5.40	116.0%
Up to 6 hours	£5.00	£7.50	50.0%
Stanmer Park (Chalk Hill, Church Car Park, Lower Lodges, Upper Lodges)			
Up to 1 hour	£1.00	£1.40	40.0%
Up to 2 hours	£1.50	£2.80	86.7%
Up to 4 hours	£2.50	£5.40	116.0%
Up to 6 hours	£5.00	£7.50	50.0%
Stanmer Park (Patchway)			
Up to 1 hour	£1.50	£1.50	0.0%
Up to 2 hours	£2.50	£2.80	12.0%
Up to 4 hours	£3.50	£5.40	54.3%
Up to 11 hours (maximum)	£6.50	£7.50	15.4%
FLYERING LICENCES			
One day licence	£50.00	£55.00	10.0%
One week licence	£140.00	£154.00	10.0%
Annual licence	£300.00	£330.00	10.0%
Additional Badge (cost per badge)	£32.00	£35.00	9.4%
Fringe Badge	£32.00	£35.00	9.4%
CITY CLEAN			
Annual Green (Garden) Waste Collection	£65.00	£70.00	7.7%
Bulky Waste Collection			
Up to 3 items for collection	New	£50.00	
Each additional item	New	£10.00	
White goods	New	£40.00	
Bulky Waste Collection - Furniture			
Single bed base	£14.00	Deleted	
Single bed mattress	£14.00	Deleted	
Double bed base	£25.00	Deleted	
Double bed mattress (Including king size)	£25.00	Deleted	
Chest of drawers	£24.00	Deleted	
Small chest of drawers or bed side table	£15.00	Deleted	
Armchair	£18.00	Deleted	
Recliner armchair	£24.00	Deleted	
Electricity operated armchair	£28.00	Deleted	
Sofa	£41.00	Deleted	
Sofa bed	£42.00	Deleted	
Coffee table (Average size)	£13.00	Deleted	
Dining room or garden chair	£7.00	Deleted	
Wardrobe (up to 2 doors)	£38.00	Deleted	
Wardrobe (3 or more doors)	Contact service for price	Deleted	
Bulky Waste Collection - Electrical and kitchen			
TV (up to 15 inch screen)	£15.00	Deleted	
TV (over 15 inch screen)	£22.00	Deleted	
Computer monitor	£14.00	Deleted	
Cooker	£33.00	Deleted	
Tumble dryer	£29.00	Deleted	
Washing machine	£39.00	Deleted	
Dishwasher	£32.00	Deleted	
Microwave	£15.00	Deleted	
Vacuum cleaner	£14.00	Deleted	
Under counter fridge or freezer	£30.00	Deleted	
Fridge freezer or chest freezer	£42.00	Deleted	
Bulky Waste Collection - Other waste			
Door	£15.00	Deleted	
5 black sacks of bagged waste - about half cubic metre	£24.00	Deleted	

Appendix 5 - Proposed Safer Communities Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
TRADING STANDARDS			
Buy with Confidence (1-5 Employees)	£146.00	£151.00	3.4%
Buy with Confidence (6-20 Employees)	£218.00	£225.00	3.2%
Buy with Confidence (over 21 Employees)	£293.00	£302.00	3.1%
LICENCE TO STORE EXPLOSIVES			
Licence to store explosives where, by virtue of regulation 27 of, and Schedule 5 to, the 2014 Regulations, a minimum separation distance of greater than 0 metres is prescribed. Fees are set by the Health and Safety Executive.			
1 Year	£185.00	£189.00	2.2%
2 Years	£243.00	£248.00	2.1%
3 Years	£304.00	£311.00	2.3%
4 Years	£374.00	£382.00	2.1%
5 Years	£423.00	£432.00	2.1%
Renewal of licence to store explosives where a minimum separation distance of greater than 0 metres is prescribed. Fees are set by the Health and Safety Executive.			
1 Year	£86.00	£88.00	2.3%
2 Years	£147.00	£150.00	2.0%
3 Years	£206.00	£211.00	2.4%
4 Years	£266.00	£272.00	2.3%
5 Years	£326.00	£333.00	2.1%
Licence to store explosives where no minimum separation distance or a 0 metres separation distance is prescribed. Fees are set by the Health and Safety Executive.			
1 Year	£109.00	£111.00	1.8%
2 Years	£141.00	£144.00	2.1%
3 Years	£173.00	£177.00	2.3%
4 Years	£206.00	£211.00	2.4%
5 Years	£238.00	£243.00	2.1%
Renewal of licence to store explosives where no minimum separation distance or a 0 metres minimum separation distance is prescribed. Fees are set by the Health and Safety Executive.			
1 Year	£54.00	£55.00	1.9%
2 Years	£86.00	£88.00	2.3%
3 Years	£120.00	£123.00	2.5%
4 Years	£152.00	£155.00	2.0%
5 Years	£185.00	£189.00	2.2%
Varying the name of licensee or address of site. Fee set by the Health and Safety Executive.			
	£36.00	£37.00	2.8%
Transfer of licence. Fee set by the Health and Safety Executive.			
	£36.00	£37.00	2.8%
Replacement of licence if lost. Fee set by the Health and Safety Executive.			
	£36.00	£37.00	2.8%
Licence to store petroleum , as per Provision of the Petroleum (Consolidation) Regulations 2014 under which a fee is payable. Fees are set by the Health and Safety Executive			
<u>Storage Certificate</u>			
Not exceeding 2,500 litres	£44.00	£45.00	2.3%
Exceeding 2,500 litres but not exceeding £50,000 litres	£60.00	£61.00	1.7%
Exceeding £50,000 litres	£125.00	£128.00	2.4%
<u>Licence to keep petrol of a quantity:</u>			
Not exceeding 2,500 litres	£44.00	£45.00	2.3%
Exceeding 2,500 litres but not exceeding £50,000 litres	£60.00	£61.00	1.7%
Exceeding £50,000 litres	£125.00	£128.00	2.4%
Weights and Measures			
Weights and Measures verification fees officer time per hour	£84.00	£87.00	3.6%
Weights and Measures verification fees NAWI under 1 tonne	£65.00	£67.00	3.1%
Weights and Measures verification fees weights over 5kg under 500mg	£11.00	£11.00	0.0%
Weights and Measures verification fees other weights	£9.00	£9.00	0.0%
Weights and Measures verification fees liquid fuel first nozzle	£130.00	£134.00	3.1%
Weights and Measures verifications fees liquid fuel additional nozzle	£82.00	£85.00	3.7%

Appendix 5 - Proposed Safer Communities Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
LOCAL AUTHORITY POLLUTION PREVENTION AND CONTROL			
<u>Application Fee:</u>			
Standard process (includes solvent emission activities)		Set nationally by DEFRA	
Additional fee for operating without a permit		Set nationally by DEFRA	
PVRI, SWOBs and Dry Cleaners		Set nationally by DEFRA	
PVR I and II combined		Set nationally by DEFRA	
VRs and other Reduced Fee Activities		Set nationally by DEFRA	
Reduced fee activates: Additional fee for operating without a permit		Set nationally by DEFRA	
<u>Mobile plant (not using simplified permits):</u>			
for the first and second permits		Set nationally by DEFRA	
for the third to seventh applications		Set nationally by DEFRA	
for the eight and subsequent applications		Set nationally by DEFRA	
Note: where an application for any of the above is for combined Part B and waste application, add an extra £297 to the above amounts.			
<u>Annual Subsistence Charge:</u>			
Standard process Low		Set nationally by DEFRA	
Standard process Medium		Set nationally by DEFRA	
Standard process High		Set nationally by DEFRA	
PVRI, SWOBs and Dry Cleaners Low/Medium/High		Set nationally by DEFRA	
PVR I & II combined Low/Medium/High		Set nationally by DEFRA	
Vehicle refinishers and other reduced fees Low/Medium/High		Set nationally by DEFRA	
Mobile plant, for the first and second permits Low/Medium/High		Set nationally by DEFRA	
for the third to seventh applications Low/Medium/High		Set nationally by DEFRA	
eighth and subsequent permits Low/Medium/High		Set nationally by DEFRA	
Late Payment Fee		Set nationally by DEFRA	
the additional amounts in brackets above must be charged where a permit is for a combined Part B and waste installation			
Where a Part B installation is subject to reporting under the E-PRTR Regulation, add an extra £99 to the above amounts:			
<u>Pollution Release and Transfer Register</u>			
Application		Set nationally by DEFRA	
Additional fee for operating without a permit		Set nationally by DEFRA	
Annual Subsistence Low		Set nationally by DEFRA	
Annual Subsistence Medium		Set nationally by DEFRA	
Annual Subsistence High		Set nationally by DEFRA	
Late Payment Fee		Set nationally by DEFRA	
Substantial Variation		Set nationally by DEFRA	
Transfer		Set nationally by DEFRA	
Partial transfer		Set nationally by DEFRA	
Surrender		Set nationally by DEFRA	
<u>Transfer and Surrender:</u>			
Standard process transfer		Set nationally by DEFRA	
Standard process partial transfer		Set nationally by DEFRA	
New Operator at low risk reduced fee activity (extra one-off subsistence charge - see Art 15 (2) of charging scheme)		Set nationally by DEFRA	
Surrender: all Part B activities		Set nationally by DEFRA	
Reduced fee activities: transfer		Set nationally by DEFRA	
Reduced fee activities: partial transfer		Set nationally by DEFRA	
<u>Temporary transfer for mobiles:</u>			
First transfer		Set nationally by DEFRA	
repeat following enforcement or warning		Set nationally by DEFRA	
<u>Substantial Change:</u>			
Standard process		Set nationally by DEFRA	
Standard process where the substantial change results in a new PPC activity		Set nationally by DEFRA	
Reduced fee activities		Set nationally by DEFRA	
OTHER FEES			
Language school inspection	£92.00	£95.00	3.3%
Information to solicitors	£156.00	£161.00	3.2%

Appendix 5 - Proposed Safer Communities Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
FOOD PREMISES REGISTER			
Signal page copy	£9.00	£9.00	0.0%
Copy containing information regarding particular category (by hand)	£96.00	£99.00	3.1%
Copy containing information regarding particular category (by post)	£158.00	£163.00	3.2%
Full copy of register (by hand)	£294.00	£303.00	3.1%
Full copy of register (by post)	£313.00	£323.00	3.2%
Food Hygiene Rating Scheme (FHRS) re-inspection of premises requested by businesses	£156.00	£161.00	3.2%
ANIMAL WELFARE			
Collection of reclaimed dogs:			
Statutory charge (set by government)	£25.00	£25.00	N/A
dog warden charges (includes VAT)	£30.00	£31.00	3.3%
kennelling per day (includes VAT)	£30.00	£31.00	3.3%
administration charge (includes VAT)	£16.00	£16.00	0.0%
Vaccination (includes VAT)	£28.00	£29.00	3.6%
Dog Control Fixed penalty	£87.00	£90.00	3.4%
Noise Pollution - Domestic - Fixed Penalty	£107.00	£110.00	2.8%
Noise Pollution - Commercial - Fixed Penalty	£535.00	£552.00	3.2%
Domestic Dog Boarding			
Commercial Dog Boarding			
Cat Boarding			
Domestic Dog Breeding			
Commercial Dog Breeding			
Dog Day Care			
Pet Vending			
Exhibition of Animals			
Hiring Horses			
Variation/transfer of licence			
Appeals/site visit			
		These licence fees were reported and agreed at Licensing Committee in October 2021.	
Dangerous Wild Animals	£268.00	£276.00	3.0%
Export Licences	£64.00	£66.00	3.1%
Zoo	£5,568.00	£5,741.00	3.1%
Zoo (with dispensation)	£3,095.00	£3,191.00	3.1%
HEALTH PROMOTION / EDUCATION			
Training Courses:			
Food Safety Level 2 (previously Basic Food Hygiene)	£72.00	£74.00	2.8%
Intermediate Food Hygiene	£147.00	£152.00	3.4%
Food Safety Level 2 retake of exam	£33.00	£34.00	3.0%
Level 1 course for 10 people	P.O.A	P.O.A	N/A
Level 1 course for 15 people	P.O.A	P.O.A	N/A
ENVIRONMENTAL HEALTH			
Contaminated Land Environmental Information Regulations Request (per hour)	£29.00	£30.00	3.4%
Export Health Certificate (EHC)	n/a	£110.00	NEW
Additional EHCs at the same visit (33% reduction)	n/a	£73.00	NEW
WORKS IN DEFAULT			
Environmental Health Manager	£97.00	£100.00	3.1%
Senior EHO per hour	£90.00	£93.00	3.3%
EHO/Senior Technical Officer	£80.00	£82.00	2.5%
Technical Officer per hour	£73.00	£75.00	2.7%
Admin staff per hour	£43.00	£44.00	2.3%

Appendix 5 - Proposed Safer Communities Fees and Charges 2022/23

	2021/22	2022/23	
	Charge	Proposed Charge	Change %
PEST CONTROL			
Call out charge for pest control	£54.00	£56.00	3.7%
Wildlife Advice Service	£54.00	£56.00	3.7%
Pest Control Self Help Kits (including postage and packaging)	£28.00	£29.00	3.6%
Pest Control Self Help Kits (including postage and packaging) including natural chemical	£28.00	£29.00	3.6%
Air Vent Fitting Service - small (10in x 4in)	£23.00	£24.00	4.3%
Air Vent Fitting Service - medium (10in x 7in)	£28.00	£29.00	3.6%
Air Vent Fitting Service - small and medium extra	£13.00	£13.00	0.0%
Air Vent Fitting Service - large (10in x 9in)	£31.00	£32.00	3.2%
Air Vent Fitting Service - large extra	£14.00	£14.00	0.0%
Rats and Mice - Residential (up to 3 visits)	£120.00	£124.00	3.3%
Rats and Mice - Residential (additional visit)	£45.00	£46.00	2.2%
Wasps - Residential	£69.00	£71.00	2.9%
Fleas (1-2 Bedroom property) - residential	£100.00	£103.00	3.0%
Fleas (3-4 Bedroom property) - residential	£120.00	£124.00	3.3%
Fleas (5+ Bedroom property) - residential	£170.00	£175.00	2.9%
Cockroaches (1-2 Bedroom property) - residential	£195.00	£201.00	3.1%
Cockroaches (3-4 Bedroom property) - residential	£258.00	£266.00	3.1%
Cockroaches (5+ Bedroom property) - residential	£331.00	£341.00	3.0%
Commercial per visit rate	£69.00	£71.00	2.9%
Squirrels in loft service	£171.00	£176.00	2.9%
Carpet moth treatment (1-2 Bedroom property) - residential	£97.00	£100.00	3.1%
Carpet moth treatment (3-4 Bedroom property) - residential	£117.00	£121.00	3.4%
Carpet moth treatment (5+ Bedroom property) - residential	£161.00	£166.00	3.1%
Mice humane trapping service	£290.00	£299.00	3.1%
Wasp catchers (include 1 visit each month for 3 months)	£161.00	£166.00	3.1%
Fox repellent service	£54.00	£56.00	3.7%
False Widow Spider treatment (1-2 Bedroom property) - residential	£87.00	£90.00	3.4%
False Widow Spider treatment (3-4 Bedroom property) - residential	£107.00	£110.00	2.8%
False Widow Spider treatment (5+ Bedroom property) - residential	£150.00	£155.00	3.3%

Appendix 6: Proposed Bereavement Services Fees and Charges 2022/23

Fee shown including VAT

Service	What is charged for	Fee 21/22 £	Proposed Fee 2022/23 £	Percentage Increase/ Decrease
Cremation	Adult Cremation (18 and over)	705	715	1%
Cremation	Child Cremation (17 or below/Still-birth/Foetal remains)	No Charge	No Charge	No Charge
Cremation	Contract/Public Health Cremation (Early Service)	490	499	2%
Cremation	Direct Cremation (No Service 8.30 am Mon - Fri)	393	423	8%
Cremation	Body Parts Cremation (No use of Chapel)	108	110	2%
Cremation	Use of Chapel on a Weekday (40 minutes in Chapel)	199	210	6%
Cremation	Additional Fee for Saturday Cremation	257	270	5%
Cremation	Additional Fee for Sunday or Bank Holiday Cremation	499	520	4%
Cremation	Visual Tributes Single Photo	15	15	0%
Cremation	Visual Tributes Simple Slideshow	52	52	0%
Cremation	Visual Tributes Professional Photo Tribute	75	75	0%
Cremation	Visual Tributes Checking Supplied Video	25	25	0%
Cremation	Visual Tributes Copy of Tribute per copy	36	36	0%
Cremation	Visual Tributes Downloadable copy	12	12	0%
Cremation	Visual Tributes Each extra 25 Photos or part thereof Or 30 Minutes Work	25	25	0%

Service	What is charged for	Fee 21/22 £	Proposed Fee 2022/23 £	Percentage Increase/ Decrease
Cremation	Webcast Live only	60	60	0%
Cremation	Webcast Live & 28 day downloadable	72	72	0%
Cremation	Webcast Keepsake (DVD, USB, Bluray) 1st Copy	60	60	0%
Cremation	Webcast Keepsake (DVD, USB, Bluray) additional copies	30	30	0%
Strewing Remains	Witnessed Strewing Person Cremated at Woodvale	No Charge	No Charge	No Charge
Strewing Remains	Witnessed Strewing Other Crematoria	80	85	6%
Strewing Remains	Witnessed Strewing At Woodland Valley	98	110	12%
Strewing Remains	Witnessed Strewing Additional Charge for Saturday Morning	99	110	11%
Cremated Remains	Temporary storage per month (after first 3 months)	50	50	0%
Cremated Remains	Split of Cremated Remains (Per Casket)	15	15	0%
Certified Extract from Register	Certified Extract From Register of Cremations	25	25	0%
Certificate	Duplicate Cremation Certificate	25	25	0%
Hire of Chapel	Use of Chapel on a Saturday (40 minutes in Chapel)	257	270	5%
Hire of Chapel	Use of Chapel on a Sunday or Bank Holiday (40 minutes in Chapel)	499	520	4%
Grave Purchase	Adult	790	830	5%
Grave Purchase	Adult Woodland Burials	890	930	4%
Grave Purchase	Child Age limits vary For B&H - 17 and under	No Charge	No Charge	No Charge
Interment	Depth of 1	1014	1056	4%

Service	What is charged for	Fee 21/22 £	Proposed Fee 2022/23 £	Percentage Increase/ Decrease
Interment	Depth of 2	1014	1056	4%
Interment	Depth of 3	1014	1056	4%
Interment	Child Age limits vary For B&H - 17 and under	No Charge	No Charge	No Charge
Interment	Public Health	600	620	3%
Interment	Large Coffins Additional Fee	139	145	4%
Interment	Body Parts (No use of Chapel)	149	150	1%
Biodegradable Coffin	Greenfield Coffin Economy	132	132	0%
Biodegradable Coffin	Greenfield Coffin Oak	180	180	0%
Biodegradable Coffin	Greenfield Coffin White	150	150	0%
Grave Purchase	Cremated remains all Cemeteries	750	750	0%
Cremated Remains Interment	Cremated Remains	154	190	23%
Cremated Remains Interment	Cremated Remains 2nd interment at same time	77	95	23%
Cremated Remains Interment	Additional Digging Fee Per Foot (After 3 Feet)	69	70	1%
Cremated Remains	Scattering Ashes On a Grave Mondays-Fridays	98	110	12%
Cremated Remains	Scattering Ashes On a Grave Additional Fee Saturdays	265	270	2%
Biodegradable Containers for Ashes Burials	Wooden Casket With Name Plate	110	120	9%
Biodegradable Containers for Ashes Burials	Wooden Casket (Double Size)	165	180	9%
Biodegradable Containers for Ashes Burials	NatureUrn® in Oatmeal or Green	56	60	7%

Service	What is charged for	Fee 21/22 £	Proposed Fee 2022/23 £	Percentage Increase/ Decrease
Biodegradable Containers for Ashes Burials	Brown Acorn Urn	56	60	7%
Biodegradable Containers for Ashes Burials	Woodvale Cardboard Casket (if not cremated at Woodvale)	20	22	10%
Certified Extract from Register	Certified Extract From Register of Burials	25	25	0%
Grave Deed	Transfer of Exclusive Right of Burial By Probate	70	75	7%
Grave Deed	Transfer of Exclusive Right of Burial By Statutory Declaration	119	130	9%
Grave Search	Prices from	26	27	4%
Interment Weekend Prices	Interment on Saturdays (Depth of 1, 2 or 3)	346	355	3%
Interment Weekend Prices	Interment on Sundays or Bank Holidays (Depth of 1, 2 or 3) Subject to staff availability	490	510	4%
Interment Weekend Prices	Cremated Remains Interment on Saturdays	292	295	1%
Interment Weekend Prices	Cremated Remains Interment on Sundays or Bank Holidays Subject to staff availability	412	430	4%
Non Resident Charges	Method of Additional Charge (eg 2 x resident price)	x 2	x 2	x 2
Memorial Permit Fee	Full Permit Single Headstone	145	150	3%
Memorial Permit Fee	Tablet for Lawn Memorial Cemetery	123	130	6%
Memorial Permit Fee	Kerbset Including Headstone 7ft x 3ft	255	265	4%
Memorial Permit Fee	Additional Cover Slab or Chippings	121	125	3%

Service	What is charged for	Fee 21/22 £	Proposed Fee 2022/23 £	Percentage Increase/ Decrease
Memorial Permit Fee	Additional Inscription	57	60	5%
Memorial Permit Fee	Vase with Inscription	62	65	5%
Mortuary Fee	Private post mortem	277	282	2%
Mortuary Fee	High Risk Post Mortem	784	796	2%
Mortuary Fee	Forensic Post Mortem Out of Hours	464	472	2%
Mortuary Fee	High Risk Forensic Post Mortem Out of Hours	971	986	2%
Mortuary Fee	Transfer fee from RSCH to City Mortuary	62	63	2%

Memorials

Memorial Book of Remembrance	2 Line entry	99	115	16%
Memorial Book of Remembrance	Additional lines	21	22	5%
Memorial Book of Remembrance	Floral emblem - additional to 5 line entry	85	88	4%
Memorial Book of Remembrance	Badge / Crest - additional to 5 line entry	92	95	3%
Memorial Book of Remembrance	Illuminated Capital - additional to 5 line entry	130	132	2%
Memorial Book of Remembrance	Full Coat of arms - additional to 5 line entry	140	143	2%
Memorial Tree of remembrance	Memorial leaf - 5 year initial purchase	181	195	8%
Memorial Tree of remembrance	Memorial leaf - 2 year renewal	60	75	25%

Service	What is charged for	Fee 21/22 £	Proposed Fee 2022/23 £	Percentage Increase/ Decrease
Memorial Tree of remembrance	Memorial leaf - additional years at time of initial purchase or renewal	20	25	25%
Memorial Hall of memory	Recordia Leather panel 5 year initial purchase	175	210	20%
Memorial Hall of memory	Recordia Leather panel - 2 year renewal	64	75	17%
Memorial Hall of memory	Recordia Leather panel - additional years at time of purchase or renewal- per year	20	25	25%
Memorial Woodland Valley plaque	Solid Oak plaque - up to 3 lines of text	496	496	0%
Memorial Woodland Valley plaque	Additional lines	32	32	0%
Memorial Bulb Commemoration	Bulb commemoration	62	72	16%
Garden of Remembrance	Plaque (text only)in Woodland Walk - 5 year initial purchase	350	392	12%
Garden of Remembrance	Plaque (text & image)in Woodland Walk - 5 year initial purchase	374	420	12%
Garden of Remembrance	Plaque in Woodland Walk - additional years at time of purchase or renewal	23	26	13%
Garden of Remembrance	Plaque in Woodland Walk - 2 year renewal	88	92	5%
Garden of Remembrance	Plaque with Rose Bush - 5 year initial purchase	395	417	6%
Garden of Remembrance	Plaque with Rose Bush - additional years at initial purchase or renewal - per year	30	30	0%
Garden of Remembrance	Plaque with Rose Bush - 2 year renewal	100	110	10%
Garden of Remembrance	Plaque with Tree Rose - 5 year initial purchase	445	467	5%
Garden of Remembrance	Plaque with Tree Rose- additional years at initial purchase or renewal - per year	35	35	0%
Garden of Remembrance	Plaque with Tree Rose - 2 year renewal	120	130	8%

Service	What is charged for	Fee 21/22 £	Proposed Fee 2022/23 £	Percentage Increase/ Decrease
Garden of Remembrance	Plaque (text only)on Tree - 5 year initial purchase	600	632	5%
Garden of Remembrance	Plaque (text & image)on Tree- 5 year initial purchase	624	660	6%
Garden of Remembrance	Plaque on Tree - additional years at time of purchase or renewal	48	50	4%
Garden of Remembrance	Plaque on Tree - 2 year renewal	220	230	5%
Garden of Remembrance	Plaque in Childrens Garden - 5 year initial purchase	156	195	25%
Garden of Remembrance	Plaque in Childrens Garden- additional years at time of purchase or renewal	12	15	25%
Garden of Remembrance	Plaque in Childrens Garden - 2 year renewal	36	50	39%
Garden of Remembrance	Plaque on Memorial Seat - 5 year initial purchase	1350	1420	5%
Garden of Remembrance	Plaque on Memorial Seat- additional years at time of purchase or renewal	120	124	3%
Garden of Remembrance	Plaque on Memorial Seat - 2 year renewal	400	420	5%
Garden of Remembrance	Plaque on Shared Memorial Seat 5 year initial purchase	500	540	8%
Garden of Remembrance	Plaque on Shared Memorial Seat additional years at time of purchase or renewal	35	36	3%
Garden of Remembrance	Plaque on Memorial Seat - 2 year renewal	200	210	5%
Garden of Remembrance	Memorial Niche - 5 year initial purchase includes tablet and basic inscription up to 80 characters	760	780	3%
Garden of Remembrance	Memorial Niche - additional years at time of initial purchase or renewal	35	37	6%
Garden of Remembrance	Memorial Niche - each additional characters for inscription	3	3	0%
Garden of Remembrance	Memorial Niche - Motif	70	70	0%
Garden of Remembrance	Memorial Niche - Photo plaque	100	100	0%

Bereavement Services - Benchmarking at November 2021

Proposed Fees & Charges Increases for those Categories

Service	Description	BHCC Selected Reduced fees during Covid restrictions to 31/10/21	BHCC Current Fees from 01/04/21	BHCC Proposed Fees from 01/04/22	Private	Private	Local Authority	Local Authority	Local Authority	Local Authority	Local Authority	Local Authority	Private	Private
					Downs Fees from 04/10/21 (Dignity)	Surrey & Sussex Crematorium from 04/10/21 (Dignity)	Adur & Worthing Fees from 01/01/22	Lewes & Seaford 01/04/2021	Eastbourne Fees from 01/04/21	Newhaven Town Council from 01/04/2021	Hastings Fees from 01/01/20	Wealden Fees from 01/04/21	Clayton Wood Woodland Fees at 1/1/21	Chichester Crematorium from 4/10/21 (Dignity)
Cremation fees														
Cremation	Adult	691	705	715	658	1070	995	N/A	715	N/A	791	885	N/A	1070
Cremation	Direct/Contract (Early Slot)	385 to 480	393 to 490	423 to 499	499 -658	499 to 910	499 to 695	N/A	N/A	N/A	472 to 652	440 to 680	N/A	499 to 910
Strewing Remains	Cremated own crematorium	0	0	0	0	0	unwitnessed 0 , witnessed 70	N/A	Unwitnessed 0 , witnessed 50/70	N/A	unwitnessed 0, witnessed GOR 56	0	N/A	0
Strewing Remains	Other Crematoria	N/A	80	85	N/A	N/A	85	N/A	Unwitnessed 30 /Witnessed 70-90	N/A	56 to 133	52	195 to 295	N/A
Additional fee	Use of Crematorium chapel weekday	N/A	199	210	329	535	285	N/A	180	N/A	139 to 196	215 (30 mins) 415 (60 mins)	175 to 375	535
Additional fee	Use of Crematorium chapel Saturday	N/A	257	270	329	535	675	N/A	N/A	N/A	N/A	265 (30 mins) 515 (60 mins)	475	535
Additional fee	Use of Crematorium chapel Sunday/ BH	N/A	499	520	658	1070		N/A		N/A		N/A	675	1070
Cemetery fees														
Non Resident Charges	Method of Additional Charge (eg 2 x resident price)	N/A	Double fees	Double fees	N/A	N/A	N/A	double fees	Double	double fees except children	double	N/A	N/A	N/A
Grave Purchase	Adult	N/A	790	830	N/A	N/A	3750 to 4000	1169 to 1199	935 (? Years)	1030	988 to 1593	N/A	N/A	N/A
Grave Purchase	Adult Woodland Burials	N/A	890	930	N/A	N/A	N/A	N/A	N/A		498	N/A	1895 to 2250 woodland glades 1575 to 3950	N/A
Grave Purchase	Child Age limits vary For B&H - 17 and under	N/A	0	0	N/A	N/A	0	0	467.50 (50% full fee)	178	0 (non resident prices 117-705)	N/A	595 (0-2 years)	N/A
Grave Purchase	Ashes plot	N/A	750 woodland Valley (50 yrs)	750	N/A	N/A	750	310 (10 years in GoR)	570 (? Years)		804	N/A	845 to 1345 (plot for 2) 1395 to 2286 (plot for 4)	N/A

Service	Description	BHCC Selected Reduced fees during Covid restrictions to 31/10/21	BHCC Current Fees from 01/04/21	BHCC Proposed Fees from 01/04/22		Downs Fees from 04/10/21 (Dignity)	Surrey & Sussex Crematorium from 04/10/21 (Dignity)	Adur & Worthing Fees from 01/01/22	Lewes & Seaford 01/04/2021	Eastbourne Fees from 01/04/21	Newhaven Town Council from 01/04/2021	Hastings Fees from 01/01/20	Wealden Fees from 01/04/21	Clayton Wood Woodland Fees at 1/1/21	Chichester Crematorium from 4/10/21 (Dignity)
Interment	Depth of 1	994	1014	1056		N/A	N/A	575	925	960	890	757	N/A	590 (885 hand dug)	N/A
Interment	Depth of 2	994	1014	1056		N/A	N/A	900	1220	1045	1154	757	N/A	N/A	N/A
Interment	Depth of 3	994	1014	1056		N/A	N/A	900	1622	N/A	1550	757	N/A	N/A	N/A
Interment	Child Age limits vary For B&H - 17 and under	N/A	0	0		N/A	N/A	0	0	0 (< 12 years) 50% full fee >12	0	0 - non resident fees apply	N/A	0	N/A
Interment	Cremated Remains	146	154	190		N/A	N/A	150	280	210 residents non res cremated at Eastbourne 315 non res 420 non res	256	133	N/A		N/A
Interment	Cremated Remains 2nd interment at same time	73	77	95		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		N/A
Additional charge	Interment outside normal weekday operating MINIMUM CHARGE	N/A	0	0				170	N/A					375	
Additional charge	Saturday supplement - full burial	N/A	346	355		N/A	N/A	405	N/A	N/A		N/A	N/A	620	N/A
Additional charge	Sunday/ BH supplement - full burial	N/A	489	510		N/A	N/A	N/A	N/A	N/A		N/A	N/A	970	N/A
Additional charge	Saturday supplement - ashes burial	N/A	292	295		N/A	N/A	390	N/A	N/A		N/A	N/A	95	N/A
Additional charge	Sunday/ BH supplement - ashes burial	N/A	412	430		N/A	N/A	N/A	N/A	N/A		N/A	N/A	150	N/A
Scattering														195 to 295 (add charge 75 to 150 outside normal hours)	

Service	Description	BHCC Selected Reduced fees during Covid restrictions to 31/10/21	BHCC Current Fees from 01/04/21	BHCC Proposed Fees from 01/04/22		Downs Fees from 04/10/21 (Dignity)	Surrey & Sussex Crematorium from 04/10/21 (Dignity)	Adur & Worthing Fees from 01/01/22	Lewes & Seaford 01/04/2021	Eastbourne Fees from 01/04/21	Newhaven Town Council from 01/04/2021	Hastings Fees from 01/01/20	Wealden Fees from 01/04/21	Clayton Wood Woodland Fees at 1/1/21	Chichester Crematorium from 4/10/21 (Dignity)
Cemetery Chapel Fee	with burial in cemetery	0	99	99			N/A		98					0 - full burial 150 - scattering	
Cemetery Chapel Fee	no burial or burial elsewhere	N/A	184	184			N/A					196		375	
Transfer Grave deed	Transfer of Exclusive Right of Burial By Probate	N/A	70	75		N/A	N/A	130	75	65		73	N/A	N/A	N/A
Transfer Grave deed	Transfer of Exclusive Right of Burial By Statutory Declaration	N/A	119	130		N/A	N/A	130	75	80		N/A	N/A	N/A	N/A
Grave Search	Prices from	N/A	26	27		N/A	N/A	35	32	5		N/A	N/A	N/A	N/A
Memorial Permit Fee	Single headstone	N/A	145	150		N/A	N/A	200	223	100	212	107	N/A	N/A	N/A
Memorial Permit Fee	Tablet	N/A	123	130				150	222	50	212		N/A		
Memorial Permit Fee	Headstone & Kerbset	N/A	255	265				250	276	200	267	199	N/A		
Memorial Permit Fee	Vase with inscription	N/A	62	65				N/A		15 (no inscription)	212		N/A		
Memorial Permit Fee	Additional Work (Additional Inscription)	N/A	57	60		N/A	N/A	75	106	50	£95	107	N/A	N/A	N/A
Memorial Permit Fee	Additional Work (Cleaning stone)	N/A	0	0				N/A					N/A		

Subject:	Parking Annual Report 2020-21		
Date of Meeting:	19 January 2022		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Paul Nicholls	Tel: 01273 293287
	Email:	paul.nicholls@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 To note and approve the publication of the Parking Annual Report April 2020 to March 2021 on the performance of Parking Services for general publication under the provisions of the Traffic Management Act 2004.

2. RECOMMENDATIONS:

- 2.1 That the Environment Transport and Sustainability Committee endorses the publication of the Parking Annual Report for 2020/21 under the provisions of the Traffic Management Act 2004
- 2.2 That the Environment Transport and Sustainability Committee authorises the Head of Parking Services to produce and publish the report, which will be made available on the Council's website.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 All Parking Annual Reports are available to view on the council website. This report contains a review on what has happened within the City Council's Parking Services over the past financial year and includes an overview of the financial accounts in accordance with legislation.
- 3.2 Last year's report won a Special Consistent Excellence Award at the PATROL (Parking and Traffic Outside London) awards for producing high quality reports year on year.
- 3.3 The 2020/21 report will include information that:
- Over the reported year the number of Penalty Charge Notices issued decreased from 124,248 in 2019/20 to 101,244 in 2020/21. The decrease of 23,004 Penalty Charge Notices was mainly due to the impact of the pandemic.
 - On and off street parking income declined significantly directly as a result of the pandemic and lockdown

- The number of Bus Lane Penalty Charge Notices has increased from 53,822 in 2019/20 to 60,004 in 2020/21. The increase is due to the installation of several new bus lane cameras, five cameras in Valley Gardens which was fully enforceable from early 2021 and 12 cameras in various locations around the city.
- The funding from the Office for Low Emission Vehicles and a further investment from Electric Blue, has enabled us to install additional EV Charging Points. By 2020/21 we had installed 276 chargers and the first new fast EV chargers went live in September 2020
- Many resident permits, including all new applications since June 2021 are now on the new system linked to MyAccount. As of 1st July 2021, there were 37,784 residents permits on issue. (Annual Reports have to extract data for the previous financial year on 1st July following that financial year according to the guidance).
- Two new parking schemes were introduced in Parking zone U (Coombe Road area) and Parking zone X (South Portslade Area)
- The Disabled Car Users Group (DCUAG) was formed in Autumn 2020. The purpose of the DCUAG is to improve communications between Parking Services and disabled residents in the city.
- Initiatives to reduce toxic emissions and to become carbon neutral by 2030.

3.4 Income and expenditure appear in the tables below:

The council was successful in applying for a government support grant to assist with covering Covid income losses. The total surplus for the Council from parking income for 20/21 was £15,154,019, including money from the grant.

Income by source	2018/19	2019/20	2020/21
On-street parking charges	£11,441,854	£11,558,889	£7,108,666
Permit Income	£9,589,716	£10,081,467	£8,743,901
Penalty Charge Notices (inclusive of bad debt provision)	£5,832,784	£5,744,489	£4,268,051
Covid funding from central government	£0	£0	£5,136,520
Other	£95,985	£78,841	£74,615
Total	£26,960,340	£27,463,686	£25,331,753

Direct cost of civil parking enforcement	2018/19	2019/20	2020/21
Enforcement	£4,601,931	£4,928,865	£4,501,734
Admin, appeals, debt recovery and maintenance	£3,238,111	£3,528,637	£3,258,156
Scheme review or new schemes	£1,076,960	£1,239,479	£1,150,022
Capital charges	£1,261,186	£1,265,915	£1,267,822
Total	£10,178,188	£10,962,896	£10,177,734
Surplus after direct costs	£16,782,152	£16,500,790	£15,154,019
Total	£26,960,340	£27,463,686	£25,331,753

Spending supported by civil parking income surplus	2018/19	2019/20	2020/21
Concessionary fares	£10,796,363	£10,774,831	£10,535,684
Capital investment borrowing costs	£2,461,097	£2,362,653	£1,854,964
Supported bus services and other public transport services	£1,322,917	£1,216,309	£1,499,372
Contribution to eligible related expenditure	£2,201,744	£2,146,997	£1,263,998
Total	£16,782,152	£16,500,790	£15,154,018

Car park income

Year	Expenditure	Income	Net income /Expenditure
2018/19	3,548,394	6,535,468	2,987,074
2019/20	3,805,899	6,379,890	2,573,991
2020/21	3,485,708	*5,835,124	2,349,416

The surplus from Off Street parking has decreased by **£224,575** to **£2,349,416**. This is mainly due to Covid-19. Revenue is mostly from The Lanes, Trafalgar Street, London Road and Regency Square.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 No alternatives considered. It is a statutory requirement to produce a Parking Annual Report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The publication of the Parking Annual Report 2020-21 is being used as an opportunity to inform and engage with the public and stakeholders on a range of parking issues

6. CONCLUSION

- 6.1 The Report provides the public and stakeholders with information on the performance and aims and objectives of Parking Services and to meet the Council's legal obligations under the Traffic Management Act 2004.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the production and publication of the Parking Annual Report are funded from existing revenue budgets within the city's Transport service. Financial information relating to the council's parking services are included within the Parking Annual Report

Finance Officer Consulted: John Lack

Date: 09/12/2021

Legal Implications:

- 7.2 The Council is required by statutory guidance issued by the Department for Transport under Section 87 of the Traffic Management Act 2004 to produce and publish an annual report within 6 months of the end of the financial year detailing financial and statistical information on its civil parking enforcement regime
- 7.3 Under Section 55 of the Road Traffic Regulation Act 1984 (Section 55) a local authority may only apply surplus income received from parking charges and penalty charges to specific purposes. The surplus income has to be applied first to the provision of off-street parking facilities and repayments of deficits to central funding. Once those requirements have been met, the use of surplus income is confined to the provision of public passenger transport services, highway or road maintenance, safety and improvement projects, environmental improvements or other purposes for which a prescribed authority may lawfully incur expenditure.

Lawyer Consulted: Hilary Woodward

Date: 8/12/21

Equalities Implications:

- 7.4 None identified

Sustainability Implications:

- 7.5 The report highlights successful bids for electric vehicle chargepoints and other initiatives to reduce carbon emissions and improve air quality

Social Value implications:

- 7.6 The Parking Annual Report includes information about the work of enforcement officers in delivering food daily to the homeless and other initiatives in response to the pandemic. The report also explains how the service is helping work towards a net carbon neutral city.

SUPPORTING DOCUMENTATION

Appendices:

1. Parking Annual Report 2020-21

Background Documents

1. Previous Parking Annual Reports published on the council's website

Parking Annual Report

Financial Year 2020/21

Brighton & Hove City Council

PARKING ANNUAL REPORT 2020/21

Introduction from Councillor Steve Davis -

I am delighted to welcome you to Brighton & Hove City Councils Parking Annual Report 2020-21.

This year's report contains a review on what has happened within Parking Services over the past financial year and includes an overview of the financial accounts. Additionally, it sets our significant achievements throughout the last 12 months and identifies areas of the service where we are creating fresh and innovative solutions to improve service delivery, which in turn benefits everyone who is both living in and visiting in Brighton and Hove.

Parking and traffic management is an important public service, which provides benefits for pedestrians, cyclists, motorists and the wider community. Those benefits include maintaining road safety and access to jobs, goods and services.

Climate change remains a key focus for our authority and our Parking and Transport teams continue to contribute towards carbon reduction, not only by managing congestion and ensuring free movement of vehicles day to day but also developing policies to encourage sustainable travel choices and assisting in the roll out of on-street Electric Vehicle charging facilities.

The work undertaken by the Parking Team was recognised nationally, when the service won Team of the Year at the National Parking Awards 2021.

Thank you to the hard work of the Parking and Enforcement Team (and wider Traffic Management Team) not only for their ongoing commitment to continuous improvement and innovation, but also their exceptional response over an extremely challenging time.

Thank you for taking the time to read our Annual Report which we hope you find interesting.

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Section 2) Parking Objectives and Strategies	Pg. 5
Section 3) The Impact of Covid-19	Pg. 6
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Section 17) How we Invest the Income	Pg. 31

Appendix 1 On and off Street Parking Charges

Appendix 2 Number of Bays on street

Appendix 3 Permits issued by zone

-
- 3 x overall winner of best parking annual report.
 - Parking Team of the Year 20/21
 - 65% of surplus income was spent on Concessionary bus fares.
 - 44,821 On street parking spaces in the city
 - There are 1,020 disabled bays across the city.
 - 37,784 resident permits are on issue.
 - 101,204 On street Penalty Charge Notices were issued.

- EV Ownership in Brighton and Hove increased by 53% from 566 EVs registered in the city in, March 2019 to 871 March 2020
- All 4 of the council's barrier car parks are accredited with the Park Mark Award
- Parking is not just about cars. We have 857 cycle parking spaces across the city.
- 99% of faulty Pay and Display machines are fixed within 24 hours
- Over 276 public Electric Charging Points are now installed in the City
- 2,501 parking bay suspensions were issued for events, building works & house removals

1 OVERVIEW FROM CHARLES FIELD (HEAD OF PARKING SERVICES)

It has been another challenging year in the service but throughout all the ongoing difficulties we have seen a number of achievements as outlined in this document.

The Customer Service Team working with IT colleagues have introduced a new bespoke online permit system for resident and visitor permits. This has been done at speed due to the pandemic and the closure of the Customer Service centre. The implementation was carefully done in stages starting with the introduction of a new controlled parking zone followed by the migration of our waiting list zones. We then continued to migrate residents on a month-by-month basis onto the new system. This has created a lot of contact from residents who have required assistance creating their new accounts (called MyAccount). Although the roll-out was extensively planned and phased, we did experience some problems that needed attention which adversely affected our service to some customers over late summer and we do apologise to those who suffered any inconvenience during this period. Parking Services staff have been closely working with our IT department to resolve all these issues. After a restructure we have seen a high number of new staff within the service which has created its own challenges maintaining the workloads whilst ensuring staff have been trained.

Within the PCN Appeals & Bailiff Team it has been a challenging time for staff and public alike. In terms of the service, we looked at new ways to support people in difficulties and improving our policies on support for those with vulnerabilities. We worked closely with stakeholders to find new approaches to those who get themselves into difficulty so that enforcement can be directed to areas where it is needed most and being mindful of the Governments new debt respite scheme as a consideration.

The Parking Strategy & Contracts / Parking Projects Team have adapted to not only working from home but due to changes and growth has seen a number of new staff who required training and support. The teams have also worked extensively with EB Charging to try and develop the EV Charging experience as well as maintaining the quality and delivery of service of our existing contracts making decisions daily to best adapt to new circumstances and wider changes. It has even led to a better and more efficient method of cash collection, where we create a bespoke list of machines each week, saving both money and emissions. The work undertaken by the team was recognised nationally when the service was shortlisted for the best new technology award at the National Parking Awards 2021.

The Blue Badge and Concessionary Travel Team have ensured that Mobility Assessments return to face to face following pandemic restrictions forcing us to stop and conduct assessments via telephone. New arrangements for accessible parking during the assessment have been implemented. We have

also undertaken Operation Blue Bird – a joint operation between the police and the council’s Blue Badge investigators to tackle repeat or elusive offenders of Blue Badge Fraud as well as launching a new online system for bus pass applications.

The Disabled Car Users Advisory Group (DCUAG) was also formed in Autumn 2020 via the Third Sector Funding stream. The group is co-chaired by Possibility People and representatives from the Parking Management team and consists of members from organisations to individuals who are disabled car users or carers and council employees. Collaboratively the group agree subjects to be discussed and guest speakers are invited to talk about relevant issues and projects that affect disabled car users in the city. The purpose of the DCUAG is to improve communications between Parking Services and disabled residents in the city by providing a direct and safe environment where open discussions and feedback can take place. The group are currently helping council employees to identify needs and potential problems that disabled users may face when using an electric charging disabled bay. Other subjects discussed have been the Blue Badge fraud awareness campaign, use and design of Blue Badge bays and cycle lane issues.

In the **Parking Infrastructure team**, they have also continued with the large number of consultations and reviews on parking schemes but rather than sending out paper questionnaires (unless needed for accessibility reasons) we have taken this forward via the Council website.

Within the Traffic Control Centre, a lot of the focus has been looking to potential changes to national legislation. For this reason, a restructure is underway to realise the objectives of our Transport Control Centre development program to future proof the Service to 2030 and beyond. This will realise the corporate objective of achieving carbon neutrality by 2030 and develop the Transport Control Centre to safeguard and maximise the income streams from existing and emerging enforcement legislation and new enforcement strategies. We are looking to maximise the use of technology and staff resource to manage the road network more effectively. This would include implementing ongoing asset management recommendations to deal more effectively with asset maintenance across a number of areas including car parks, pay and display machines and electric vehicle charging points. Alongside this the Traffic Control Centre have gained the British Parking Association Safer Parking Scheme and Disabled Parking Accreditation at all 4 main car parks, The Lanes, London Road, Trafalgar Street Car Park, Regency Square. The team have also undertaken significant car park refurbishment, equipment replacement and contract work whilst remaining a 24/7 service throughout the ongoing difficulties. This is in addition to the introduction of additional CCTV enforcement at Valley Gardens and at 16 other bus lane sites while securing approval from the Vehicle Certification Agency to use our entire estate of CCTV cameras for enforcement purposes.

These are all significant achievements which has allowed us to progress as a service despite the issues all local authorities face with the ongoing difficulties and uncertainties associated with the pandemic. We were so pleased that we were recognised for this by winning the Team of the Year award at the National Parking awards 2021 and also the ‘Consistent Excellence Award’ this year in the PACER Awards where our considerable success and high-quality report writing over the years was highlighted.

2 PARKING OBJECTIVES AND STRATEGIES

Brighton and Hove’s Parking Service provides over 44,376 parking spaces, catering for all road users and vehicle types. It is responsible for providing, managing, and enforcing on-street parking facilities

and controls throughout the whole of the city, that includes some 33.8 miles of kerbside with a population of over 290,000 residents.

This annual report provides information on the activities of Brighton and Hove's Parking Service during 2020/21. It details achievements in delivering innovative and sustainable improvements as well as looking ahead to any future developments and opportunities. The report also includes parking and enforcement statistics, plus financial information with comparative data from previous years.

Brighton and Hove City Council's Parking Service Team aims to be at the forefront of new and relevant parking initiatives. We aim to promote best practice and continual quality improvement across the service and within the parking industry as a whole.

We continue to build on the excellent close working relationships with our partners in Sussex Police, East Sussex County Council, Brighton and Sussex University, Visit Brighton and local businesses and contractors to provide joined up solutions to the problems that careless or inconsiderate parking can create.

Our Commitment

Our commitment to our residents, businesses and visitors is to make it fair, accessible and safe to park in Brighton and Hove. We will seek to make it as easy as possible for those who need to park in Brighton and Hove to find and pay for their parking space.

1. We will continue to be open and transparent about how much income is generated from the parking service, where we invest the surplus, and how much on-street parking services cost.
2. We will seek to limit fraud and take appropriate action against those who use disabled badges or residents parking permits fraudulently.
3. We know that around 98% of people who park in Brighton and Hove comply with the parking rules. Our Civil Enforcement Officers are there to help and not just ensure that people park legally. They will advise on where to park and how to pay.
4. We know that the city, is a uniquely busy place and, with our partners, we shall continue to seek ways to manage parking in a way that keeps the city moving. Our Civil Enforcement Offices will continue to monitor vehicles parked on Brighton and Hove's streets and will report any suspicious behaviour, vandalism, or theft to the local police.
5. We are committed to the reduction of air pollution in the city. The city's transport network and parking enforcement is crucial to carbon neutral status and keeping traffic moving. The Council's ambition is to make our city net carbon neutral by 2030.
6. We want our city to be a fair and inclusive place for everyone. We continue to promote equality by providing and updating equality impact assessments, ensuring we have an engaged workforce by promoting self-learning and simply learning through everyday experiences.

Infographics

- **Brighton & Hove is 33.8 square miles -show picture of a map.**
- **Population – 290,395 (BHHC our plan 20-23)**

- **The economy of the city is service based with a strong emphasis on creative, digital, and electronic technologies. Tourism and entertainment are important sectors for the City, which has many hotels and amusements.**
- **24 Controlled parking zones covering Portslade, Hove, and Brighton.**
- **Number of Off-Street spaces – 2,271**

3 THE IMPACT OF COVID-19

Covid-19: Travelling in the city

Coronavirus (Covid-19) significantly changed the way people used roads and public spaces in Brighton and Hove. As people tried to avoid public transport, demand for parking increased and the reintroduction of charges and enforcement became increasingly necessary to ensure priority could be maintained for those who needed it most.

Like many authorities, we followed the advice of the British Parking Association, the Local Government Association and the Department for Transport outlining at which point we considered reviewing some parking concessions.

Active travel played an important role in helping people get around the city whilst maintaining physical distance and avoiding overcrowding on public transport

The key principles were:

- helping vulnerable people in the city
- making essential journeys safer
- supporting the local economy
- ensuring the transition to a Carbon Neutral city by 2030

Short term measures taken: -

Madeira Drive walking and cycling space - The full length of Madeira Drive from the Palace Pier roundabout was temporarily closed to motor vehicles to provide more open space for pedestrians and cyclists to travel and exercise safely during lockdown. Civil Enforcement Officers were deployed to steward the access to the road.

Ensuring daily P&D machine cleansing – Three Civil Enforcement Officers were deployed to clean all the P&D machines three times a day.

Looking after the Vulnerable and Homeless – Civil Enforcement officers delivered food parcels to the homeless daily.

Parking Concessions for the NHS and Key Workers – We ensured key workers including NHS staff and the Police had access to parking spaces by allowing access to the Lanes Car Park and access to spaces near to their place of work. The council provided free car parking to all NHS workers, social care staff and NHS volunteer responders.

Widening of Narrow Pavements – Some of the busiest areas in the city such as London Road and St James Street widened part of the pavement to encourage social distancing.

Concessionary bus travel extension - 24hr concessionary bus travel is now available for disabled people and was extended during the pandemic to include older people. This was introduced early on during lockdown to support passengers who may need to get to the shops early to buy essential items.

4 BLUE BADGE SCHEME AND TACKLING FRAUD

New Blue Badge Legislation

From the 30th August 2019 the Department of Transport expanded eligibility and simplified the application the process for Blue Badges.

New online eligibility checks launched to make it simpler for people applying for Blue Badges. People with hidden disabilities, including anxiety disorders or a brain injury, can apply now for a Blue Badge.

We have received many comments about how this change has helped the lives of many people. Blue Badge holders can travel to doctor’s appointments, do their own shopping, maintain independence where possible or keep children or adults who would usually be at risk, safe when traveling.

Sunflower Lanyards

Our Blue Badge & Concessionary Travel Team are engaging with the Sunflower Scheme Hidden Disabilities Organisation. We want to promote this on our webpages and fully train our staff to be knowledgeable.

We’d like to improve public perception and understanding that not all disabilities are visible, in fact, 80% are hidden. By improving public awareness and empathy, we can hopefully create a kinder society.

We recognise that having a hidden disability dramatically affects how people perform in everyday life and the nature of the disability makes it difficult for other people to recognise them. Therefore, the work that the Hidden Disabilities Sunflower Scheme is doing is very important to us.

Plain English Training

More training in the use of Plain English has been organised for the Blue Badge Team and has also been offered out to the rest of Parking.

This invaluable training is ideal to brush up on written communication skills, whether by customer emails, letters, or updating our webpages. The training focuses on the use of “Plain English” as opposed to jargon and includes grammar and spelling tips.

Blue Badge Applications

The below table highlights the number of Blue Badges issued and applications processed in 2020/21 compared to 2019/20 and 2018/2019.

	2018/19	2019/20	2020/21
Applications processed	4,545	4,971	4,200
Badges issued	4,287	4,410	4,022
Stolen	1	2	2
Refused	258	318	178
Cancelled (deceased)	700	565	783
Applications appealed	45	43	40

Blue Badge Fraud

- Number of Prosecutions - 19
- Number of individuals who have reoffended - 0
- Number of formal cautions - 0
- Number of Community Resolution Orders- 105
- Number of badges retained – 155
- 74 of those badges were destroyed due to being expired, cancelled, or the badge holder deceased

Due to the pandemic, there has been a decrease in the number of blue badges that have been retained. The investigators were not out checking blue badges displayed on street for the usual number of hours due to the government-imposed lockdown and restrictions.

The courts were also not operating to the capacity they normally would, and this has shown a significant impact with the delay of prosecutions being presented in court.

As opposed to being prosecuted, a Community Resolution may be offered for misuse of a Blue Badge if it is a first offence, and the person is willing to accept accountability for their actions. The Community Resolution is a Restorative Justice system in conjunction with the Police.

Community Resolution Orders (CRO's)

The Community Resolution Order video is a way of deterring further offences and educating people that misuse of a Blue Badge is not a victimless offence.

Prior to the pandemic if a Community Resolution was offered and accepted by the person, they would be invited to attend a Community Resolution session with one of the Blue Badge Investigators and a Police Officer. During this session they would be asked to watch a short information film about Blue Badges, answer a questionnaire about what they had just watched and listen to a talk from the Police Officer. As we have been unable to hold these sessions, we have had to adapt how we deliver and complete a Community Resolution.

Currently if a Community Resolution is offered this will be done via the post. The person will be given a link to enable them to watch the film, if they are unable to access this, they may be asked to attend a face-to-face session later. The person will need to return the completed questionnaire with completed and signed paperwork from Brighton and Hove City Council and the Police. They are also asked to provide a short letter of apology for their actions. Providing all paperwork is completed the Community Resolution will be signed off by the Police.

For more information on Blue Badges please visit:

<https://www.brighton-hove.gov.uk/content/parking-and-travel/parking/apply-or-renew-a-blue-badge>

<https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england/the-blue-badge-scheme-rights-and-responsibilities-in-england>

Send an email to BlueBadgeParking@brighton-hove.gov.uk

5 BECOMING A NET CARBON NEUTRAL CITY

Brighton & Hove is striving to become a net Carbon Neutral City by 2030

Brighton and Hove City Council is working to tackle emission hotspots across the city, while also improving air quality for all residents and visitors. We are working on effective ways to manage, and reduce harmful emissions, especially Nitrogen Dioxide and the range of carbon emissions, while supporting both business and personal travel.

Over a third of Brighton & Hove's carbon emissions come from transport. (2030 Carbon Neutral Programme – March 2021)

A good transport system and services are fundamental to our economy and our quality of life. We have also long recognised that transport has adverse impacts on the environment. To avoid dangerous climate change we must act in Brighton and Hove, to reduce greenhouse gas emissions from transport.

We need a shift to public transport and active forms of travel to bring down carbon and nitrous oxide emissions, which affect everyone in the city.

The government plan is to phase out fossil fuelled vehicle sales by 2030, with allowance for some hybrids up to 2035. Switching from petrol and diesel vehicles to electric and hydrogen vehicles will save carbon emissions and improve air quality, as will a reduction in the length and number of vehicle trips.

Brighton & Hove City Council held a [climate assembly](#) from September 2020 to November 2020, on the topic of travel and transport.

The key question was, ‘**How can we step up actions to reduce transport-related carbon emissions in the city?**’

Initiatives to achieve this include: -

- Create an inclusive and integrated transport system
- Develop a public realm which enables active travel
- Deliver a School Streets programme to improve road safety and air quality outside schools
- Promote physical activity, reducing social isolation
- Increase use of public transport
- Local Cycling and Walking Infrastructure Plan
- Promote and use technology to reduce and manage travel by increasing the use of smart traffic signals
- Promote and facilitate the use of zero emission and electric vehicles
- Install hundreds of on street electric charging points and rapid charging hubs for taxis
- Improve air quality
- Improve air quality through clean buses, taxis and delivery vehicles and seek further investment in zero emission buses
- Continue to implement an Ultra-Low Emissions Zone in city centre and consider expansion of the zone
- Reduce carbon emissions from council owned and contractors’ vehicles. We expect all our contractors to become carbon neutral by 2031.

What we have achieved by 2021.

The Council has made strides to reduce the adverse impacts of transport on its air quality including:

- Brighton & Hove welcomed the first buses in the UK that can be set to run in zero-emissions mode whenever they travel through the city centre Ultra Low Emission Zone. Brighton & Hove Buses have invested £9.9 million in 30 new hybrid electric buses.
- Investing in electric vehicle infrastructure which has seen over 276 public electric vehicle charging points installed in residential areas this year and the development of electric hubs with rapid charging facilities for taxis.
- Offering a 50% discount for resident parking permits for eligible low-emission vehicles
- Developing cycling and walking infrastructure, creating 38km of cycle lanes and providing better connected cycling and walking routes through the city centre
- Displaying signage across the city centre to discourage engine idling at key junctions and taxi ranks
- Working with schools to raise awareness and encourage behavioural change to the use of sustainable travel by children and their carers’ and to prevent idling outside school gates
- The parking contractor NSL are trialling biodegradable PCN carriers
- The council has been working alongside Car Clubs and looking to promoting car share of EV vehicles.

Pay by Phone have now been awarded “Carbon Neutral Plus” status and have also won Green Apple awards for their commitment to carbon neutrality.

Meters for Trees

In January 2020, Brighton & Hove City Council announced it had signed up to PayByPhone's carbon reduction initiative, *Meters for Trees*, to improve the environment.

Back in 2017, Brighton & Hove City Council removed 700 of its 1,400 parking meters. Through *Meters for Trees*, PayByPhone donated 140 trees annually to the city.

Their additional investment in projects in the Amazon will help to offset 140 tonnes of carbon dioxide through the Portel-Pará REDD project.

PaybyPhone offers cashless parking payments that are more convenient for drivers and reduces the need for staff to drive round collecting cash from parking machines.

For more information about *Meters for Trees*, please visit www.paybyphone.co.uk/metersfortrees

And for more information about Brighton & Hove's plans please visit <https://new.brighton-hove.gov.uk/climate-change/becoming-carbon-neutral-2030>

The most recent reports can be viewed on the council's website:

<https://www.brighton-hove.gov.uk/content/environment/noise-pollution-and-air-quality/air-quality-management-city>

6 ELECTRIC VEHICLES

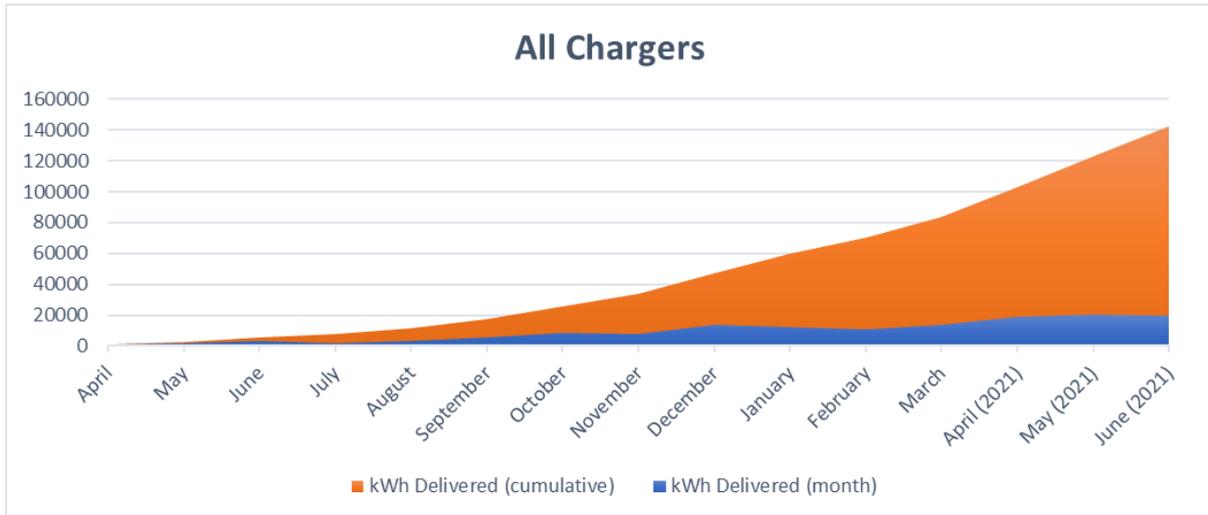
2020/21 marked a turning point for the City, with the widespread introduction of infrastructure for Electric Vehicles.

While the overall goal is to try and reduce car usage overall, removing the barriers to owning a fully electric, or a plug-in Hybrid, through providing public chargers is a positive first step to start curbing the range of emissions produced by conventional vehicles.

We are reviewing the feasibility of adapting our own fleets of vehicles, as well as ensuring our contractors have a clear road map for their own carbon neutrality and sustainability.

We installed discreet and accessible chargers on 276 chargers throughout the city. These chargers attached to existing infrastructure and can deliver up to 3.5kWh per hour, providing up to 100 miles worth of charge overnight. We have prioritised residential areas, specifically those areas with no parking off the street. Our lamppost chargers were used over 7,000 times in their first year, delivering approximately 210,000 miles of driving charge.

Our Fast Chargers are stand-alone units and are capable of delivering up to 7.5kWh per hour, with the potential to upgrade to 22kWh, requiring just a few hours to achieve a full charge. The first of these chargers went live in September 2020, and have been used over 400 times in 2020/21, delivering approximately 22,000 miles of driving charge.



More information about electric vehicle charging in the city is available online: <https://www.brighton-hove.gov.uk/content/parking-and-travel/parking/electric-vehicles-and-charging>

Other recommended sources for information:

Zap Map (for charge point locations plotted on a map): <https://www.zap-map.com/>

Electric Brighton (community-oriented information for EV drivers in Brighton & Hove): <https://electricbrighton.com/>

7 CYCLING

Cycle Parking

Parking is not just about motor vehicles; the council is committed to increasing the amount of cycle parking available to use on the city's streets.

The council is committed to increasing the amount of Cycle Parking available to use in and around the city. Cycle parking facilities are installed on either the footway or the highway depending on availability of space. Where cycle parking is installed on the road they are referred to as Pedal Cycle Parking Places (PCPPs).

There are currently 857 cycle parking spaces across the city.

8 NEW SCHEMES

New Schemes

Following resident consultations, two new parking schemes were introduced during the financial year 2020/21

- Parking Zone U (Coombe Road Area)
- Parking Zone X (South Portslade Area)

Many new schemes have been introduced, in part, as a response to complaints about all-day (commuter) parking, which was causing difficulties for residents during the day. Issues with access for emergency services vehicles, pedestrian safety and traffic flow were also contributing factors.

Detailed Design consultation has taken place in the Surrenden area with a scheme to be implemented at the end of 2021 and with an extension to Zone P Hove Park area, to include Hazeldene Meads and The Beeches.

The Impact of Covid-19

There have been 16 experimental orders made in the last year with a further 10 amendments to those orders. Most of these experimental orders were in urgent response to the COVID-19 situation. Four of these have subsequently been made permanent.

Some of the changes included:

- Bus gates on Marlborough Place, St Georges Place and York Place and other traffic management measures in the Valley Gardens area
- Various changes to traffic management in the Old Town area of Brighton, including changes to parking and loading restrictions
- Changes to the access of vehicles to Sydney Street and Gardner Street and amended parking and waiting restrictions
- The introduction of a cycle lane on the south side of Kings Road and Kingsway
- Amended parking and loading restrictions in St James Street, Church Road and London Road - - this was an Experimental Order which has now been made permanent.

See Appendix 2 to view the number of parking bays

To request a new parking scheme please visit: -

<https://new.brighton-hove.gov.uk/parking-0/request-parking-restriction>

<https://new.brighton-hove.gov.uk/news/2019/residents-parking-schemes-update>

9 ON STREET PARKING ENFORCEMENT

CEOs assisting the community during Covid

Parking enforcement continued at various levels throughout Covid to ensure that key routes in the city were unobstructed and vital services were still able to operate.

In addition to this, Civil Enforcement Officers were also deployed in other roles to help support the City through the pandemic:

Food Deliveries – From April 20 until May 21, NSL assisted the Council with delivering meals to people in emergency accommodation. NSL deployed 3 cars and drivers every day to deliver around 250 lunch bags to drop off points around the city. The CEOs were very happy to help support such a vital service during this time.

Household Waste Recycling Sites – Re-opening the city’s Household Waste & Recycling Centre sites was crucial in helping to reduce the increasing levels of fly-tipping. When they re-opened in May 2020, there was reduced capacity to ensure social distancing at the sites. NSL provided several CEOs every day to assist with stewarding the entrances due to the huge demand and impact on traffic.

Stewarding Road Closures – Madeira Drive was closed to traffic to ensure that people could utilise the seafront to exercise whilst maintain social distancing. CEOs were deployed every day to steward the closure at each entrance to ensure that businesses and maintenance vehicles were still able to access the area.

Pay & Display Machine Cleaning – During the summer period of 2020, CEOs were deployed each day to clean touch points of the P&D machines along the busier seafront areas to help reduce the risk of spreading the virus.

Issuing of Penalty Charge Notices

The table below shows the number of PCN’s issued in the last three years, divided according to higher and lower fee banding. Parking contraventions deemed to be ‘less serious’ will incur a lower initial penalty than more serious offences.

The number of Penalty Charge Notices issued in 2020/21 decreased by 23,004 due to the impact of the pandemic.

Total of TMA penalty charge notices issued	2018/19	2019-20	2020-21
On-street: Number of higher-level penalty charge notices issued	86,959	96,156	79,625
On-street Number of lower-level penalty charge notices issued	32,832	26,452	20,086
Off-street: Number of higher-level penalty charge notices issued	307	134	55
Off-street: Number of lower-level penalty charge notices issued	2,587	1,506	1,479
Total	122,685	124,248	101,244

Penalty Charge Notices Paid & Paid at Discount

Penalty Charge Notices Paid Bus Lane & TMA	2018/19	2019/20	2020/21
Number of TMA & Bus Lane penalty charge notices paid	132,195	129,055	101,585
Percentage of penalty charge notices paid	67%	72%	63%
Number of TMA & Bus lane penalty charge notices paid at a discount rate	122,070	109,273	86,205
Percentage of penalty charge notices paid at a discount	62%	61%	53%

Green Patrol Vehicles

This year many of the patrol vehicles were replaced by a greener fleet of vehicles. The diesel suspension van was replaced with a 100% electric alternative. In addition, two petrol patrol cars were replaced with hybrid cars and two scooters are now also electric.

The fleet of electric vehicles has also increased to enforce outer areas of large and hilly parking zones.

Ambassadorial Work on Street

The Council's Civil Enforcement Officers have a highly visible presence across Brighton and Hove. During their shifts Officers will frequently provide directions to local services and places of interest, report crimes and assist other agencies including the emergency services.

Monitoring Verbal Abuse Against Civil Enforcement Officers during Covid-19

Feedback from a lot of CEOs was that they were receiving a lot of negative comments and abuse regarding working during lockdown.

During this time, we asked all deployed colleagues to log any instances of abuse – including comments about being out during 'lockdown' on their Hand-Held Computers which we could then review.

The aim of this project was to gather data on all levels of abuse – from name calling to physical attacks. All forms of abuse are of course damaging, but not all abuse is highlighted or reported.

This project aimed to capture the data for the whole of November 2020 to establish the scale of abuse that Civil Enforcement Officers face.

To allow Civil Enforcement Officers to record this very simply and quickly we asked them to use their handheld devices to enter RED or AMBER as appropriate:

AMBER – Verbal attack (profanity, aggressive in nature, hateful/getting personal such as wishing the person or their family harm)

RED– Physical attack (any form of intentional physical contact)

The below table shows the number of Code's that occurred in the month of November over the last three years.

November	2018	2019	2020
Red	14	12	14
Amber	9	17	17
Total	23	29	31

Following every code, a de-brief conversation is held with the CEO to look at whether anything could have been done to avoid or reduce the likelihood of the code occurring. Over time, we also look at any patterns involving locations, vehicles, circumstances, or individual MOPs and or CEOs.

Any abuse towards our Enforcement Officers is completely unacceptable and the council supports prosecution of offenders such as in this case:

[Man convicted and fined for abusing parking enforcement officer \(brighton-hove.gov.uk\)](https://www.brighton-hove.gov.uk/news/man-convicted-and-fined-for-abusing-parking-enforcement-officer)

10 PARKING SUSPENSIONS, FILMING & EVENTS

Parking Suspensions:

A parking bay suspension involves suspending an existing parking restriction for a specific purpose. Reasons include, household removals, skip placement, building works, utility operations and special events.

Parking bay suspensions are managed by the enforcement contractors. The suspension itself is advertised by a 3-sided yellow sign which is implemented with a minimum of 48 hours' notice to ensure drivers are aware. If an unauthorised vehicle is parked in the suspended area when the suspension comes into effect, a Penalty Charge Notice may be issued, and the vehicle could be relocated.

Covid-19:

Parking suspensions are crucial for the smooth running of citywide events and utilities works. The major events the team process is Brighton Marathon, Pride, and the Kempton Carnival. However, due to the pandemic, most events were postponed, and the number of applications processed were significantly lower for the first quarter of the financial year.

With the easing of lockdown, the suspension applications increased to unprecedented levels. The catch up continued throughout the year and included an increase in household removal applications due to the government's reduction on stamp duty. The suspension team did an exceptional job managing the increase in application forms.

The table below shows the number of applications processed and bays suspended by year:

Year	Suspension Applications Processed	Parking Bays Suspended
2018/19	2239	6647
2019/20	2379	8189
2020/21	2501	7726

Film Friendly City:

Brighton and Hove City Council was designated 'Film Friendly City' status in 2014. This is in recognition of the growing importance of the city as a film and television location, and a centre for creative talent and film related businesses.

This status ensures those in the Film and TV industries are aware the council will support requests to film in our locality. Filming is important to the local economy, and by helping to encourage and facilitate filming, we are assisting with the development of all aspects of film related industry in the city.

Brighton & Hove is a fantastic place to film. The South Downs and beach are close by, there is a variety of architecture and equally good locations within a few miles. The city itself is host to film industry talent thanks to the Film School. Being able to film locally, not only benefits the economy, but it also supports the carbon neutrality programme by reducing the need to commute.

The Parking Strategy and Contracts team work closely with film crews on large scale projects to ensure residents and businesses are less impacted by parking suspensions.

Measures to minimise disruption could include:

- Minimising use of technical vehicles in residential areas
- Crew cars making use of existing on street provisions or car parks
- Letter drops to residents in roads affected prior to filming
- Crews liaising with relevant Resident Associations and businesses where applicable
- Stewards marshalling the suspension areas to advise drivers ahead of start time
- Crews offering alternative parking solutions
- Promoting the use of 'shuttle' vehicles to drop off crew and relevant equipment
- Utilising existing parking facilities where possible (loading bays, P&D, car parks)
- Closely working with the Parking team to update and advise of potential problems
- Promoting suspensions in quieter areas to limit those in residential areas
- Suspending P&D or shared bays instead of residential bays where possible

Not all the above is compulsory or required for certain areas or shoots. However, we do expect a letter drop and considerations for technical vehicles for all large-scale film related suspensions as a minimum requirement.

11 CHALLENGES, REPRESENTATIONS AND APPEALS

Anyone that receives a Penalty Charge Notice and believes they should not have to pay the penalty due to their circumstances, is entitled to write to us explaining why. The council will then consider the reasons given and decide if they are sufficient to warrant the cancellation of the PCN.

We have a dedicated and qualified team who consider each case based upon its own merits. All formal correspondence is handled within the statutory time periods allowed for response.

The Council's web-based service allows customers to view specific details about Penalty Charge Notices they have received and can submit a challenge or representation, monitor the progress of the representation, view photos of the incident, and make payments.

The table below shows the number of bus lane and parking Penalty Charge Notice (PCN) challenge representations made to the Council:

Challenges made to the council	2018/19	2019/20	2020/21
Number of penalty charge notices against which an informal or formal representation was made	51,964	54,370	47,910
Number of Traffic Management Act (TMA) penalty charge notices cancelled as a result of an informal or a formal representation which is successful	23,828	24,465	20,751
Number of penalty charge notices written off for other reasons (e.g., an error by the Civil Enforcement Officer or driver untraceable)	1,804	3,927	4,962
Percentage of Traffic Management Act penalty charge notices cancelled	19%	20%	23%

In 2020/21 the number of incoming appeals decreased by 11.8%. This is due to the reduction in Penalty Charge Notice's issued due to the Covid-19 pandemic and lockdown. Cancellation figures are also comparatively higher compared to previous years. A number of appellants received PCN's as a result of Covid-19 and the council did not pursue the charge.

Appeals at adjudication

If the Council reject a person's representation, they then have the right to present their case to the independent Traffic Penalty Tribunal within 28 days from the rejection notice. TPT hear appeals against penalties issued for parking, bus lane and moving traffic contraventions in England (outside London) and Wales.

The table below shows the results of cases taken to the Traffic Penalty Tribunal.

2019/20	TMA PCN	Bus Lane	Total
Council Lost	65	23	99

Council Won	62	34	85
Not contested by the council (PCN cancelled)	67	83	150

Traffic Penalty Tribunal Bus Lane packs

The Parking Projects Team create video documentation of all our bus lanes across the city. The videos show all the signs and lines within the bus lanes and the packs point directly to the current traffic orders within each area. For further information please visit the Traffic Penalty Tribunal website.

Debt recovery

This project is continuing with letters sent to advise debtors to make payment before cases are registered as a debt. The pandemic brought additional impacts for some and the appeals team invited anyone struggling to pay a fine to contact them.

<https://www.trafficpenaltytribunal.gov.uk/>

12 CCTV & BUS LANE ENFORCEMENT

Bus Lane & CCTV Enforcement / Keeping the city moving.

Having a fast and reliable public transport network is vitally important to encourage more of us to leave the car at home and use sustainable travel instead.

Bus lanes keep our city moving, giving priority to buses so they can avoid congestion. This improves bus service reliability and reduces journey times. We are committed to improving public transport in Brighton and Hove and making the city's air cleaner.

"The effective enforcement of the city's bus lanes is essential in the fight against the march of urban congestion, air quality problems and CO2, and in enabling our high frequency transit services to do their work for our citizens."

Martin Harris – Managing Director of Brighton & Hove Bus Company

CCTV Monitoring by the Traffic Control Centre

Ongoing development of CCTV monitoring has improved the capacity to enforce illegal driving in all priority lanes, improving journey times for buses, taxis, and some motorcycles.

The Traffic Management Team carry out daily checks on bus lane activity. Alongside this, bus stop enforcement via CCTV helps allow buses to park against the raised kerbs to aid passengers on/off buses and helps maintain bus journey times.

The Traffic Control Team conduct daily Bus lane sign / line audits, plus strategic routes monitoring and incident reporting helping to keep the traffic moving.

Bus Lane Enforcement

In 2020/21 several new unattended bus lane cameras were installed, , five cameras in Valley Gardens and twelve cameras in various locations around the city.

Automatic Number Plate Recognition (ANPR) cameras have been installed to deter motorists from driving in the bus lanes and slowing journey times for residents, visitors, and commuters, who are using public transport.

The twelve cameras have been installed at various points along Western Road, Preston Road, Old Steine London Road and Lewes Road. These cameras increase the number of bus lanes to 37 that are already being enforced by ANPR.

The table below shows the number of Bus Lane PCN's issued in 2020/21

	2018-19	2019-20	2020-21
Bus lanes			
Number of Penalty Charge Notices	75,029	53,822	60,004
Number appealed	8,322	11,487	5,953
% appealed	11%	21%	10%
% Upheld	52%	56%	51%

Better bus lane enforcement will have played a key role in improving bus punctuality and the Brighton & Hove Bus Company has also been implementing other strategies including:

- Sponsoring of an enforcement officer to reduce delays to buses caused by other vehicles parking in bus stops and on bus routes
- More dual door buses
- Adding more running time to timetables

Valley Gardens bus gates

As part of the recent improvements to Valley Gardens, bus gates (with 5 ANPR cameras) have been installed to support the smoother travel of public transport, including buses and taxis, through the area.

The scheme includes a 'public transport' corridor on the western side of the gardens while on the eastern side the traffic will continue to flow north and southbound.

13 OFF STREET CAR PARKS

In Brighton and Hove, using car parks is often preferable to parking on the street as many roads are reserved for resident permit holders only. Car parks also allow parking for longer periods. Our car parks provide access to the town and an availability of parking space, absorbs traffic, and reduces congestion.

The council operates four barrier entry car parks (The Lanes, Trafalgar Street, Regency Square and London Road).

Car Park	Spaces
The Lanes Car Park	355

Regency Square Car Park	507
Trafalgar Street Car Park	275
London Road Car Park	528
King Alfred Car Park	120
Norton Road Car Park	290
Blackrock Car Park	61
Rottingdean Marine Cliffs	70
Rottingdean West Street	65

Car Park Expenditure 2020/21

Location	Expenditure (£)	Income (£)	Income - COVID Compensation (£)	Net Income (£)
London Road	£338,240	£341,712	£420,875	£424,347
Regency Square	£836,508	£853,142	£561,587	£578,221
The Lanes	£1,107,962	£1,001,627	£674,492	£568,157
Trafalgar	£606,975	£601,038	£548,288	£542,351
Oxford Court*	£342,713	£2,604	£0	£-340,109
High Street*	£68,315	£75,180	£0	£6,865
Other Off-Street	£184,995	£556,878	£197,701	£569,584
Total	£3,485,708	£3,432,181	£2,402,943	£2,349,416

Notes: - *The High Street Car Park figures shown are after a contribution has been made to the Council's Housing Revenue Account.

Oxford Court Car Park has now been sold to facilitate a Doctors surgery development.

The table below shows the total figures for off-street parking over the last five years

Year	Expenditure	Income	Net income /Expenditure
2015/16	3,036,792	5,703,130	2,666,337
2016/17	3,047,894	5,917,078	2,869,184
2017/18	3,384,967	6,092,432	2,707,465
2018/19	3,548,394	6,535,468	2,987,074
2019/20	3,805,899	6,379,890	2,573,991
2020/21	3,485,708	*5,835,124	2,349,416

*2020/21 income includes Covid SFC Compensation.

As a result of Covid -19, the surplus from off street parking has decreased by £224,575 to £2,349,416.

Improvements

New Visual Message Signs (VMS) have now been installed outside all barrier car parks, informing visitors of car park capacity information, along with the addition of diversions information.

We have put significant investment into London Road car park this year to ensure it continues to function as a car park for the foreseeable future.

There were major repairs to the concrete fins and around the car park and we installed a new safety barrier system round the whole of the car park.

New bi-fold gates have been installed at London Road car park to replace the existing shutters that were in place. Replacing the shutters, that were often faulty and had to be left open, increased the safety of the car park and reduced noise for the neighbours at both the entry and exit.

New equipment will be installed in all our barrier entry car parks by the end of 2021.

All the Council's carparks have Lifecare plans, structural appraisals plus annual and periodic inspections.

Park Mark - A safe place: -

All four of the Council's barrier car parks are accredited with the Park Mark award.

In 2020/21 we have been tackling anti-social behaviour when it arises in the Council's Car Parks with 24/7 CCTV monitoring and working alongside security patrols and Police Liaison.

The Council's car parks are part of a safe space scheme, in allowing vulnerable people to go to the car parks and seek assistance.

Disabled Parking Accreditation

All the Council's barrier car parks have achieved the Disabled Parking Accreditation. The scheme recognises off-street parking facilities which are accessible to disabled people. The DPA is primarily aimed at improving parking for disabled people and reducing abuse of disabled bays.

Car parks that achieve the DPA also demonstrate to their customers that they are committed to creating high quality parking facilities for disabled people, such as: -

- easy access
- good lighting
- good signage
- accessible payment methods
- enforceable designated bays

Covid 19

Signage was placed on the walls of all the Council car parks. The floors were marked out for social distancing due to Covid-19.

Following guidance from the BPA signage has been erected to ask customers to wear facemasks whilst in the car parks too.

Brighton & Hove City Council, Traffic Control Centre

The city's Traffic Control Centre is a hub for traffic management and signals controls. Alongside this it provides customer service to pay-on-foot cars parks and around the clock controls at all the barrier car parks.

Motorists who require assistance can contact the Control Centre via an intercom and officers operate the barriers and pay machines remotely. The Control Centre is supported by a Mobile Maintenance Team and CCTV monitoring and work closely with Sussex Police and local contractors.

Further information on the Council's car parks here:

<https://new.brighton-hove.gov.uk/content/parking-and-travel/parking/car-parks>

14 PERMITS

New Resident and Visitor permit system 'MyAccount':

Due to Covid-19, the Customer Service Centre remains closed. The Councils ICT and our Permit team have continued to develop the online system for permits. Many resident permits, including all new applications since June are now on the new system linked to MyAccount. Once fully deployed, this will help us work more efficiently, and will make it easier for customers to complete transactions relating to their permits online, via phone, tablet, or personal computer.

The current developments are moving towards simplifying the system for customers and bringing services into one portal called MyAccount. This will have intended benefits so customers will be able to access an increasing range of services through the MyAccount portal including council tax, school applications, recycling etc. as well as being able to self-serve for common tasks such as changing a vehicle. These changes will help prevent fraud, better protect data, and make it easier for residents to keep track of their payments and notify us of any changes.

Over the next year, more permit types will be available through MyAccount. Other changes, introduced incrementally, will be designed to benefit our customers - for example, not having to submit certain types of evidence to Parking Services if you've already provided them to other services.

No transition of this complexity can be achieved without the risk of some temporary problems emerging. However, we have adjusted our approach to learn the lessons of summer 2021, and will plan carefully to avoid a repeat of those issues as we continue to improve our systems, and through them our service to customers

Accessibility line:

This is offered to support residents who may be digitally excluded, where we would process the application on their behalf or if they have access, we will assist them completing the online application.

The table below shows the number of permits issued in the last four years categorised according to permit type:

Permit Type	On Issue as of 1 July 2017	On Issue as of 1 July 2018	On Issue as of 1 July 2019	On Issue as of 1 July 2020	On Issue as of 1 July 2021
Business	1378	1387	1178	1036	921
Car Club	113	108	118	111	166
Carer	246	330	325	272	301
Dispensation	543	572	573	497	755
Doctor	121	118	137	138	170
Resident (including match day)	31283	37321	37548	36369	37784
Professional Carer	2177	2355	2521	2512	2643
Schools	234	296	261	238	364
Trader	2237	2320	2371	2030	2272

Covid-19 Parking Pass:

In line with central government guidelines, parking passes were issued to NHS staff members, health, and social care workers, plus NHS Volunteer Responders. The parking pass provided free parking to those on official duty, working as part of the Covid-19 response effort.

Waiting Lists:

Waiting lists are now managed through MyAccount - a benefit to customers is that the new system allows us to offer a permit the day it becomes available and no longer waiting for the monthly offering out. Waiting List zones are currently applicable to parking zones M, Y and Z.

The table below compares the number of residents on the waiting list in areas, Y and Z and M parking zones over the last four years:

Resident Parking Zone	Number on Waiting List at 01/07/18	Number on Waiting List at 01/07/19	Number on Waiting List at 01/07/20	Number on Waiting List at 01/07/21
Central Brighton North - Y	225	208	119	299
Central Brighton South - Z	337	343	155	303
Central Hove - M	N/A	N/A	N/A	311
Total	562	551	274	913

The waiting list numbers are higher this year due to the introduction of parking zone M. The transport covid response changes also reduced parking spaces in central Brighton to support walking and cycling during the pandemic. Please see <https://www.brighton-hove.gov.uk/travel-and-transport-covid-19> for more information.

Traders Permits – Low Emission Permits

Trader Permit Holders now receive a 50% discount for low emission vehicles.

Permit Type	3 months	12 months
Standard	£200	£700
Low emission	£100	£350
High emission	£250	£875

*Please refer to appendix 3 for permit issue by zone detail.

15 THE CUSTOMER JOURNEY

Supporting our customers through Covid-19.

2020/21 has been a year like no other for our customers and staff. Due to social distancing restraints the Customer Service Centre closed, and we had to change our customer contact procedures in a short period of time.

Customer Feedback

Customer feedback was vital to shape and improve the information we provide and continue to expand communications by utilising the corporate website and social media. This allows us to adapt as customers trend to communications on new platforms.

In 2020/21 we have been working towards: -

- Establishing a customer experience working group for Parking & Transport focusing on making improvements to the services directly for the benefit of customers
- Working with ICT and D to create an online payment system.
- Integrating with MyAccount and the Customer Index to provide an intuitive and streamlined application process for customers.
- Communicating with customers online (email/ website/social media) where possible and appropriate. This is often quicker and more convenient.
- Working with customers to find the best way to get help if they have specific access needs
- Having open conversations in team meetings regarding inclusion, equalities, and diversity
- Identifying customers who will be affected by a planned change to service delivery and contacting them directly in advance of that change.

Complaints and Compliments

Brighton & Hove City Council has a formal complaints procedure and provides the opportunity for customers to complement our services and staff. Where complaints are received, these are investigated and the complainant responded to, outlining what action, if appropriate will be taken to rectify the matter.

In 2020/21 Corporate complaints have decreased by 10% from 254 to 169 corporate complaints.

Compliments have increased by 56% from 93 to 145 compliments

85% of Stage 1 complaints were responded to within 10 days.

The below table highlights some of the compliments received in 2020/21

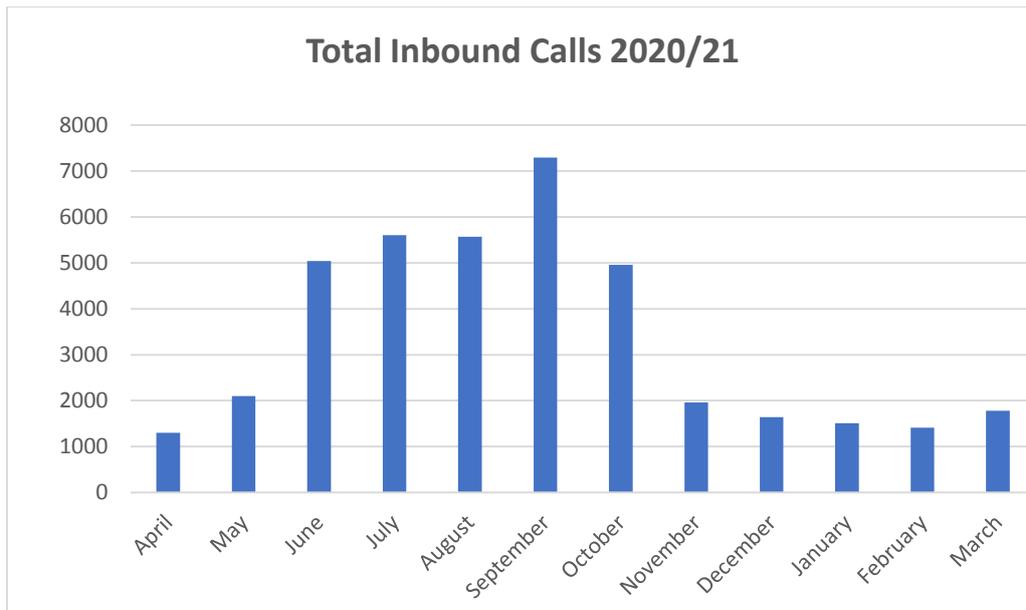
Complaint / Compliment	Outcome
Permit Application	<i>"Reyhaneh. Thank you so much- made my day- first time I've seen my son since lockdown"</i> Service user was 60 and wanted her permits for her birthday.
Concessionary travel application	<i>"Thank you so much Heidi, Fabulous service! I can't believe how quickly you have dealt with this, in spite of all you have to deal with! Much appreciated."</i>
Blue Badge Application	<i>"Amongst other issues I suffer from a very great deal of anxiety and your prompt and informative reply has helped allay that fear that my application has gone awry. When you struggle day-to-day it really is the normalising things like a speedy and courteous reply that make such a difference."</i>
NHS Parking During Covid	<i>"I would like to thank the Council for continuing to allow NHS staff free parking whilst at work. I am a Staff Nurse in ITU at the Royal Sussex. It's so much less stressful for me to drive straight to work thereby avoiding public transport and it's such a treat to just park up, put my details on display and go to work!"</i>

Customer Ambassadors

Our customer contact ambassadors have been mapping 'customer journeys' to move transactions online, update our webpages and support our 'roadmap' to recovery.

Telephone Calls

Due to the closure of the Customer Contact centre in 2020/21 we received 40,172 telephone calls. This increased by 44% compared to 2019/20.



Social Media

During lockdown the public have been increasingly using Social Media to contact BHCC Transport / Parking. Our Transport Twitter feed provides up to date information regarding new transport projects, new schemes, and links to our 24-hour on-line services.

We also use Twitter as a platform to raise awareness for road safety campaigns, such a promoting safer route to school and to encourage sustainability within transport, for example, by encouraging local walking and cycle routes.

Our Twitter feed can provide a forum for various transport groups, residents, and visitors to air their views and engage in a number of parking and transport related topics.

Examples: -

@BHCC_Transport hello 🙋 Noticed that a signpost on corner of Albion Hill & Queens Park Road looks like it's been knocked over and in quite a dangerous state. Could fall at any moment and it's right outside a nursery. Could injure someone. Can you get someone to fix it? Thanks!

Parking & Transport@BHCC_Transport Hello, thank you for reporting this, we can confirm the sign has been fixed

@BHCC_Transport I need to swap cars with a family member's for about a month. Am I able to get a temporary parking permit for this amount of time??

Parking & Transport@BHCC_Transport Hi, Yes, you are entitled two temporary codes a year on a valid permit. If you have an active MyAccount you can do this through your account. If not, please click on this link for more information. bit.ly/3wIYDKe the telephone number is also on this page. Thank you

Website

On Average there were 110,000 web views per month in 2020 /21.

The webpages are regularly checked and with continuing maintenance of webpages and links to other information so that they are always up to date.

Top 5 pages: -

[Pay your Penalty Charge Notice](#)

[Resident Parking Permits](#)

[Penalty Charge Notices / PCN](#)

[Visitor permits](#)

[Car Parks](#)

You can visit the parking website here:-

[Parking, travel and road safety](#)

16 FINANCIAL INFORMATION

Parking charges are designed to manage the availability of parking spaces. For example, charges may need to be set at a higher level in the city centre to reduce demand for on-street parking. This in turn helps to improve air quality and ease congestion at busy locations.

Fees and charges are reviewed annually to make sure they cover the cost of services and provide value for money. Changes are approved by the Environment, Transport & Sustainability Committee. The Council has the discretion to set charges to reflect its parking policies.

The surplus is the money remaining after direct costs for enforcement, administration, and maintaining parking machines are deducted. The majority of the parking surplus is spent on providing free bus passes for older and disabled people, which the Council has a legal duty to provide.

Money is also invested back into supporting bus services and other transport projects. You can read more about this in the “How we invest the income” chapter.

COVID-19

The council was successful in applying for a government support grant to assist with covering Covid income losses. The total surplus for the Council from parking income for 20/21 was £15,154,019, including money from the grant.

Income by source	2018/19	2019/20	2020/21
On-street parking charges	£11,441,854	£11,558,889	£7,108,666
Permit Income	£9,589,716	£10,081,467	£8,743,901
Penalty Charge Notices (inclusive of	£5,832,784	£5,744,489	£4,268,051

bad debt provision)			
Covid funding from central government	£0	£0	£5,136,520
Other	£95,985	£78,841	£74,615
Total	£26,960,340	£27,463,686	£25,331,753

The below table shows income by source and the direct cost of civil parking enforcement.

Direct cost of civil parking enforcement	2018/19	2019/20	2020/21
Enforcement	£4,601,931	£4,928,865	£4,501,734
Admin, appeals, debt recovery and maintenance	£3,238,111	£3,528,637	£3,258,156
Scheme review or new schemes	£1,076,960	£1,239,479	£1,150,022
Capital charges	£1,261,186	£1,265,915	£1,267,822
Total	£10,178,188	£10,962,896	£10,177,734
Surplus after direct costs	£16,782,152	£16,500,790	£15,154,019

17 HOW WE INVEST THE INCOME

On Street Parking Surplus Spending

Any surplus made through parking fees and charges has to be invested into transport and highways. This is a legal requirement. In 2020/21, after direct costs, there was a surplus of £15,154,019. This is a

decrease of 8.16% on the previous financial year. The table below shows a year-on-year comparison of how surplus income was invested back into transport and highways.

On Street Parking Surplus Spending

Spending supported by civil parking enforcement income surplus	2018/19	2019/20	2020/21
Concessionary fares	£10,796,363	£10,774,831	£10,535,684
Capital investment borrowing costs	£2,461,097	£2,362,653	£1,854,964
Supported bus services and other public transport services	£1,322,917	£1,216,309	£1,499,372
Contribution to eligible related expenditure	£2,201,744	£2,146,997	£1,263,998
Total	£16,782,152	£16,500,790	£15,154,018

Use of surplus income from parking charges and penalty charges is governed by section 55 of the Road Traffic Regulation Act 1984. Once the need for provision of off-street parking facilities and to make good deficits to central funding has been met, use of surpluses is currently confined to the provision of public transport services or to road, air quality or environmental improvements.

Supported bus services

The Council supports some bus routes by subsidising the costs of running these services. The Council continued to provide funding for supported routes throughout the Covid-19 pandemic. In the financial year 2020/21 the Council spent £1,263,998 on supporting bus services.

Concessionary bus fares

A mandatory bus concession for older and disabled people has been in place since 2001. The scheme has gradually been extended since its introduction and since April 2008 has provided free off-peak local bus travel to eligible older and disabled people anywhere in England.

The majority of the surplus is spent on providing free travel for both the elderly and disabled citizens. We continued to pay bus operators at pre pandemic levels adhering to guidance from the Department for Transport.

We spent £10,535,684 on this service in financial year 2020/21 and the Council have continued to support bus services with these payments throughout the pandemic.

Bus Pass Applications in 2020/21 compared to 2018/19 and 2019/20

Applications	2018/19	2019/20	2020/21
Successful applicants	1,794	2,194	1,535
Renewals	2,290	4,786	13,704
Replacements	2,473	2,539	1,734

Brighton and Hove had a large volume of passes expiring between April 2020 and November 2020 and this is what has contributed to the large increase of renewals in 2020/21.

The pandemic also affected the increase due to users not renewing the bus passes or not using their bus passes.

Changes to concessionary travel during the Pandemic.

Brighton and Hove City Council introduced the temporary 24-hour extension for older bus pass holders in March 2020 to allow safe and convenient journeys in the height of the lockdown amid the coronavirus pandemic.

Older people were able to use their bus passes to travel early in the morning, when many supermarkets were offering special shopping time slots for the most vulnerable due to food shortages.

The older person's bus pass times have now been changed back to the hours between 9am and 4am so that fewer vulnerable people will be travelling on the same buses as children and teenagers now that pupils have returned to school.

The aim is to protect older people who are at higher risk from coronavirus.

Taxi vouchers

As an alternative to applying for a concessionary bus pass, Brighton & Hove City Council currently offers taxi vouchers (up to the value of £70 per year) to residents who are unable to use their bus pass because of a disability. To discourage misuse, vouchers have been personalised with a photograph of the user.

Taxi vouchers issued in 2020/21 compared to 2018/19 and 2019/20

Voucher applications	2018/19	2019/20	2020/21
On issue	606	651	658
Successful applicants	70	123	38
Renewals	467	528	518

You can [find more information on taxi vouchers](#) on our website.

<https://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/public-transport-news-0>

Appendix 1 On and off-street parking charges

	2020/21 (£)	2021/22 (£)
Off-street car parks		
Black Rock		
1 hour	1.10	1.20
2 hours	2.20	2.40
3 hours	4.40	4.80
4 hours	5.50	6.00
11 hours	7.20	Deleted
12 hours	New	9.00
King Alfred		
1 hour	1.80	2.00
2 hours	2.50	3.00
3 hours	3.50	4.00
4 hours	4.50	5.00
12 hours	New	10.00
Annual Season Ticket	800.00	1,000.00
Rottingdean Marine Cliffs		
1 hour	1.10	1.20
2 hours	2.20	2.40
4 hours	4.00	4.50
11 hours	5.00	Deleted
12 hours	New	6.00
Quarterly season ticket	60.00	65.00

Norton Road		
1 hour	1.10	1.20
2 hours	2.20	2.40
4 hours	3.80	4.50
5 hours	4.90	5.50
9 hours	6.00	7.00
12 hours	7.10	8.00
Annual season ticket	800.00	900.00
Staff Annual Permit	400.00	450.00
Rottingdean West Street		
1 hour	1.10	1.20
2 hours	2.20	2.40
3 hours	3.30	3.60
The Lanes		
1 hour	3.50	4.00
2 hours	7.00	8.00
4 hours	15.00	17.50
9 hours	21.00	24.00
24 hours	25.00	29.00
Lost ticket	25.00	29.00
Weekend: 1 hour	4.00	4.50
Weekend: 2 hours	8.50	10.00
Weekend: 4 hours	16.00	18.50
Weekend: 9 hours	21.00	24.00
Weekend: 24 hours / lost ticket fee	25.00	29.00
Evenings: 18.00–24.00	4.50	5.00
Night: 24.00–11.00	5.00	Deleted
Night 24.00-8.00	New	5.00
Weekend Evenings	New	6.00
Weekend Night	New	6.00
Annual season ticket	2500.00	2850.00
Reduced charge annual season ticket: Resident permit waiting list 16.00–11.00 Mon–Fri (Zone Z only)	1500.00	1800.00
London Road		
1 hour	1.60	2.00
2 hours	3.30	4.00
4 hours	6.50	7.50
9 hours	10.00	11.50
24 hours	15.00	17.50
Lost ticket	15.00	17.50
Evenings: 18.00–24.00	4.50	5.00
Night: 24.00–8.00	New	5.00
Lost ticket admin fee	5.00	5.00
Weekly	55.00	63.50
Annual season ticket	1200.00	1380.00

Annual season ticket: reduced rate for Area Y permit holders, and businesses of New England House, City Point or One Brighton	800.00	920.00
Reduced charge annual season ticket: Resident permit waiting list (Zone Y) 16.00–11.00 Mon–Fri	420.00	480.00
Regency Square		
1 hour	3.00	3.50
2 hours	5.50	6.50
4 hours	10.50	12.00
9 hours	14.00	16.00
24 hours / Lost ticket	20.00	23.00
Evenings 18.00–24.00	4.50	5.00
Night 24.00–8.00	New	5.00
Lost ticket administration fee	5.00	5.00
Weekend - 1 hour	New	4.00
Weekend – 2 hours	New	7.00
Weekend – 4 hours	New	12.50
Weekend – 9 hours	New	17.50
Weekend – 24 hours / Lost ticket	New	25.00
Weekend Evenings 18.00 – 24.00	New	6.00
Weekend Night 24.00 – 8.00	New	6.00
Weekly season ticket	60.00	70.00
Quarterly season ticket	330.00	380.00
Annual season ticket	1100.00	1255.00
Commercial season ticket (annual)	1200.00	Deleted
Reduced annual season ticket: Resident permit waiting list 16.00–11.00 Mon–Fri (Zone M)	750.00	860.00
Trafalgar Street		
1 hour	3.30	4.00
2 hours	6.40	7.50
4 hours	10.00	11.50
6 hours	11.00	12.50
9 hours	13.00	15.00
24 hours / Lost ticket	16.00	18.50
Weekend: 1 hour	2.50	3.00
Weekend: 2 hours	4.50	5.00
Weekend: 4 hours	8.00	9.00
Weekend: 6 hours	10.00	11.50
Weekend: 9 hours	12.00	14.00
Weekend: 24 hours / Lost ticket	18.00	21.00
Evenings: 18.00–24.00	4.50	5.00
Night: 24.00–11.00	5.00	Deleted
Night 24.00 – 8.00	New	5.00
Lost ticket admin fee	5.00	5.00

Quarterly season ticket	400.00	460.00
Annual season ticket	1200.00	1380.00
Reduced annual season ticket: Resident permit waiting list (Zone Y) 16.00–11.00 Mon–Fri	750.00	865.00
On-street (Pay and display)		
TARIFF ZONE 1		
Zone Y: Central Brighton North		
1 hour	3.80	4.30
2 hours	6.60	7.40
4 hours	11.00	12.40
Zone Z: Central Brighton South		
1 hour	3.80	4.30
2 hours	7.40	7.40
4 hours	11.70	12.40
TARIFF ZONE 2		
Zone Y: Central Brighton North		
1 hour	2.10	2.40
2 hours	4.80	5.50
4 hours	6.90	7.90
TARIFF ZONE 3		
Zone M: Brunswick & Adelaide		
1 hour	2.10	2.40
2 hours	4.80	5.50
4 hours	6.90	7.90
TARIFF ZONE 4		
Zone A: Preston Park Station		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone C: Queen's Park		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone E: Preston Park Station (North)		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone F: Fiveways and Balfour		
1 hour	1.10	1.20

2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone G: Hollingbury Road & Ditchling Gardens		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone H: Kemp Town & Hospital		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone I: Craven Vale		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
Zone J: Preston Circus		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone K: Preston Village		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
Zone N: Central Hove		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone O: Goldsmid		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone Q: Prestonville		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone R: Westbourne		
1 hour	1.10	1.20
2 hours	2.10	2.40

4 hours	4.20	4.70
11 hours	5.80	6.50
Zone T: Hove Station		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Zone V: Hanover & Elm Grove		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.20
Zone W: Wish Road		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.20	4.70
11 hours	5.80	6.50
Seafront (Pay & Display)		
TARIFF ZONE 1		
Seafront Inner: Madeira Drive (1 Mar–31 Oct) [West of Madeira Lift]		
1 hour	3.70	4.30
2 hours	7.00	7.40
4 hours	11.70	12.40
11 hours	17.00	19.10
Seafront Inner: Marine Parade [West of Burlington Street]		
1 hour	3.70	4.30
2 hours	7.00	7.40
4 hours	11.70	12.40
11 hours	17.00	19.10
Seafront Inner: King's Road		
1 hour	3.70	4.30
2 hours	7.00	7.40
4 hours	11.70	12.40
11 hours	17.00	19.10
TARIFF ZONE 2		
Seafront Inner: Kingsway [East of Fourth Avenue]		
1 hour	2.10	2.40
2 hours	4.80	5.50
4 hours	6.60	7.90
11 hours	11.00	12.70
Seafront Inner: New Steine		
1 hour	2.10	2.40

2 hours	4.80	5.50
4 hours	6.60	7.90
11 hours	11.00	12.70
TARIFF ZONE 3		
Seafront Outer: Madeira Drive [East of Madeira Lift]		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.50	5.10
11 hours	7.60	8.60
Seafront Inner: Madeira Drive (1 Nov–28/29 Feb) [West of Madeira Lift]		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	4.50	5.10
11 hours	7.60	8.60
TARIFF ZONE 4		
Rottingdean High Street		
1 hour	1.10	1.20
2 hours	2.10	2.40
4 hours	3.40	3.70
Madeira Drive Coach Park		
4 hours	9.50	11.00
8 hours	17.00	17.50
Permits		
Resident permit – full schemes (zones: A, C, E, F, G, H, I, J, K, M, N, O, Q, R, T, V, Y, Z)* *Zones I, K, V introduced in 2017/18		
Resident permit per household: 3 months (50 percent discount for low emissions/ 50% increase for high emissions)	45.00	45.00
Visitor permit (excluding zones M, Y and Z) First permit per household: 1 year (50 percent discount for low emissions)	3.50	3.50
Visitor permit (zones M, Y and Z only) Visitor permit (excluding zones M, Y and Z)	4.50	4.50
Resident permit: light-touch schemes (zones: L, S, U, W)* *Zones L and S introduced in 2017/18 Visitor permit (zones M, Y and Z only)	4.50	4.50
Resident Permit: 6 months (50% discount for low emissions / 50 increase for high emissions) Resident permit: light-touch schemes (zones: L, S, U, W)* *Zones L and S introduced in 2017/18	60.00	60.00
Visitor permit – Light Touch	2.50	2.50
1 year Business permit	400.00	450.00
3 months	115.00	120.00

Traders permit 3 months (low emissions)	50.00	
1 year Traders permit	760.00	760.00
3 months	235.00	135.00
Hotel permits		
Area C (24 hours)	8.00	8.00
Area N (1 day)	3.50	Deleted
School permits		
3 months	50.00	5.00
1 year	150.00	15.00
Other permits		
Doctors permit (per bay)	100.00	100.00
Car Club (1 year)	25.00	25.00
Professional Carer (1 year)	52.00	52.00
Carer (non-professional)	10.00	10.00
Dispensation (1 year)	40.00	50.00
Waiver (1 day)	10.00	10.00
Suspensions		
Suspensions		
Daily charge for first 8 weeks	40.00	40.00
Community events (daily charge)	20.00	20.00
Suspensions – Utilities in zone M,Y,Z	60.00	60.00
Suspensions – All zones except M,Y,Z	50.00	50.00
Suspension Skips	20.00	20.00
Suspension Skips – longer than 8 weeks	40.00	40.00
Administration fees		
Change of zone	10.00	10.00
Surrender of Permit	10.00	10.00
Change of vehicle	10.00	10.00
Replacement permit	10.00	10.00
Issuing resident permit to Blue Badge holder	15.00	15.00
Issuing resident permit to Blue Badge holder (low emissions)	10.00	10.00
Issuing Blue Badge	10.00	10.00
Blue Badge bay: application fee	11.00	11.00
Blue Badge bay: individual disabled bay	102.00	102.00
Suspensions	30.00	30.00
Zone B & D (event parking)		
Resident permit	No Charge	No Charge
Business permit	No Charge	No Charge
Carer permit	No Charge	No Charge
School permit	No Charge	No Charge
Visitor permit (transferable)	No Charge	No Charge
Visitor permit (one day)	2.60	3.50
Change of vehicle	10.00	10.00
Replacement permit	10.00	10.00

Parking Infrastructure		
Lining		
Access Protection White Lines (per metre)	12.00	12.00
Replacing lining after crossover work (per metre)	12.00	12.00
Traffic Regulation Order (TRO) for new parking restriction outside the Controlled Parking Zone		
Administration, advertising costs, officer site visits, signing and lining costs	2,000	2,000
Additional search enquiries		
Solicitors and other agency queries per question	40.00	40.00

Appendix 2– Number of Bays On-Street

Parking Spaces	2018/19	2019/20	2020/21
On-Street Parking Spaces	37,589	41,384	45,313
Off-Street Parking Spaces	2,240	2,204	2,204
Pay & Display only bays	953	723	611
Permit only bays	22,241	26,504	29,205
Shared bays (permits and Pay & Display)	12,548	12,262	12,545
Disabled bays	829	1,320	*1,512
Other Bays	939	1,392	1,440

** Includes disabled bays outside the Controlled Parking Zone

Appendix 3 – Permits Issued by Zone

Resident parking zone and visitor allowance shown in brackets ()	Resident permits on issue as at 01/07/17	Resident permits on issue as at 01/07/18	Resident permits on issue as at 01/07/19	Resident permits on issue as at 01/07/20	Resident permits on issue as at 01/07/21
Preston Park Station, A (50)	634	632	680	652	664
Coldean, B (25) +1*	1,513	968	1,062	873	616
Queen's Park, C (50)	1,826	1,948	1,977	2399	2551
Moulsecoomb, D (25) +1*	2,540	1,678	1,703	1209	782
Preston Park Station (North), E (50)	203	207	192	214	185
Fiveways, F(50)	892	1,397	1,410	1320	1366
Hollingbury Road, G (50)	100	110	108	100	110
Kemptown & Hospital, H (50)	2,439	2,478	2489	2485	2480
Craven Vale, I (50)	N/A	160	117	138	130
Preston Circus, J (50)	3,817	3,987	3986	3849	4034
Preston Village, K (50)	N/A	265	212	206	208
West Hove, L (50)	N/A	1,319	1,306	1251	1298
Brunswick & Adelaide, M (50)	1,559	1,894	1932	2002	1695
Central Hove, N (50)	4,352	4,540	4609	4563	4678
Goldsmid, O (50)	2,143	2,099	2,053	2140	2184
Area P	N/A	N/A	N/A	458	452
Prestonville, Q (50)	1,053	1,063	1068	1081	1067
Westbourne, R (50)	3,611	3,639	3924	3661	3686
Hanover & Elm Grove, S (50)	N/A	1,844	1909	1247	1402
Hove Station, T (50)	357	351	376	393	402
St Luke's, U (50)	382	420	385	9	1327
Hanover & Elm Grove, V (50)	N/A	2,478	2147	2380	2562
Wish Road, W (50)	1,029	1,018	1068	1052	1050
North Portslade X	N/A	N/A	N/A	N/A	151
Central Brighton (North), Y (25)	1,741	1,725	1751	1637	1682
Central Brighton (South), Z (25)	1,092	1,101	1084	1050	1022
Total	31,283	37,321	37,548	36369	37784

Subject:	Real Time Air Quality Monitoring Network		
Date of Meeting:	18th January 2022		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Samuel Rouse	Tel: N/A
	Email:	samuel.rouse@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 This report has been prepared in response to a Notice of Motion [NoM] that was considered and approved by Full Council on 15 July 2021. The NoM stated that the Council noted that 'The city needs publicly available real-time data about pan-city air pollution (NO₂ [nitrogen dioxide] and PM [particulate matter]) to enable officers to assess how interventions, building configuration alterations or traffic flow changes affect air quality; and residents and visitors vulnerable to air pollution to plan their days when pollution levels are high'.
- 1.2 The NoM also specifically requested that this committee 'explores investing in a city-wide real-time air quality monitoring system with information available in real-time via a website for residents, councillors and officers'. A report was requested by the committee in September 2021. Another report will be considered by the council's Tourism, Equalities, Communities & Culture Committee on 13 January 2022 in response to the NoM which requested that the committee considers amending planning policy to ensure that residential and business developments that come to Planning Committee install and maintain an air quality monitor with data available to the Council.
- 1.3 The Environment Act 1995 sets out the local air quality management framework for Local Authorities. Part of these duties include reviewing and assessing air quality in the local area. The local air quality management framework will be amended by the Environment Act 2021 when the relevant provisions of that Act are in force.

2. RECOMMENDATIONS:

- 2.1 That the committee authorises officers to continue to progress the development of a real-time air quality monitoring system by upgrading the existing strategic monitoring network to enable the publication of real-time data;
- 2.2 That the committee welcomes the allocations of funding made by the council to invest in supporting and expanding the provision of strategic air quality monitoring stations and provide new local real-time sensors;

- 2.3 That the committee requests that officers continue to seek funding opportunities to enable the installation, expansion and maintenance of a real-time air quality monitoring system, including from council budgets, bids to the strategic Community Infrastructure Levy (CIL) pot and government grant funding.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Local Authorities have statutory duties set out under the Environment Act 1995, to review and assess air quality in their areas. Local Air Quality Management (LAQM) assessments help to inform where improvement needs to be prioritised, especially to ensure compliance with air quality health protections that are national standards or international guidelines.
- 3.2 Air quality monitoring can help inform residents, health professionals and others about travel and stay at home choices, and provide opportunities for community engagement, awareness and behavioural change relating to the travel and heating choices people make.

Current monitoring

- 3.3 Local Authority assessment of air quality is carried out with computer-based modelling and field monitoring. There are four automatic monitoring stations in the city which help monitor and compare against national air quality standards. The station in Preston Park represents urban background levels and is part of the national Automatic Urban Rural Network, operated by the government's Department for Environment, Food & Rural Affairs [DEFRA]. It detects similar air quality to the residential areas north of Preston Circus. There are also two roadside automatic analyser sites situated close to housing, operated by the Council. These monitor fine particles PM_{2.5} and nitrogen dioxide. Quality assured data is used to inform city air quality levels throughout the year.
- 3.4 The automatic sites are complemented with the Council's 60 diffusion tubes that monitor nitrogen dioxide on a monthly basis in accordance with DEFRA guidelines to compare with national air quality standards. Data from historic sites is used to track long term trends that are reported in the Annual Status Report of Air Quality. Since the second half of 2021, monitoring results have also been available for specific locations for particular projects such as the Active Travel Fund proposals for the A259 and Old Shoreham Road. The University of Brighton also records background pollutants at Falmer (south of the railway).
- 3.5 The results of assessments and monitoring of air quality are set out in the Council's Annual Status Reports and are available on its and the Sussex Air website.
- 3.6 Officers are in the process of reviewing monitoring contracts locally and across Sussex with other air quality partners, as there are local and economic/value for money and data quality advantages of taking a consolidated approach. Being aware of the growing interest in real-time monitoring, council officers have raised this matter as part of those discussions and the new contract is likely to be in place by early 2022.

Real-time monitoring systems

- 3.7 There are a number of 'real-time' systems that are already in place in the UK and across the world. These include London and Neath in Wales. The Neath project is a pilot study to achieve a better understanding of air quality on a local level by using digital technology. The data will enable more effectively targeted interventions and provide a better understanding of the impact of particular policies: crucial to designing effective strategies for managing air pollution. The project will have digital sensors across the city.
- 3.8 The proposal for a new real-time monitoring system across the Greater Brighton area includes three new automatic analysers in addition to the analyser on North Street. This will be complemented initially with fifteen node sensors at locations across the city. The investment in this pilot project will provide co-located node sensors that aim to monitor fine particles and nitrogen dioxide for three years, with a review of the technology's effectiveness in the second and third years. Quality assurance and quality control of the data to verify monitors and stream data to the public domain will be a key part of the project.
- 3.9 Monitoring is required for a sustained duration because short-term results will be affected by prevailing conditions lasting less than a few months. These variables include the weather, the sun and season, gas boilers and biomass burning, school term time, visitor traffic and international pollution episodes. Over a calendar year, results will include these variations. Air Quality standards for the protection of human health are annual averages or the number of polluted hours or days throughout the calendar year. To compare air quality with established standards and measure progress towards future objectives, it will be necessary to monitor for at least one calendar year
- 3.10 To report long term trends and seasonal comparisons with previous years, it will therefore be necessary to sustain long-term air monitoring through continued revenue investment to maintain the system. Other benefits of developing the council's monitoring system would be to support better smoke control and monitoring has the potential to detect and map clusters of smoky chimneys, in addition to assessing the direction of plumes from fires.

Funding opportunities

- 3.11 Officers regularly work with partners to seek and secure funds to reduce emissions, achieve better air quality and raise awareness. Opportunities are often provided by the DEFRA, Office of Low Emission Vehicles [OLEV] and Department for Transport [DfT]. The council has recently prepared and submitted a joint, cross-boundary bid for DEFRA grant funding which can be allocated to projects that will improve knowledge and information about air quality and steps individuals can take to reduce their exposure to air pollution and/or projects that include measures that deal with Particulate Matter. The result of the bid should be known by March 2022 and if successful will enable the purchase of further sensors to support a real-time monitoring system for the city.
- 3.12 Allocations of funding can also be made from the council's own budgets such as the Carbon Neutral Fund as explained in section 7 of this report. Increased monitoring will help support the development of a new ULEZ [Ultra Low Emission

Zone] and other air quality management monitoring with new stations and sensors. Further revenue funding will be required from 2022/23 onwards to support and maintain the system.

- 3.13 In terms of planning policy, the Brighton and Hove Local Plan 2005 and City Plan (Parts 1 and 2) set out a number of policies to ensure development avoids adverse impacts on local air quality by seeking mitigation and beneficial outcomes. This include policies SA2, SU9, DM35 and DM40. Developers also need to consider the air quality and emissions mitigation guidance for Sussex.
- 3.14 The council's updated Infrastructure Delivery Plan (IDP) for the City Plan has also included the need for further air quality monitoring infrastructure to be secured from the Community Infrastructure Levy [CIL]. As a result, future bids can be made for equipment from the CIL strategic infrastructure budget.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The council will continue with long term diffusion tubes verified by regulatory standard automatic analysers. The existing automatic analysers can achieve near real-time and stream provisional results to the public domain. Diffusion tubes provide monthly results that comply with DEFRA's guidance, and can be used to track long term trends that are reported annually.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The real-time monitoring project will raise awareness and promote community engagement. The information will also aid with community engagement in choosing the best environmental options and behavioural change around the travel and heating choices people make at an individual and community level.
- 5.2 It is intended that the system and the information it can provide will highlight airborne pollution as it happens and encourage more people to choose zero emissions more of the time or alter their behaviour or activities to protect their health.

6. CONCLUSION

- 6.1 Current monitoring equipment and investment plans provide the basis for establishing real-time data. New contractual arrangements will further enable information to be published and provide a platform for a sustained air quality monitoring network to enable further real-time data to be made more widely available. This network can then be developed further as technology improves in future years.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Recognising that a greater level of information can help raise awareness of the effects of harmful emissions on people's and communities' health and inform their day to day and future travel decisions to switch to zero emission alternatives, capital funding allocations totalling £195,000 have been agreed by

the Policy & Resources Committee in July and October 2021 to enable investment in additional air quality monitoring equipment and initial running costs.

- 7.2 Sustained levels of investment will require appropriate levels of capital and revenue funding to be included in future council budgets from 2022/23 onwards. A bid has also been submitted to DEFRA's Air Quality Grant to start a 'real time' monitoring project with community engagement. The outcome of this bid is likely to be known March 2022.

Finance Officer Consulted: John Lack

Date: 21/12/21

Legal Implications:

- 7.3 As noted in the report, local authorities have statutory duties under the Environment Act 1995, to review and assess air quality in their areas. The report's recommendations will assist the Council in complying with these duties.

Lawyer Consulted: Hilary Woodward

Date: 5/1/22

Equalities Implications:

- 7.4 Consideration will be given to the accessibility requirements of a new system to ensure that the information and data are fully promoted and available to those people with protected characteristics who may need to access it. An Equality Impact Assessment of the system will be carried out if required.

Sustainability Implications:

- 7.5 Improved information about air quality can assist in people's travel decisions and lifestyle choices, resulting in more sustainable outcomes and reductions in harmful emissions. Monitoring of greenhouse gases is additional to toxic nitrogen dioxide, particulate matter, and smoke. Consideration could be given to adding this function at selected monitoring sites, if space and funding was allocated.

Brexit Implications:

- 7.6 For air quality, EU directives such as nitrogen dioxide are transposed into UK legislation. Since then, the government is required to set out additional recommendations to improve ambient particulate levels and local emissions.

Any Other Significant Implications:

Crime & Disorder Implications:

- 7.7 There are no direct crime and disorder implications.

Risk and Opportunity Management Implications:

- 7.8 Risks could include that technology used within a wider node sensor system does not provide verifiable results, has poor data capture, or cannot deliver in accordance with the expectations of real-time. The development of the system

will provide the opportunity to use the air monitoring results platform to highlight other messages and provide advice to the public for reducing emissions to improve neighbourhood air quality outdoors and indoors.

Public Health Implications:

- 7.9 Since the pandemic there is heightened interest in overall health and respiratory wellbeing. It is acknowledged in the council's Annual Status report on local Air Quality that airborne pollution is a key determinant on the health of children and older people, as well as affecting the wellbeing of some people of working age. The development of a real-time monitoring system will increase awareness of issues and actions and engage people further in delivering better health and wellbeing across the city.

Corporate / Citywide Implications:

- 7.10 The Corporate Plan recognises improvements in air quality will contribute towards the key outcomes of creating 'a sustainable city' and 'a healthy and caring city'. A real-time monitoring system will contribute towards doing so by raising awareness amongst communities and encouraging

SUPPORTING DOCUMENTATION

Appendices:

None

Background Documents

1. Government's Environment Act (1995 and 2021)
2. BHCC Annual Status Reports on air quality (2020 and 2021) found at: [How we manage air quality in the city \(brighton-hove.gov.uk\)](https://www.brighton-hove.gov.uk/air-quality)
3. Reports to Policy & Resources Committee - Carbon Neutral Fund allocations (1 July and 7 October 2021)

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 73

Subject: Madeira Drive, Active Travel Fund ETRO-10-2021

Date of meeting: 18 January 2022

Report of: Executive Director, Economy, Environment & Culture

Contact Officer: Name: Tracy Beverley
Tel: 01273 29 3813
Email: tracy.beverley@brighton-hove.gov.uk

Ward(s) affected: East Brighton, Queen's Park

For general release

1. Purpose of the report and policy context

- 1.1 This report outlines the consultation results for the Madeira Drive Experimental Traffic Regulation Order-10-2021 (ETRO-10-2021) implemented as part of the Phase 2 Active Travel Fund works programme.
- 1.2 Madeira Drive was closed with limited access, managed by stewards, as an emergency measure during the height of the pandemic when large volumes of pedestrians and cyclists used the seafront and social distancing was extremely difficult. Through a series of consultations, the area was partially reopened to retain the benefits of a full closure while also providing access for disabled users, businesses and access to parking spaces.
- 1.3 The Madeira Drive scheme was one of many measures funded by the Department for Transport's Active Travel Fund. This fund was designed to encourage more people to walk and cycle through reallocation of road space. Tranche 1 of the Emergency Active Travel Fund included pop-up cycle lanes, road closures, widened footways and temporary cycle parking. Tranche 2 of the Active Travel Fund included more permanent measures to support walking and cycling.
- 1.4 The Madeira Drive scheme helps to support better walking and cycling networks working towards delivering the Council's carbon reduction targets. The scheme outputs are aligned with national strategies such as the Department for Transport's 'Gear Change' vision released in July 2020, setting out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. The Madeira Drive scheme has been designed in accordance with the Local Transport Note 1/20 (LTN 1/20) which sets out a step change in how Local Authorities must deliver cycling improvements.

1.5 This report provides an overview of the consultation process for the Madeira Drive scheme and sets out recommendations in relation to the ETRO-10-2021 consultation.

2. Recommendations

2.1 That the Committee, having taken account of all duly made comments and representations, agrees that the provisions of ETRO-10-2021 be made permanent.

3. Context and background information

3.1 Madeira Drive was closed to motor vehicles using Local Highway Authority emergency powers on the grounds of public safety. The closure was implemented on 16 April 2020 between the Aquarium Roundabout and the top of Dukes Mound. The Madeira Drive closure was implemented in the early stages of the pandemic to provide the space required to support social distancing for increasing volumes of pedestrians and cyclists using the seafront for their daily exercise.

3.2 The initial phase of closure for Madeira Drive was carried out under ETRO-17-2020 and was advertised from 31 July 2020, a further ETRO 17a-2020 was advertised to provide better access and reinstate parking specifically for Blue Badge holders. Consultation ended for these ETRO's in March 2021.

3.3 Comments received on ETRO-17-2020 and ETRO-17a-2020 can be seen in Appendix A. Of the 154 objections the key recurring themes included full road closure (34% - 53 objections), events not being able to continue (21% - 32 objections) and lack of Blue Badge access (14% - 22 objections). Further public consultation showed that out of 2,356 respondents over 60% did not support a continued full closure.

3.4 In liaison with stakeholders and as a direct response to the results of the consultation, a design solution was identified and agreed at the 29th September, Environment Transport & Sustainability Committee. The design solution re-opened Madeira Drive to one-way access eastbound from the Palace Pier roundabout and introduced a two-way cycle route on the carriageway rationalising parking and creating wider pavements.

3.5 The implemented scheme provides 1200m of new two-way cycle lane with average widths of 4.25m; the removal of the promenade cycle lane offers approximately 2000 m² extra space for pedestrians. Localised footway widening on the northern footway, including 600m² outside the Colonnade, is now being utilised by businesses to extend their outdoor eating license. Over 70 % of Pay and Display parking bays have been maintained and the number of Blue Badge bays have almost doubled from 14 to 28. The narrower carriageway has also facilitated the introduction of a new 20mph speed limit.

3.6 The approved scheme was delivered under Experimental TRO-10-2021 (ETRO-10-2021) (details of ETRO are in Appendix B) and was officially

opened in May 2021. The ETRO consultation period ended 29 November 2021. A further TRO for a 20mph speed limit was advertised separately with no objections and this has now been sealed.

- 3.7 ETRO-10-2021 received 94 responses in total these can be seen in Appendix C. Of the 94 responses 54% were in support, 51 representations, and 46% were objections, 43 representations. Of the objections, the key recurring themes were lack of motorcycle facilities (56% - 24 objections), reversion to full road closure (14% - 6 objections) and reduction in parking (9% - 4 objections).
- 3.8 The new layout has been in place for over six months now and initial monitoring, July – November, shows a 36% increase in cycling from 2019 and a 15% increase from 2020. The numbers of pedestrians using the area on a neutral weekday is 3,216 and parking beat surveys conducted during weekend & weekdays demonstrates that none of the allocated parking bays were over capacity indicating sufficient allocation of parking for all vehicle types. Monitoring data can be seen in Appendix D.

4. Analysis and consideration of alternative options

- 4.1 The Eastern Seafront Masterplan will look at the whole of the eastern seafront and will support the Madeira Terraces – Phase One restoration Planning submission. This planning application will be submitted in the summer. This may consider further changes to the highway layout to support the wider seafront development.
- 4.2 Madeira Drive was closed to all motor vehicles with the exception of blue badge users; however, this was unpopular. The current scheme attempts to balance the needs of all users rather than reducing access.
- 4.3 Returning the road back to its original configuration will remove the opportunities that the revised layout has offered by increasing space for walking and cycling. The esplanade that has been used by solely by pedestrians would return to a segregated cycle and pedestrian route.

5. Community engagement and consultation

- 5.1 Madeira Drive ETRO-10-2021 was advertised on 1 April 2021 and came into force on 29 May 2021. The deadline for comments was 29 November 2021. The notice was advertised in the Brighton Argus on the advertised date and plans and the ETRO were available to view online.
- 5.2 Initial consultation following the closure of Madeira Drive in April 2020 received 2,356 comments. Of these comments 60% did not support a full closure. Direct consultation with business owners and disability groups informed a proposal to partially reopen Madeira Drive, this was approved at committee in September 2020. The new plans to open Madeira Drive were developed during a series of fortnightly Active Travel Stakeholder group meetings. Plans were also discussed at a series of site meetings with

disability user groups, business owners and Active Travel representatives. Plans were circulated more widely to a wide range of representatives at the initial stages of design, during the detail design and just prior to construction.

6. Conclusion

- 6.1 The ETRO was advertised following due process and representations considered. Officers recommend that the provisions of ETRO-10-2021 are made permanent as set out in the recommendations in Section 2.
- 6.2 The majority of representations were in support of the scheme, of those objections received 56% were related to motorcycle parking and therefore not necessarily relevant to the overall scheme layout and the principles of the scheme development.

7. Financial implications

- 7.1 The initial estimate for lost parking income as reported at the Environment, Transport and Sustainability Committee on 29th September 2020 highlighted £1.3m per annum for full closure of Madeira Drive and £0.330m per annum for the proposed Experimental Traffic Regulation Order assuming parking was maintained at 70-80%.
- 7.2 Madeira Drive previously held 299 parking bays but following the development of the scheme and Experimental TRO-10-2021 now holds 228 bays which equates to 76% of the original total. The estimated lost parking income of this reduction made permanent would be in the region of £0.360m per annum from 2022/23 after taking account of fees & charges uplifts.
- 7.3 This £0.360m lost income will become a pressure to the service unless alternative funding can be identified, or budgeted income surpluses and expenditure reductions are identified in other parking areas. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted: 05/01/22

8. Legal implications

- 8.1 A traffic authority has power to make an experimental traffic order (ETRO) under section 9 of the Road Traffic Regulation Act 1984. An ETRO is similar to a permanent traffic regulation order in that it imposes traffic and parking restrictions and can contain any provision which could be contained in an ordinary traffic regulation order. An ETRO can only stay in force for a maximum of 18 months while the effects of the traffic and parking restrictions are monitored and assessed (and any changes made if necessary). The traffic authority can then decide whether or not to continue the ETRO on a permanent basis.

Name of lawyer consulted: Hilary Woodward Date consulted 17/12/21

9. Equalities implications

- 9.1 Statutory guidance from Department for Transport (DfT) updated in February 2021 reiterates that the public sector equality duty continues to apply as Local Authorities make changes to their road networks in response to Covid-19. The Council must ensure that elements of a scheme do not discriminate, directly or indirectly, and must consider their duty to make reasonable adjustments anticipating the needs of those with protected characteristics. The guidance emphasizes that groups representing disabled people and others with protected characteristics should be consulted at an early stage of scheme development and accessibility requirements apply to both temporary and permanent measures.
- 9.2 DfT's Local Transport Note 1.20 (LTN1/20) which sets the standards for cycling design, and which Local Authorities receiving the Active Travel Fund Tranche 2 funding must abide by, states: (4.5.11): Local authorities are bound by the Equality Act 2010 in discharging their functions, which includes managing their 167 road networks. Designers should provide infrastructure that is accessible to all, and the dimensions and other features set out in this guidance should help ensure that their designs comply with the Public Sector Equality Duty.
- 9.3 The council carried out a full EqIA into its Covid-19 Transport Changes in June 2020.

10. Sustainability implications

The Madeira Drive, Active Travel Fund ETRO-10-2021s is designed to encourage more people to walk and cycle through reallocation of road space. By encouraging sustainable travel modes such as walking and cycling this scheme helps the council to work towards Carbon reduction commitments.

11. Other Implications

Public health implications:

- 11.1 Enabling greater uptake of active travel across the City will provide both short and long term benefits to the mental and physical health of our residents. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy.

Supporting Documentation

Appendices

1. Appendix A – ETRO-17-2020 and ETRO-17a-2020 Full Summary of Responses
2. Appendix B – Notice of ETRO-10-2021
3. Appendix C – ETRO-10-2021 Full Summary of Responses

4. Appendix D – Summary of monitoring
1. **Background documents**
1. ETS Committee Meeting 29 September 2020

APPENDIX A

ETRO-17-2020 & ETRO-17a-2020 Full Summary of Unedited Responses

Number	Support / Object	Comments provided	Officer Response
1	Object	Traffic is already To congested and the added parking and road space eases this.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated. Madeira Drive will continue to be available for organised events.
2	Object	What is the point in having a changing places facility if you then restrict access to it by moving the Blue Badge ways 3/4 mile away from the original bays that provided easy and quick access - this is restrictive and discriminatory. The original Blue bays where the only easy access for disabled families and visitors with easy access to the Brighton Promenade, Sea Life Centre, Brighton Palace Pier etc.	This response is now superseded as Blue Badge Bays reinstated and the number of Blue Badge Bay parking bays almost doubled.
3	Object	I object to the banning of cars from Madeira Drive. There is sufficient designated safe space already for pedestrians and cyclists. Quite frankly this proposal is absurd when cars are still permitted during shopping hours in roads such as George Street.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated.
4	Object	Should be kept open for the benefit of the businesses located there, for the parking revenue and the coach parking. If the arches were renovated and the walkway reopened that would provide ample extra area for exercise.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated.
5	Object	It is unnecessary!!	Not relevant

6	Object	<p>There is no reason to close Madeira Drive. It is not generally used as a through road and no emissions tests or scientific evidence have shown it to be particularly polluting compared to other roads in the city.</p> <p>The Drive brings in vital parking, business and event revenue for Brighton & Hove City. Millions of pounds are being lost to the city through its closure.</p> <p>37 local traders will close down unless Madeira Drive is reopened.</p> <p>The closure of Madeira Drive threatens the restoration of the iconic Madeira Terrace, just as funding has been raised to restore the first 31 arches. This restoration will in turn release pedestrian and commercial space currently locked off for safety reasons.</p> <p>Madeira Drive has been home to vintage motoring events since 1905 and plays a nationally important role in motor transport history. It has been home to Mods and Rockers for nearly 60 years and is their regular hang out and destination as well as venue for events.</p> <p>Madeira Drive has featured in many films including the famous Quadrophenia. Madeira Drive provides coach parking which services Brighton and Hove hotels. Madeira Drive has a charging station for electric cars - currently unable to access it to re-charge!</p> <p>Two fires have occurred in Madeira Drive in the last week as dereliction of the Drive takes hold.</p> <p>The walkers and cyclists it was 'temporarily' turned over to are not even using the road, as daily photographs prove. They are sticking to their cycle path and wide walkway on the seafront side.</p> <p>All 37 traders are on rent strike and are set to sue the council if Madeira Drive is not reopened.</p> <p>Two events hosts are set to sue the council owing to cancellation without notice. A Disability rights group is preparing to sue the council for disability discrimination. There is now a council petition totalling more than 10,500 signatures of Madeira Drive user groups demanding for the road to be reopened.</p> <p>Madeira Drive was never lawfully closed, offering no public notice or consultation prior to its closure.</p> <p>If the closure was 'temporary' why the hesitation about reopening Madeira Drive, now lockdown is effectively over?</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated.</p> <p>Blue Badge Bays reinstated with the number of Blue Badge Bay parking bays almost doubled and Madeira Drive continues to be available for organised events.</p>
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7	Object	<p>My reason is keep MADERIA drive open if you close it you will lose millions of £ like you already have. You have not taken in to consideration of the traders livelihood. Tourist need access fact disabled people need acces fact.coatches need access fact. The history of MADERIA drive goes back a long way . The vintage cars the bikers the mods who have there event along there every year ete you just want to throw all that away because you want to make it a better place a greener place. To much at stake to do that the cyclist and walkers have enough places to walk and exercise. They have the game the downs you are looking to build for the future what about the past that means so much to people. DO Not close MADERIA drive think of all the people that have voted to reopen MADERIA drive nearly 11,000 people compared to 3,500 who want it closed. So there is you're answer let the people decide...</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays and coach bays reinstated.</p>
8	Object	<p>Madeira Drive should be kept open to all traffic there is more than enough pavement space along the promenade for pedestrians and I believe Brighton already has more than enough cycle lanes at this present time! Madeira Drive has a lot of motorsport in history and brings in many tourists who spend their money in the town and with the local traders and this clearly would not be the case if it was to be permanently closed</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.</p>
9	Object	<p>All new measures in this proposal are restrictive to trade and economic prosperity. Businesses will suffer and growth will stop. There's little or no benefit to this proposal. It's understood that Brighton's economic growth is to be stunted by the Council. Because of these actions investors are leaving your City. Theses people bring long term jobs not short term profits and that's obviously what you're about.</p>	<p>The Madeira Drive traders have been consulted throughout the ETRO and footway has been widened allowing extra space for seating for customers.</p>
10	Object	<p>I do not support any proposal that restricts the use of Madeira drive for any classes of user, furthermore Madeira drive is a historic location for many events in brighton</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge</p>

			holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
11	Object	The closure of Madeira Drive	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
12	Object	I feel this will kill Brighton as with all the cycle lanes going in everywhere this is stopping people visiting as they will be stuck in traffic also Madeira drive has been the place to go for decades to see events that are out on to pull in the crowds ! This will do the opposite as people will have such a rubbish time to get into our City they won't come back !!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
13	Object	I have a badge , and am now not allowed to park and walk on the pier , as I have done for years , I cannot manage the walk from the allocated black rock carpark , on Madiera drive , and have now lost lovely disabled parking all over the city , not everyone can jog or cycle	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled
14	Object	This is a valued historic front that has valuable parking for the see front and visitors and residents of Brighton I'm a business owner with a van that finds it difficult to park t the best of times with all restrictions, driving and parking is very important in this once great city	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and

			coach bays have been reinstated and Madeira Drive continues to be available for organised events.
15	Object	You will kill my new Shop on Madeira Drive. We need tourists on a beach shop. My shops mod related. I need scooters. You promised to have a vote and then pushed it through without. Very sneaky. I voted Green. I expected more. We will be like Ramsgate in 10 years. I love Brighton. I was born here. Your killing it.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
16	Object	Removing the parking on Maderia Drive without making sure that there are alternatives available will significantly decrease visitor numbers to the city. There needs to be a robust, complete, and actioned plan in place to replace this lost amenity in the city. Moreover, petitions to the council have already made it absolutely clear that this is an action which the majority of Brighton residents do not support.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.

<p>17</p>	<p>Object</p>	<p>The coach and car parking in Madeira Drive are essential for the city. We rely on tourism, people need to get here easily and park easily or they will go elsewhere. Madeira Drive has plenty of room already for walking and cycling and cars and coaches you don't need to close it to cars but the city does need the visitors. We are being told not house Public transport and COVID19 isn't going away so for people who visit parking is essential. Many surrounding areas don't have access to good Public Transport and people carry stuff with them for the beach when they come. You can't do that on Public transport. You've increased the parking charges in the city and you are still complaining about lack of money from parking so why close the parking spaces. Many many people arrive on coaches and get dropped off at the seafront for the day. Where are you having those coaches park now?</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
<p>18</p>	<p>Object</p>	<p>Without a valid park and ride scheme. This closure just pushes congestion and traffic into Kemp Town. It is becoming ever harder to pull out of junctions as there are so many trade vehicles/ taxis parked on double yellows. There is nowhere to park for residents.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
<p>19</p>	<p>Object</p>	<p>Why are you making the disabled bays further away when they need to be as close as possible for additional needs children/adults. Life is difficult enough and you are making it harder for additional needs people to enjoy the freedom of a multidiverse Brighton.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>

20	Object	<p>1 Closing off Madeira Drive to traffic reduces the number of tourists and visitors to the beachfront, and will therefore negatively impact business revenues of the businesses there (and in other parts of the city).</p> <p>2 Reduced business revenues means reduced taxes, council revenues etc</p> <p>3 Madeira Drive is a destination, not a thoroughfare. Brighton is a tourist city, if you eliminate a major destination you will reduce the number of tourists coming here.</p> <p>4 There is very little footfall along Madeira Drive, in spite of the closure, come winter it will be next to nothing.</p> <p>5 The cost of stewards is a waste of resources.</p> <p>6 There will be a rent strike, and the council's revenues will take a hit.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
21	Object	<p>We need this one access for parking and visitors to our economy</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
22	Object	<p>Unreasonable, No need at all to close Madeira drive to traffic and parking. Has been iconic through the years. Cyclists and pedestrians still have plenty of room so this move is totally irrelevant.</p> <p>Brighton is becoming inaccessible to everyone who doesn't live immediately within walking distance of the town.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>

23	Object	<p>I want to retain this area for motor vehicles, to allow access and events to be held in this area.</p> <p>The removal of motor vehicles will kill businesses in Madeira Drive.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.</p>
24	Object	<p>This is a wide road bounded by the beach. Prohibiting vehicles to make it safer for cyclists and pedestrians is nonsense. If you cannot see that closing this road to vehicles will gridlock Brighton, when major tourism returns (especially after the ill thought out VG Phase 3 is implemented) and increase pollution in the city, you have no place in local office.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
25	Object	<p>Complaint against this dirty tricks Madeira Drive experimental traffic order which is set to come into force on 7th AUGUST and request it be SUSPENDED until after 14th August!</p> <p>This also applies against the conduct of BHCC's Head of Traffic Management Andrew Westwood in proposing this unfair order to take force ahead of the Reopen Madeira Drive petition discussion with full council on 14th August (which is only on 14th August because it was postponed from 26th July).</p> <p>Absolutely disgusting behavior considering it's not what the majority want!</p>	
26	Object	<p>There is no provision for Blue Badge Holders and I cannot access the beach or other places around the city</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>

27	Object	<p>This order is being brought in BEFORE a special meeting of Brighton & Hove City Council has had the opportunity to debate the closure of Madeira Drive on 13 August. It should, at the very least, not be considered until that debate, which may well order the reopening of Madeira Drive, has taken place.</p> <p>Moreover, there is no justification for a continued closure of Madeira Drive. It is a destination of huge significance to Mods and Rockers, who need access to it on their motorised scooters and motorbikes.</p> <p>Moreover, the traders on Madeira Drive need their business and are currently on rent strike because of the closure. The Experimental Order would also breach the terms of their leases, leading to legal action by the traders against the Council. If Madeira Drive remains closed, many of these traders would go out of business, at a time when, ironically, the Council is pledging to help local businesses.</p> <p>Tourists need the parking on Madeira Drive which brings in around £1.25million a year in revenue to the Council. The Council cannot afford to lose this revenue and the income from the traders, pay for stewards and pointless legal fees combating legal action by traders.</p> <p>Furthermore, the Council recently decided that revenue from parking on Madeira Drive would go towards the cost of restoring Madeira Terraces. This revenue stream needs to start flowing, and the Terraces, which are crumbling before our very eyes, must be restored without further delay.</p> <p>Disabled people also say that the closure has made lives more difficult. And Madeira Drive is not even being well used by cyclists and runners, most of whom prefer the pavement and cycle path they had use of before the closure.</p> <p>Much of the time, Madeira Drive looks pretty empty.</p> <p>In conclusion, the Council would be showing a wanton failure to wisely manage its resources if the Experimental Order was made. It would lose millions of pounds in</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses.</p> <p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.</p>
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28	Object	<p>Parking bays and access to Maderia Drive. I have a severely disabled daughter and I am myself disabled. We cannot access the seafront anymore with lack of parking for WAVS and then cannot access The Changing Places Toilet facility. I do not believe the needs of the disabled community have been taken into consideration whatsoever</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>
29	Object	<p>It has been one of the biggest draws for visitors to Brighton and made the town famous for the motoring events held there throughout the year. Hoteliers, bar owners and local shopkeepers will be adversely affected just when they need to be seeing returning visitors who will no doubt find another town more sympathetic to holding these event, Eastbourne has already started doing in and you will see a huge amount of your annual revenue going East!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Madeira Drive continues to be available for organised events</p>
30	Object	<p>As a Blue Badge holder I am not happy with the provisions proposed as they do not take into consideration of the varying needs of disabled people. We need access that able bodied people take for granted.</p> <p>This discriminates against disabled people of this city, we are not all tourists we live here.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>
31	Object	<p>Madeira Drive experimental traffic order which is set to come into force on 7th AUGUST should be suspended until after 13th August when the review takes place</p> <p>BHCC's Head of Traffic Management Andrew Westwood should not be proposing this unfair order to take force ahead of the Reopen Madeira Drive petition discussion with full council on 13th August (which is only on 13th August because it was postponed from 26th July).</p> <p>The Council are being very underhand in their methods by postponing the review but implementing changes prior to the discussion.</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses.</p> <p>Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a</p>

			shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.
32	Object	<p>In the current climate, the Council should be doing everything in their power to boost the local economy and it's own coffers.</p> <p>Closing the road is dogma driven and undemocratic.</p> <p>The Council should take a holistic view of what the individuals/businesses need.</p> <p>Full consultation should take place, not undemocratic dictats from faceless and unaccountable individuals in the Council</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Madeira Drive continues to be available for organised events</p>
33	Object	<p>We need the parking bays. Not only for the disabled but also for the coaches and other visitors to Brighton. The revenue collected from the parking is needed to repair roads and hopefully also repair the terraces. Whilst I appreciate cyclists need cycle lanes and pedestrians need space to walk Madeira drive is a very wide road and there is room for all.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

34	Object	<p>i fully object to this proposal: the supporting rational shows a disproportionate solution to a minimal-existing problem (covid) now and previously.</p> <p>In the event the works are approved, I ask that the marshaled access route be moved further west such that the barrier be at the west end of the steps and that the west end steps/stairs be opened and a up/down system be implemented in the hours (if at all.)</p> <p>The hours 8am-8pm are disproportionate with no explanation. If at all, the hours should be 9.30am - 5pm. It should be marshaled at BOTH ends.</p> <p>I may add further objections and details later.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
35	Object	<p>Nothing further should be done until after the planned meeting. It will be a waste of money as after the meeting it all may need to change.</p> <p>Or is this your way of making a TRO a permanent one.</p> <p>This is a reprehensible action to take now.</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses</p>
36	Object	<p>Marshal at the Pier roundabout too needed</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city</p>

37	Object	This should be postponed until after the discussion on 14th August re the petition to reopen the road to all users, or is that going to be a fait accompli? Also I'm concerned about the loss of access to the disabled bays near the Pier which actually open up more of the promenade to the less able of our community. There is not enough allowance given to access for the less able and losing spaces further along the westward direction of the coast road makes it even more imperative to keep the bays by the Pier available for use - and probably even increasing the number there are there to make the area fully inclusive rather than discriminatory.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
38	Object	The proposal should be allowed to come in until the council meeting on 13th August where the Open Madeira Drive petition will be discussed. This feels very underhand and not in the interests of the people of Brighton. Very disappointing.	An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses. This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.
39	Object	This proposal is discriminatory to disabled adults and children who want to use the beach and playgrounds etc. It at least needs to not be put in place until after 14th August when it will be discussed at (a postponed) full council meeting. DISABLED PEOPLE MATTER!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.

40	Object	There is less and less blue badge parking and the relocation takes you away from the disabled changing toilets and need to be accessible to the beach front ,there has been no consultation on disabled parking and it's disappearing fast!,local disabled residents are unable to access their own town and seafront	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
41	Object	My wife and I have been coming to Brighton for over 40 years at least 6 times a year and feel that the maderia drive closure will have a negative impact on the traders in the area, as my wife is now disabled and has a lot of trouble walking very far I feel that to remove the parking in the area both general and blue badge would discourage some people from visiting the area due to the distance from the car parks to the sea front	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
42	Object	As a Blue Badge holder, it is becoming more and more difficult to access areas I should have free access to. Proposals such as this take nothing into account for those of limited mobility/range.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
43	Object	open the drive	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.

44	Object	There is more than enough space for pedestrians along there and by moving the disabled parking you are making it harder for disabled people to use this city we all know you don't care you just want it full of students but you need to remember some of these will be disabled too	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
45	Object	I object to the closing of Madeira terrace and the removal of the disabled bays making it difficult to park	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
46	Object	Disabled Bay relocation is a terrible idea. Access to Madeira Drive is a necessity for many disabled residents to access the Changing Places facility. This plan has taken no account of our Blue badge holders and their requirements. No consultation or consideration whatsoever. It's disgraceful.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
47	Object	Disabled parking bays must not be removed. Disabled people are already neglected and isolated. This is atrocious, unfair and discrimination.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.

48	Object	<p>After hearing what Brighton are doing to the city again. They have prioritized the circleists in Covid 19 which is amazing but trying to stop other locals who live in Sussex coming in is insane, I live outside of Brighton because I couldn't afford to stay. You seem to spend a lot of money rebuilding things and changing things but you dont really look after your resedents I Brighton + hove.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated.</p>
49	Object	<p>Parking difficulties in kemptown, especially for the hospital.....closing parking in Madera will only decant tragic elsewhere. Madeira is a wide enough road to have tragic and cyclists.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated.</p>
50	Object	<p>I am fully empathetic to the needs of social distancing with Covid and increased cycling.</p> <p>However as a person with a disability, these changes will severely restrict my ability to access the shops, town centre and seafront. Please rethink!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

<p>51</p>	<p>Object</p>	<p>I strongly object this proposal to close Madeira Drive for 18 months, commencing the 7th of August 2020, and possible to become permanent closed for all traffic.</p> <p>I object this proposal for the following reasons:</p> <p>Madeira Drive is for all, a destination attracting visitors not just locals but from all UK and international, popular stop for bus coaches with retired visitors, international language students etc.</p> <p>Madeira Drive is an iconic destination for public events and veteran/ motor events, a popular place for Mc's and Mods to meet up during weekends which generates valuable income for the council.</p> <p>Madeira Drive should be open and provide access/parking for visitors from further away, many families who of can't travel by public transport.</p> <p>Madeira Drive should be open for traffic to boost businesses and popular attractions along the seafront. All the way from the Brighton Palace Pier & Sealife Centre to the Concorde ,Yellow Wave, Beach Box Sauna, Sea Lanes, this including the very popular Volks Railway and other attractions, leisure, health clubs , bars and eateries.</p> <p>Madeira Drive already has very wide cycle & pedestrian area, (i'm a cyclist myself, cycle everyday along Madeira drive, never had any problem with space) so no need to use the carriage way which should be open for traffic all year round (unless closed off for public events).</p> <p>To close Madeira Drive for an experimental period of 18 months, after 3 months of Covid19 lockdown and a very challenging time for all seafront businesses and their staff is irresponsible and will result in further economic and social deprivation in Brighton & Hove.</p> <p>To close off Madeira Drive for 18 months and maybe permanent will not result in</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
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		<p>cleaner air, it will cause traffic jams elsewhere and congested street. Worst scenario, visitors will go to other seaside cities and we will no longer be one of the most popular tourist destination in the UK.</p> <p>To close Madeira Drive for traffic will turn it to a dead backwater, with the iconic Madeira Terraces decaying (urgently need to be restored), and with the risk of attractions and businesses forced to close. It's a very high price to pay for all the residents in Brighton & Hove, increased tax and and reduced social service, etc.</p> <p>Instead, promote electrical cars and more refill stations, improve the B&H bus service , i.e. provide a regular bus service along Madeira Drive during the busy season, April- October.</p> <p>Give blue badge holders full and accessible parking bays near the main attractions (The Palace Pier, Sealife C etc. not as suggested close to Eastern end.</p> <p>Reopen Madeira Drive ASAP.</p>	
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52	Object	<p>More and more cycle paths mean fewer bays for disabled parking.</p> <p>The town is becoming dramatically less accessible to those who need to use the disabled bays.</p> <p>Along with the insanely high priced parking, which penalises people choosing to come to Brighton to shop (which has a MASSIVE knock on effect to trade especially small businesses) and now reducing the accessibility for those unable to use public transport or park further out of town to park in /slightly/ cheaper places, Brighton is moving further and further down the list of places to visit and higher up the list of places to avoid.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
53	Support	TRO's are ace,...not as amazing as banana's but their still ace!	N/A
54	Object	access for permitted vehicles should include tenants of the chalets who all pay NNDR rates	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
55	Object	<p>All very well intentioned but as usual not thought out. Visitors in Brighton used to park on Maderia Drive and walk the prom, have seen many drivers go to the Drive and look very confused. Then try to park in the multi stories in town causing ques into the parking all engines idling causing more pollution. Now with the cycle lane on Hove sea front more parking gone. Visitors will not come to Brighton in future. Also how does the council propose to make up the lost revenue from parking? Since the lock down closure the road area of the Drive has been very much under used, cyclist and pedestrians prefer to use the south paved area with nice views of the beach and sea (who wouldn't) leaving the road almost empty!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>

56	Object	there is more than enough room turned over to pedestrians and cyclists. The road needs to be returned to its pre virus days immediately to assist with the future of Brighton. It is being closed purely for political purposes, and it is directly (ir)responsible for millions of pounds of revenue and jobs lost in the Town. It MUST BE REOPENED IMMEDIATELY	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city
57	Object	I fail to see the merits of this change, it seems that all this will achieve is the further decline of the area and push tourists away. I would like to see my council tax being spent to address the fundamentals first e.g. Refuse, proper recycling, street repair, lighting, policing etc. I don't have an issue with a sensibly applied sustainable agenda but do not want to see a further decline to the town I have grown up in. As a resident I feel pushed away to the point I actually avoid Brighton, as I pay for the privilege of living here via expensive taxes it would be very nice if I actually got to use the facilities rather than have to travel elsewhere! Note that my wife has a seizure condition and we have a 4 year old son, so the proposed changes will have a detrimental impact on our ability to visit/enjoy the city at all. Our options today are to drive in so we have available transport within easy reach if my wife has a seizure or to take a bus in and then be a burden on the NHS/Ambulance service to then take her to hospital (and make our way home hours later) - which is a waste of precious resources in most cases given her particular condition.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
58	Object	Open it up for events cars and motorcycles	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays, motorcycle and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events

59	Object	<p>I am a brighton taxpayer or more than 50 years and am being excluded along with other elderly people who do not live on the flat seafront, from visiting it.</p> <p>The current closure is not giving more room to a minority it is excluding a majority and is immoral on discrimination grounds.</p> <p>Events that take place bring pleasure to thousands and money into the city</p> <p>The revenue from parking and events can be used to help restore the historic arches and terraces and bring back a vibrant part of the city - i would like to be able to visit when this happens.</p> <p>The businesses depend on access which is at present denied. As an artist, i support the wonderful gallery which needs access for those bringing in work and those purchasing. Other businesses also need the trade</p> <p>Cycling is good for those who can do it but a large proportion of the tax paying electorate are not in a position to cycle so their money is being misused. Their views should be taken into account.</p> <p>Many can enjoy walking on the already broad pavement if they can access it but are currently unable to do so. there is plenty of room for all so it is pandering to a few at the expense of the many.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
60	Object	<p>This proposal was initiated at the height of the Covid-19 pandemic in an undemocratic way. No consultation with residents. I object to this because it affects all the people who live in Brighton and visitors who are a prime source of revenue for the TOWN.</p> <p>The losses of revenue from the new parking restrictions in the area have already been published and presumably the council tax payers of the town will have to foot the bill.</p> <p>Come the winter, how many cyclists and walkers will we see?</p> <p>I OBJECT in the strongest of terms.</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses. This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>

61	Support	<p>I have always supported the events held on Madeira drive, as I know others around the country do.</p> <p>In addition the businesses on Madeira Drive will struggle to survive at all</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
62	Object	<p>This should be left alone as it was allowing the Madeira Drive to be used by everybody and not by Pc minority groups to dictate to all users of the area.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
63	Object	<p>All the proposals seem to be ignoring the stone cold fact that this country sufferes from mainly inclement weather so what happens then ?</p> <p>So all those cyclists jump in there cars and have no where to park and they can't get there anyway because the duel carriage ways are now single lanes because you've turned them into cycle lanes .Let alone the Buisness's that will struggle with this proposal The parking income could have been used for the restoration of the arches !!!!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
64	Object	<p>This area has been a dedicated stop for vehicles for decades, the costs of closure is unwarranted in this climate when resources should be used in areas of real need, not some whim of an idea for more pedestrians or cyclists. My utmost view is the local council have gone mad to ignore the majority view, so please stop! There are far more pressing matters to attend to and already Brighton has more than enough room for pedestrians and clearly road users are being victimised and driven out.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge</p>

			bays have almost doubled. Madeira Drive continues to be available for organised events
65	Object	The effect on the residents of Marine Parade and surrounding side roads up to Eastern Road has been horrific. As people have been unable to park in Madeira Drive they are now parking in all the residential areas mentioned above, often without paying. This has made parking for residents with paid for permits extremely difficult and at times impossible causing residents, often elderly, to have to park considerable distances from their homes. The parking wardens have been almost non existent and so the problem continues to deteriorate.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
66	Object	No	
67	Object	Blue Badge Holders want access to all of Madeira Drive not just two bays at Yellow Wave and Black Rock Car Park, they want to be near the Pier, to be near the (changing places) toilets and businesses at Colonnade that specialise in welcoming disabled customers. They want to do all this without being single out as needing to prove themselves to a steward. So open up the Palace Pier end of Madeira Drive temporarily for the summer season, to traders, blue badge holders and motorbikes . You do this by having a traffic signal saying No Entry No through road except for pedestrians , cyclist , access and Blue badge holders. Close it off with the gate, using the one that is now by Yellow Wave , in the position of the last trading arch (where the blue fence starts) Erect the The same traffic signal saying 'No Entry No through road except for Pedestrians ,cyclist access and Blue Badge holders at the top of Dukes mound and remove the gate that has just been installed . Create a wide marked out two way cycle lane more or less in the middle of the road from the Pier to the Black Rock not on the footpath giving more space for walkers. I would even suggest a jogging lane . Have planters at the entrances/exits to narrow the exit/entrances with a stewards and traffic enforcement officers patrol the area	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.

68	Support	I support complete closure of Madeira Drive for the benefit of local residents who need this open space to exercise. It also benefits visitors enjoying the area without traffic pollution and makes it a more pleasant area to support businesses.	
69	Object	The entirety of Madeira Drive should remain COMPLETELY CLOSED to all vehicular traffic. It has been an amazing space for healthy, safe exercise and enjoyment during the lockdown period and should continue to remain so. This change to allow cars near Concorde 2 is very dangerous and is right where the majority of pedestrians spend most of their time - by allowing cars here, you are effectively poisoning them with pollution and noise. I've never generally used Madeira Drive before lockdown purely because of how foul it was as a car park - when the businesses reopened down there and it was still blocked to cars, I and many of my friends and family used the new Sea Lanes area (Bison Beach Bar especially) because it was a refuge from traffic noise and tourists' polluting cars. There isn't much space for parking there anyway, so PLEASE close it back down to traffic and make it completely pedestrianised.	
70	Support	<p>I support the closure of Madeira Drive between the aquarium roundabout and Concorde 2, as it will allow for pedestrians and cyclists to safely use this stretch of road in a socially distanced manner, and to enjoy the businesses along this part of the seafront. Much of the existing pavement alongside the cycle path is too narrow for pedestrians, alongside the various rubbish bins, stalls, business placards, etc that jut out into the pavement.</p> <p>I would also welcome re-closure of the portion of Madeira Drive that has been reopened since 7th August, from Concorde 2 to Black Rock. Pedestrians and cyclists have become accustomed to using this stretch of road during lockdown, and it will be dangerous now to share this space with motor vehicles. I have almost been hit several times during lockdown when cars have driven down this stretch of road, as I was not expecting to see them and they are not considerate of pedestrians and cyclists. There are insufficient off-road pavements for use on the Concorde 2 to Black Rock/Marina part of Madeira drive.</p>	

71	Support	<p>Cars using Madeira Drive make what should be a very, pleasant experience of promenading, too hazardous. Many of them come along there at breakneck speed.</p> <p>The presence of cars deters us from using the seafront frankly especially because we also have to cross King's Esplanade.</p> <p>Evolved cities across the world are reducing the circulation of cars in them. That's part of what intelligent civic uth</p>	
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72	Object	<p>Commuting from Saltdean to Hove used to take me 20 minutes. During traffic takes me double - and thats what these TRO's have done. Worsen traffic.</p> <p>All your TRO proposals are a pile of chutney - especially the one's closing a portion of Madeira Drive and reducing the seafront down by a lane for a new large cycle lane even though there is already a spacious existing one. One of the busiest roundabouts in Brighton that already experiences traffic has now been reduced from 3 lanes down to 2? Ridiculous. Traffic starts well before New Steine now.</p> <p>There's already a spacious cycle lane on Madeira Drive (which you've partially closed to vehicles anyways) and now you're implementing another one? A lot of cyclists don't even follow the rules of the road - will cycle in the road, on the pavement, on the outside or inside weaving between cars even if there is a cycle lane...</p> <p>Main road traffic congestion is worse along the seafront & Old Steine - gridlock bad. Any resident of Brighton who knows the roads will use back street residential roads to avoid the traffic. This increases congestion in quiet residential areas whose residents want to have quiet roads - not extra traffic.</p> <p>Clearly you haven't taken into consideration how this will impact traffic especially with visitors driving into the city and along the seafront. Covid-19 has been used an excuse to just roll out all these new road restrictions without even considering the impact for when residents' daily lives resume to how they were pre-pandemic. Not everyone can continue to work from home, not everyone can get to work by foot or bicycle, not everyone feels safe taking public transport in the middle of a pandemic and not everyone can afford to buy an electric vehicle - especially as we are entering the first recession the UK has experienced in 11 years.</p> <p>Thank you for taking the time to read.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
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73	Object	<p>Frustrated, unnecessary cycle lanes which will not be used through winter months, traffic chaos now which will only worsen come September when all kids back at school and ppl back at work, disability discrimination as no parking for disabled, potential ruin to seafront businesses, tourism will be dead in water, pollution worse as traffic at a standstill all routes around brighton & hove are effected all the way to seaford, the greens and labour only voted in by students not from area and they are single handedly destroying the place I was born and bred and the future of our children, if they even think about congestion charge the majority of brighton will be up in arms and if they think BLM have caused chaos I think the true true brightonians will fight much harder to get them out once and for all, emergency services must be at thier wits ends with stupid orange bollards making impossible to pass in an emergency.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
74	Object	<p>Making more and more cycle lanes and cutting out driving lines is making queues and queues and traffic which is creating pollution and making people not want to drive into town to go shopping cinema or eat out</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
75	Object	<p>Why have we created a space allegedly for the use of pedestrians and cycles. We now have chaos with a mix of delivery vehicles, cycles and pedestrians all mixed with no demarcation. Maybe just putting a cult leader lane in the road and return the rest of the road for cars and events.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>

76	Object	<p>I am a disabled driver with a blue badge, this means I have limited mobility due to physical and mental health issues. The proposal to prevent access from concorde 2, down to the aquarium means that the entire area including the aquarium, volks cafe and the shops and beach there are inaccessible to me, and probably other disabled drivers. I was extremely distressed when I was due to meet friends for a birthday meal at volks to be told I couldn't access it by car, I am physically unable to walk the distance from where I could have parked, which was completely full up by the way, to where I needed to be. I have to park outside where i am going or within a 20 metre distance. Disabled people need full access to Madeira drive. The measures need to be amended immediately, not reviewed in February . Regards.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
77	Object	<p>I am objecting to the Blue Badge parking bays being relocated to the Yellow Wave centre because they are too far away from the Pier the toilet facilities, Sea life Centre and other attractions.</p> <p>A disabled person has the same rights as an abled bodied person to be able to visit these places and a human right to be able to use the toilet with its changing facilities, simply being able to park there temporarily to use them is not good enough.</p> <p>I know of three situations personally that would be affected by the new Blue Badge parking changes. One has MS and cannot walk and needs the toilets to be easy to get to.</p> <p>Another is an above the knee amputee, with a Prosthetic leg and has lower back problems because of the hip imbalance and also cannot walk very far. He has two children and would like to be able to take them to the pier and attractions. His father has COPD, he is in his seventies and also cannot walk very far. It would be excluding these people and many others from visiting these places, which should not be there for the privileged that are able bodied.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

78	Object	<p>I object to the continued closure of Maderia Drive. The initial reason for it's closure has long passed and it is now totally unnecessary.</p> <p>It is also harming the city by not having a main parking area for both cars and coaches bringing both parking income and general income from visitors who will not visit if they have no place to park.</p> <p>Brighton and Hove is a tourist city. Cut off its tourism and you cut off its lifeblood.</p> <p>The continued closure of this area is insanity.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
79	Object	<p>I object to the proposal as it restricts legitimate access to Madera drive. I think there is an additional security risk in accessing certain premises as a result of the closure.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
80	Object	<p>As a regular visitor and user of facilities, carrying heavy equipment ,at the east end of Madeira drive I see no provision for parking in the near vicinity. Where are all the car and bus visitors to that part of town going to park in order to use the facilities and frequent any of the businesses there. Is it your aim to destroy these small businesses?</p> <p>There has always been plenty of room for pedestrians cyclists and motor vehicles.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

<p>81</p>	<p>Object</p>	<p>I am a frequent visitor to Brighton and strongly object to this proposal, solely based on the provision for blue badge holders.</p> <p>I am a wheelchair user and came to Brighton yesterday Sunday 13th September 2020, and was dismayed that I had to park almost a mile away from the amenities by the pier.</p> <p>I spoke with the stewards on duty and they informed me that even wheelchair users could not use the disabled parking bays near the pier unless we had a permit for business users. This is wholly unfair. My electric wheelchair has a limited mileage usage and the further away from the pier the harder it becomes for us to visit. It comes to the point, where coming to Brighton is a very much less attractive weekend away option.</p> <p>I am well aware of why the restrictions have been implemented but surely allowing blue badge holders the parking areas we used to have by the pier or thereabouts, is not going to drastically increase the potential for disturbance or nuisance. Allowing for social distancing policy is a must but what your effectively doing with this restriction, is putting disabled users at increased risk by now having to park almost a mile away, having to travel further amongst other people and parking in quite unsuitable areas where there are no amenities for disabled users.</p> <p>Please rethink this by at least allowing disabled users use the area as well as business owners.</p> <p>Many thanks in advance.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
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<p>82</p>	<p>Object</p>	<p>I object to this TRO as it is far too restrictive and is not what was originally agreed.</p> <p>Madeira Drive was to be one way with no restrictions on the type of vehicles using it.</p> <p>I object in the strongest terms that there is no provision regarding taxis, coaches, vintage motor vehicles, motorcycles, scooters or visitors. HOW is this 'inclusive'?</p> <p>I have been advised by an insider that the contractors (who have BEGUN works BEFORE these comments are closed!) have been instructed to modify Madeira Drive in order that motoring events and speed trials can NEVER AGAIN take place there. This contravenes historic agreements for the use of Madeira Drive.</p> <p>Moreover Madeira Drive is the birthplace of British motoring history with 125 years since the first motoring event took place here and 116 years since the first Speed Trial took place here. These events, and the motorbike and scooter events generate millions of pounds of desperately-needed income for Brighton and Hove and often fill the hotels each weekend an event is hosted.</p> <p>If this is such a dangerous, polluting and non-inclusive road, please advise:</p> <ol style="list-style-type: none"> 1. How many deaths and injuries have been caused by motor vehicles in the last 5 years on Madeira Drive? 2. Why did Councillor Bridget Fishleigh's request for a Environmental Impact Assesment to find out how polluting it was get rejected by Green councillors? 3. How is this road 'non-inclusive'? You are actually seeking to exclude users from it via these works! <p>As a local taxpayer I would respectfully request that these works are halted and reversed immediately!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
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83	Object	<p>There was nothing wrong with Madeira drive in the first instance, it has been iconic for everyone over the years and what has brought people together in the summer months.</p> <p>Recently it has been ruined, and further still by ludicrous plans for no greater gain. It's a waste of time and resources plus it will only be accessible to a minority. This plan has no consideration for others.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
84	Object	<p>Object , we are losing the history and eclectic utility of Marine Parade, no visitors or tourists , no parade shops , no historic events , this discriminates against the elderly who are unable to cycle or walk and need the use of motor vehicles to access and enjoy Marine Parade</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
85	Object	<p>The proposal will severely restrict the use of Madeira Drive as an event space.</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events.</p>
86	Object	<p>There is already plenty of space to walk and cycle along Madeira drive safely. This proposal and several others like it are a complete waste of money and will generate more pollution as it will cause yet more traffic where people drive around looking for somewhere else to park. Not to mention the loss of trade due to people going elsewhere where they'll feel more welcome!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
87	Object	<p>Stop restricting access to Madeira Drive. Listen to what residents/businesses say. This will be detrimental to trade and finances. The Council should take a practical view on helping the city recover, and not be mired in dogma</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and</p>

			coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
88	Object	<p>I totally object to this proposal.</p> <p>Being born in Brighton almost 60 years ago MD has worked perfectly the way it has been for my entire life.</p> <p>The road was originally tarmacked to facilitate the speed trials. I have been informed that modifications will be made that will make sure that it never takes place again. This is completely outrageous and in contravention of agreements to retain historic events.</p>	This response is now superseded as Madeira Drive continues to be available for organised events
89	Object	<p>Too much space is taken away from the road which is an important part of the heritage of Brighton. The name of the Road is Madeira DRIVE, and belongs to the people and constructed by the motoring organisations, which have a vital part in the economy of the city. These events need a two way road with wide access for vehicles to take part. The tiny minority of people in the city are being given too much. As this Vehicle road is being destroyed, with no actual plausible reason, no survey of use, no looking at how it is currently used, it is not justified. On most days of the year there are hardly any cyclists. Many people are still not able to access the Pedestrian space as they cannot park, as too much parking removed. Money would have been better spent putting a boardwalk for pedestrians on the beach side as a permanent solution, with the cycle lane retained as it is and expanded on the current pavement</p>	The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.

90	Object	<p>TRO 17 2020</p> <p>I do not live in Brighton but have been a regular visitor for years. I am finding it very difficult and very expensive to park in recent years. Due to personal reasons I am not able to use public transport. I come to see many of the events on Madeira drive and especially enjoy the 'Mods' (having been a member of this fraternity in my youth).</p> <p>Brighton has deteriorated massively in the last few years - mindless rules and expensive parking, dirty streets and unkempt houses. It is not a such pleasant place to visit any more. This proposal will keep more visitors away, there will be nothing exciting to attract them. These same visitors are the ones who bring so much money into Brighton and cash is what the borough needs to thrive.</p>	This response is now superseded as Madeira Drive continues to be available for organised events
91	Object	<p>Disabled access, ruining tourism in Brighton through taking away parking that brings extensive revenue to the city, these changes will mean that historic events will no longer take place again losing huge revenue for the city, it seems the greens want to destroy tourism and waste money through these ridiculous schemes</p>	This response is now superseded as Madeira Drive continues to be available for organised events.
92	Object	<p>Madeira Drive is an historical part of Brighton and hosts many famous events , it's already wide enough for walkers and Cyclists . Don't make it so the events that also bring money to the Brighton economy can't take place .</p>	This response is now superseded as Madeira Drive continues to be available for organised events
93	Object	<p>The road is needed for parking, the need to park for the park etc is needed and it's been used for many many year for speed trials and car shows</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events

94	Object	<p>We are coming out lockdown and we need to support the commerce of the city and the revenue the tourists and events bring to our city. This will cause more traffic and more pollution</p> <p>STOP Ruining or city !</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
95	Object	<p>The loss of parking bays The restrictions on vehicle access</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
96	Object	<p>The events have taken place for many years and is the only place that can cope with the large numbers of people and vehicles cars van buses and BYCYLES I disagree with this scheme as it has not been looked into enough to see the impact it is going to have on the city It is my opinion that the current council is on a path to kill the city</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>
97	Object	<p>Lack of consultation Waste of money Just leave it as it is AS AGREED</p>	<p>Not relevant</p>
98	Object	<p>This area is in serious danger of ruining Brightonian's way of life - it has already been messed around with and now I feel that many of the events that are held on Madeira Drive will now be threatened, as the council will give no guarantees that events that been held there for decades will be able to go ahead. The arches have not been dealt with and this will be a waste of money - please leave it alone! I agree that traffic going one way is a good thing, but it does not need to go any further than that!</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>

99	Object	Access for motor cars should always be allowed.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
100	Object	I object as the road should be open to all and not restricted to a minority, this will also have a adverse affect on the local economy as this road is a favourite for visitors, at a time we need to encourage visitors (post COVID restrictions), this would put people of visiting Brighton.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
101	Object	There's no reason to destroy what's already there so the council can spend so much money on experiments!	Not relevant
102	Object	Motoring events and rallies are a part of brightons history must be allowed to continue on the only suitable road in the city.	This response is now superseded as Madeira Drive continues to be available for organised events
103	Object	This seems to a very deceptive move. I am concerned that the area will never be able to host the iconic motor vehicle events it has done for many years. It already provides more than enough space for all and seems to be a complete waste of money and in common with other current anti motoring moves around the city is not at all inclusive.	This response is now superseded as Madeira Drive continues to be available for organised events
104	Object	Madeira Drive is wide enough for cars, cyclists and pedestrians to co-exist which can only be beneficial for the businesses along the road.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge

			holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
105	Object	No changes are needed other than reverting to the original (pre-covid) layout that has operated successfully for decades. At no point was there a lack of space for pedestrians or cyclists. Experience last summer should inform this decision and the chaos caused by adding further cycling lanes should act as a warning to stop with this unnecessary work immediately.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
106	Object	Having been a Brighton resident for 56 years, the last 5-10 years have seen traffic amendments that don’t make sense! As a working parent who needed to do school Run then go to work it became so difficult to get around the town in a car but I needed my car for work... otherwise I would have got public transport! The cycle lanes and further vehicle exclusions along Madeira drive are not allowing what was a beautiful seaside resort to thrive. Local business owners are struggling and Brighton is No longer the ‘go to’ place of choice along the south coast... Please don’t do this, please stop ruining the flow of traffic, please allow people to drive, park, enjoy the seaside and parks for as long as they want to, not a 4 hour window near the parks. Please reduce parking costs and make make the seafront fab again!!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
107	Object	I object to this proposal on all levels as there is enough open space along Madeira Drive for pedestrians and cyclists already. These works will prevent historic motoring events from taking place such as the speed trials. These events bring huge amounts of revenue to the city which it will desperately need in the next few years as it recovers from the Covid pandemic.	This response is now superseded as Madeira Drive continues to be available for organised events

108	Object	<p>I object to the Madeira Drive proposal There are many events held there which are well organised which will be lost if this proposal goes ahead. These events bring in many tourists to the city which then help the economy.</p> <p>There is already sufficient space for walkers and cyclists on Madeira drive so these changes are unnecessary.</p> <p>In addition there were assurances made in July 2020 stating that further changes affecting the holding of events would not happen</p>	This response is now superseded as Madeira Drive continues to be available for organised events
109	Object	It is not necessary to make any changes.	Not relevant
110	Object	Changing the road layout so events such as Brighton or the Ace Cafe Renuion can't go ahead will lose a fortune in revenue for traders in the city.	This response is now superseded as Madeira Drive continues to be available for organised events
111	Object	<p>Prohibiting vehicles in this area will reduce tourist/visitor parking (and the revenue the council gets which will put further stress on their budgets - which should not be recouped through council tax increases).</p> <p>Also, this area is used for historic and long standing events which bring in tourists and revenue to the city, such as the old Crock run, Speed Trials, Mini Run, Brighton, Ace Cafe Run to name a few. If the vehicles are prohibited and roads are "temporarily" modified at great expense these events will no longer be viable and this council will be responsible for destroying part of Brighton's heritage, with those events moving to other towns taking their associated tourism with them.</p> <p>As my wife has a disability (seizures) and we have a young son, reducing the availability of parking and access to the beach will mean that we are excluded from accessing the city and using the beach and other attractions.</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
112	Object	I object to the Madeira Drive proposal on the grounds that once again the Green Council is killing -off years of tradition.	Not relevant
113	Object	Meditation drive is fine as it was. Save the money for restoring the terraces.	Not relevant

114	Object	<p>I object to this TRO as it is far too restrictive and is not what was originally agreed.</p> <p>Madeira Drive was to be one way with no restrictions on the type of vehicles using it.</p> <p>I object in the strongest terms that there is no provision regarding taxis, coaches, vintage motor vehicles, motorcycles, scooters or visitors. HOW is this 'inclusive'?</p> <p>I have been advised by an insider that the contractors (who have BEGUN works BEFORE these comments are closed!) have been instructed to modify Madeira Drive in order that motoring events and speed trials can NEVER AGAIN take place there. This contravenes historic agreements for the use of Madeira Drive.</p> <p>Moreover Madeira Drive is the birthplace of British motoring history with 125 years since the first motoring event took place here and 116 years since the first Speed Trial took place here. These events, and the motorbike and scooter events generate millions of pounds of income for the cities and often fill the hotels each weekend an event is hosted.</p>	This response is now superseded as Madeira Drive continues to be available for organised events
115	Object	<p>This will make it harder for parents with young children to visit the beaches with a need for parking a long distance away.</p> <p>It will cause further congestion and therefore pollution in surrounding roads</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
116	Object	<p>Killing trade in Maderia Drive</p> <p>Trying to stop motoring events</p> <p>Already too much emphasis on cycling and walking by installing an extra wide cycle lane.</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge

			bays have almost doubled. Madeira Drive continues to be available for organised events
117	Object	Our businesses and tourism industry is already struggling due to COVID and this proposal is going to damage it further. There is more than enough space for cars, pedestrians and cyclists. There's already been so many drastic changes that's ruining this city!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
118	Object	This traffic calming is not needed and unnecessary.	The scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane.
119	Object	The work has started before this survey has even been conducted, and the new plans look likely to restrict access by some user groups. Madeira Drive is for all to access freely.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
120	Object	There is already more than enough footpath on both sides of Madeira drive. The COVID lockdown is reducing. Another poor attempt to penalise car drivers. Unnecessary	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and

			coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
121	Object	It unnecessary and will be poor for seafront business. It is also discriminatory towards disabled persons.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
122	Object	No matter what anyone says the cancer is more corrupt and you would do whatever you want anyway but the corruption of this is just a joke the greens and the council has screwed up so many people's lives with this method you should have just left it alone and we wouldn't be in the situation with the council is going bust you're now losing out on revenue of parking and you just giving everything to people who say jump and the council say how high	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
123	Object	More cycle lanes are not necessary , not sure what's worse , being run down by a car or mowed down by a cyclist!	Nationally government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. Accompanying this is Local Transport Note 1/20 (LTN1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel schemes but all transport improvement schemes, Local Authority schemes must adhere to the design principles set out in LTN

			1/20, which among other things sets out the need to design cycle networks along direct routes and to physically separate cyclists from both traffic and pedestrians.
124	Object	The Greens anti-car agenda is out of control. I am opposed to this proposal as cars pay for road tax and we have the right to use Madeira Dr	Not relevant
125	Object	What will happen to all the motoring events that happen and bring so many people into Brighton. Where are people expected to park as there are no parking facilities near by for those people who do not have a blue badge but have limited mobility (like myself !!) there is more than adequate space for pedestrians and cycles at the moment. Where will coaches drop off people visiting Brighton and the Pier !! I feel that there are much more pressing issues that the money could be spent on. This will discourage visitors and therefore less money coming into the town	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
126	Object	The new works would cost a lot of money to put back , the events that take place could not happen more time and make sure the public are made aware of the works	This response is now superseded as Madeira Drive continues to be available for organised events
127	Object	I understand that both motorcycle events will not be allowed on Madeira Drive due to lack of space. So I take it that the London to Brighton event will not take place either. There is already enough space for pedestrians and cyclist so I don't understand why this is being increased.	This response is now superseded as Madeira Drive continues to be available for organised events
128	Object	No need to make this road narrower. It's fine as it is. Waste of money. Keep traffic flowing.	The scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.
129	Object	There are already adequate cycle lanes there. There is also a very wide promenade, plenty of space to walk.	Nationally government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a

			longer journey. Accompanying this is Local Transport Note 1/20 (LTN1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel schemes but all transport improvement schemes, Local Authority schemes must adhere to the design principles set out in LTN 1/20, which among other things sets out the need to design cycle networks along direct routes and to physically separate cyclists from both traffic and pedestrians.
130	Object	<p>I object to closing Madeira Drive to all motor vehicles because this area has been used for many years successfully by road users, cyclists & pedestrians sharing the space.</p> <p>I would also mention that it provides an ideal location for various events over the year, including car, motorbike & cycling events which bring much needed revenue to the town. I would hate to see the end of the annual veteran car rally because Madeira Drive is no longer accessible to vehicles.</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
131	Object	It is an unnecessary waste of taxpayers money, it will also prevent future motoring events from taking which bring in much needed revenue.	This is superseded as Madeira Drive continues to be available for organised events
132	Object	It is a historical road that was out there for car events. It is wide and traffic there is generally light and not busy. There is no evidence to back up the fact that it's apparently dangerous and polluting.	This is superseded Madeira Drive continues to be available for organised events
133	Object	I feel that these plans will negatively impact the city financially.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians, and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge

			bays have almost doubled. Madeira Drive continues to be available for organised events
134	Object	The war on drivers needs to stop The council seem to have an underlying agenda against all tying anti car	Not relevant
135	Object	Madeira Drive has a long history of motoring events and is a good tourist attraction. These proposals will limit its potential severely.	This response is now superseded as Madeira Drive continues to be available for organised events
136	Object	It is a complete disgrace against the people of Brighton in many ways. It would take away access to the seafront to many. It will the custom away from the businesses. It will cost the town income from visitors thus hitting the tourism trade even more. It will waste money which can be spent on more vital and important projects.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians, and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events.
137	Object	Totally unnecessary. The road already has ample space to provide for people walking. This is yet another attempt by the Green Council to enforce ideological and delusional ideas! Roll on the local elections!	The scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.
138	Object	Cycle lane and pedestrian pavements are already more than sufficient.	Nationally government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. Accompanying this is Local Transport Note 1/20 (LTN1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel schemes but all transport improvement schemes, Local Authority schemes

			must adhere to the design principles set out in LTN 1/20, which among other things sets out the need to design cycle networks along direct routes and to physically separate cyclists from both traffic and pedestrians.
139	Object	The town is being turned into a no go area for both residents and visitors. The town is dying. The proposed restrictions are just another nail in the coffin. What are these people thinking?	Not relevant
140	Support	To increase space for cyclists and pedestrians. 2 concerns Speed of vehicles if no restrictions such as barriers/Islands are installed. The continuation of all events that draw in crowds such as shown trials, rallies and cycle rides should still be allowed to finish at Madeira drive as it's historical and ever so popular.	TRO-11-2021 has now been sealed with reduction of speed limit to 20mph. Madeira Drive continues to be available for organised events.

141	Object	<p>This is not what was agreed when Madeira Drive was reopened. The motor events which are important cultural and historical events in Brightons social and economic calendar and whilst the Green Council may not like them they form a basis for many businesses survival at certain times of the year. Narrowing the road will also have an impact on these events having enough space to take place. This road is not owned by the council but gifted to the town and public and the council have no right to make changes that effect the history which has defined this space for its entirety. Progress does not mean we wipe away our history. The area needs restoring and money spending on preserving what makes Madeira Drive beautiful and allowing new generations to come to enjoy traditions that have existed for many years longer than the councillors will be in charge. The way these changes keep being forced through without proper consultation and careful planning is a threat to the democracy of our city and is very concerning. The economic effect of killing of events which historically bring in serious amounts of revenue can not be so easily dismissed at such a crucial time as 2021 is to the city. The road being made one way was a balanced compromise but to now add road furniture and say delivery access only shows a lack of honesty with the electorate as these were not part of the proposal.</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events.</p>
142	Object	<p>Making it one way is ridiculous as a taxi driver if I get a job from say the volks tavern etc i will need to drive all the way to the top of dukes mount and all the way back to the pier area if I want to go into Town station Hove etc totally ridiculous</p>	<p>The new scheme offers a wide range of benefits to pedestrians and cyclists. Providing a better pedestrian environment and supporting local businesses by extending frontages. But officers accept some routes could become longer depending on the origin and destination.</p>
143	Object	<p>Long just above Madeira Drive in the Royal Crescent I thoroughly object to the proposal of narrowing the drive. I enjoy the motoring events held there which I believe would not be able to go ahead if this plan goes ahead. Not to mention the massive loss of income that would result if these were unable to continue. Brighton is losing its identity and we are all suffering as a result of some really rather short sighted and ill planned decisions on the motoring infrastructure here. Please invest our money in cleaning this town up. It's filthy and a disgrace to its history.</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events.</p>

144	Object	cars need to be able to park here and bring extra revenue to our city especially as the green party has wasted so much on stupid bike lanes that true Brightonians don't want or need.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
145	Object	Brightons businesses and Brighton itself makes 'Millions of £'s' in revenue from motoring events on Madeira Drive. Hotels, guest houses, shops, pubs, food outlets, restaurants, cafes, and many others rely on this revenue to continue to be successful and employ local people and workers from overseas. It is a tragedy and disgrace that BHCC would even consider this retrograde and cynical proposal and force it on Brighton's residents. The TRO should be stopped and quashed immediately. A huge 'NO, NO and NO' from me.	This response is now superseded as Madeira Drive continues to be available for organised events.
146	Object	What about the pier end of Madeira drive , not everyone with families can walk from the peterpans end , the colenade is in such a state what's going to happen to all those businesses? And the effect on the pier and sealife centre ? , so much lost income from parking and events ? What about tourist ?	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events.

147	Object	<p>This City needs day trippers They are needed to keep the economy from spinning in to recession Day trippers need to park Elderly people who have mobility issues cannot ride bikes, walk very far People with Disabilities also like to visit the seaside</p> <p>Why change it ? This heritage site has provided joy for millions over the centuries please don't ruin it and stop the joy for many more thousands of people</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events.</p>
148	Object	<p>Stop interfering with the road layout by your actions you are preventing all our historic car rallies and bike rallies that brings thousands of pounds to the city. Our city will end up bankrupt with this stupidity. Surely you need to put the monies on repairing roads properly not dreaming up more ludicrous schemes</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>
149	Object	<p>This road really needs to be open to traffic in both directions to alleviate the congestion it will cause when the economy gets going again. Having no exit and the western end of Madeira drive will cause no end of chaos and traffic jams and the Dukes mound exit and unnecessary extra travel for vehicles needing to egress to the west or north of the city it will also eventually have impact on Whitehawk, Woodingdean and Falmer as traffic will try and find alternative routes out of Brighton. This will make these areas (which are predominantly family residential) suffer with more pollution as traffic sitting in jams which has a knock on effect on health an more pressure on Health services</p>	<p>The scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane.</p>

<p>150</p>	<p>Object</p>	<p>I object to the proposed TRO application on the following grounds:</p> <p>Public Nuisance: Routing all traffic eastbound has resulted in a significant increase in excessive noise, mainly evenings & weekends, as essential Brighton visitors are forced to exit via Dukes Mound. When measured outside our dwelling using accepted methodology, the background noise levels (LA90) at the junction increases by over 5dB with traffic queuing on the incline. Tonal & impulsive noise increases by over 15dB (LAF) due to the hill start & merging with moving traffic on the A259. For reference, a gain of 10dB is perceived as a doubling in sound volume. As a local resident, we have witnessed traffic queuing on Dukes Mound for the first time in over ten years. At peak visitor departure times during the summer months of 2020, the traffic queues extended nearly 700m from the A259 junction to Yellow Wave. This is a change to existing bidirectional traffic flow mitigating congestion by utilising two egress points. We have not taken air quality measurements; however, it is accepted that traffic is proportional to emissions. The short one-way section at the Palace Pier junction forces taxis & private vehicles heading in any direction other than due north or east of East Brighton to travel in a circular diversion of approximately 3,400m, adversely impacting congestion, emissions, costs & journey times. While the council has chosen not to disclose the conclusions of any environmental impact assessment on Dukes Mound resulting from the proposed scheme, the findings from independent observations are profoundly concerning for residents & it is not reasonable to proceed until a better plan is offered. Expressly a scheme that reduces congestion while improving the amenities, noise & air quality.</p> <p>Public Safety: The hill-start junction of Dukes Mound & the A259 is not suitable for the intended application. My family uses the A259 pedestrian crossing point at Dukes Mound around ten times in a typical week. We have lost count of the number of near misses where mixed traffic, foreign English-school students & residents navigate this junction. While working from home in 2020, we have observed weekly collisions or minor incidents between all transport modes. It is unreasonable to proceed with a scheme that more than doubles traffic volume on this junction & forces long or heavy vehicles such as coaches to block both</p>	<p>The one way system along Madeira Drive provides improved pedestrian and cycle facilities. Has facilitated a new 20 mph speed limit and has resulted in an increase in cycling and between public space for local businesses frontages. Traffic lights have been installed on the Dukes Mound junction to support the construction traffic relating to the Black Rock development works.</p>
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		<p>carriageways as they navigate the westbound bend. While the council has chosen not to disclose the findings of any safety impact assessment on Dukes Mound resulting from the proposed scheme, the anecdotal observations are self-evident & it is not safe to proceed with the current proposal. Safer proposals are notable by their absence, such as alternative Dutch (Turbo) roundabout at Palace Pier or ultimately moving cycle junction further away via Poole Valley to minimise the likelihood of SMIDSY incidents. It is not clear why the council has elected to degrade public safety in Brighton by implementing a one-way flow traffic flow on Madeira Dv in advance of improving the Dukes Mound junction or adequately modelling the safer & more cost-effective alternatives.</p> <p>National Policy: Introducing artificial friction for sustainable & diverse traffic modes is incompatible with the strategic aims of the National Policy Statement for National Networks (DTS 2014). While the NPS targets the national framework, the principles apply to well-designed local networks. Specifically, the principles of supporting the local economy, protecting the environment, promoting accessibility & social activity. For example, the report states 16% of all travel time in 2010 was spent in delayed traffic & DEFRA forecasts this to increase to 25% by 2040. This increased journey time correlates with Brighton & Hove City Council published predictions for Valley Gardens project traffic delays to seafront traffic. Nationally these delays cost the UK £1.6bn in 2010 & are expected to rise to £9.8bn by 2040. The adverse economic impact on our city could be analogous unless a more balanced scheme is implemented. The NPS also references the Noise Policy Statement for England, National Policy Framework (Defra 2010). Key principles of the NPSE include using sound science responsibly & actively promoting effective participative systems of governance in all levels of society. The ETS quango rhetoric has lacked demonstratable evidence to support these principles. It is reasonable to request full disclosure & analysis of a specific Noise Impact Assessment at Dukes Mound with background surveys & representative traffic modelling. Equally there is little evidence to support impartial participation during the consultation. The review process has selectively contracted former Mott MacDonald consultants with an inherent bias. Respectfully, the public & local enterprise runs this city operationally. It is reasonable to expect impartial participation & strong scientific</p>	
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		<p>analysis by an independent expert witness in support of the local community. As a cultural, retail & tourist destination town, there is no justification for introducing artificial frictions to visitors in the absence of reasonable alternatives such as park & ride schemes or more electric vehicle bays for a proactive low-carbon infrastructure policy. It seems short-sighted for the proposed project to be fixated on the bicycle as the only post-petrol mode of private transport. Culturally & in line with central government policy, Brighton & Hove could be capitalising on its reputation for sustainability & forward-thinking by developing a more inclusive scheme that considers a more diverse mix of visitors & residents.</p>	
151	Object	Madeira Drive	Not relevant

152	Object	I think that we don't need to close the road in order to to have a walking and cycling areas as the rest of the city needs its roads for free movement around That include a choice of a car,cycle or walk otherwise it limits the free choice and builds up the traffic in other areas also increasing the pollution at same time	The scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.
153	Object	Madeira drive and Marine parade used to run together perfectly well, and since the one way restrictions have come in madeira drive seems a lot more dangerous as people are confused and dithering in a very small space. This has also pushed the majority of traffic onto marine parade which has made this road (and therefore the noise levels inside our flat) a lot louder. It is now particularly dangerous to cross the road due to the increased traffic. I would estimate that emissions are now greater, in closer proximity to residential dwellings as a result of this. Due to the increased traffic because of dukes mound one way closure, it now takes me an attentional 10 minutes (on a good day) to do the school run to hove.	Officers will be monitoring the Madeira Drive scheme but all Road Safety Audits have been carried out and signed off. The carriageway has been reduced to minimum widths and speed limited reduced further improving road safety conditions. Madeira drive was not designed as a route to avoid the main A259 corridor and therefore transference of traffic should be minimal.
154	Object	Why have you not conducted an environmental study? Why are you planning work when the roads around Brighton & Hove are in need of repair?	N/A However revenue budgets to support maintenance are separate from externally grand funded budgets aimed to enhance and support the Councils wider policy aims relating to carbon emissions
155	Object	Madeira Drive is known worldwide as the place for motoring events, cars and bikes. It would be sacrilidge to stop traffic. There are enough cycle paths and pedestrian pathways in the area we do not need more it will also be detrimental to trade. I have come a cross many of these extra cycle paths since lockdown started. They are rarely used by cyclists and cause severe congestion for other road users. LEAVE MADERIA DRIVE ALONE	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events

156	Object	<p>if the change prevents the continued running of historic motoring events then I object.</p> <p>Would this money not be better spent contributing to the restoration of medeira terrace?</p> <p>Thank you</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>
157	Object	<p>There is no reason to restrict access to motor vehicles as pedestrians already have more than enough "safe space"</p> <p>If u are that worried then spend money on repairing walkway that u have neglected for years instead of restricting road users</p> <p>I understand this doesn't meet ur green credentials but I much prefer looking after Present facilities than your preconceived views</p>	<p>The scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane.</p>
158	Object	<p>The traffic flow on Madeira drive should be allowed for vehicles and increased free to parking should be allocated. This area should cater for tourists who come from outside of brighton and need easy free access to the seafront.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

159	Object	<p>Madeira drive need to be turned back into 2 way traffic. Instead of pretending to be considerate of the environment the council needs to actually prevent congestion not cause it. Once the lock down ends all those using The Gym by car, motorbike or scooter will be forced to drive all the way to the other end of Madeira Drive then up onto Marine Parade, to then drive all the way back down to the roundabout at the Pier to sit in traffic for up to 10 mins at peak times. So an increase to their journey of over 2 miles and 10 more minutes pumping fumes into the atmosphere. Considering the amount of space given over to bikes and pedestrians already at that point on the seafront it is totally unjustifiable. Please stop wasting the budget you have been given by the government to encouraging cyclists on hair brained schemes that make no sense. Try putting a proper cycle lane on Marine Parade, there is a big wide pavement up there that is hardly used. What about putting a proper cycle lane on St James Street then across and up North Street and Western road then along New Church road. That would give cyclists a route off the seafront so they could keep away from the pedestrians in the summer and be sheltered from the wind off the sea in the winter. BTW I am a cyclist and all your ridiculous plans are making it more difficult to be a cyclist in this city, not encouraging it!</p>	<p>The scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane.</p>
160	Object	<p>I object to Madeira drive being made narrower - for what reason? Disabled folk such as myself rely on cars for SAFE transport - i cannot get around without as am to frail to subject myself to the stop/start vagaries of buses and the like. I need to be able to park. To access toilet facilities and to get to the cafes. I was shocked when I was last taken down Madeira drive. What a complete and utter mess! What a needless waste of public money! The LA would be far better giving this money to vital services such as local schools. Please dear Greens leave our roads alone. They worked perfectly before your so called cash guzzling improvements!</p>	<p>As part of the scheme Blue Badge Bays have increased to 25 spaces from 14 spaces. In line with current guidance the width and length of these spaces have been increased to allow easier access. While general parking spaces are provided in echelon orientation the majority of Blue Badge Bays are parallel with the footway.</p>

BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984

Brighton & Hove (Madeira Drive) (One Way and Various Restrictions) Experimental Order 2021 (TRO-10-2021)

NOTICE is hereby given that Brighton & Hove City Council (“the Council”) made the above named experimental Order on the 31st March 2021 under the relevant provisions of the Road Traffic Regulation Act 1984 as amended which comes into force on 29th May 2021 for a period not exceeding eighteen months. The effect of the Order will be as follows:

- One Way eastbound for motor vehicles from the Aquarium Roundabout to Duke’s Mound
- Two-way Cycle Lane on the south side – from just east of the Aquarium Roundabout to Duke’s Mound
- Changes to parking bays and waiting restrictions between Aquarium Roundabout and Duke’s Mound
- The previous Experimental Orders TRO-17-2020 and TRO-17a-2020 are withdrawn

A copy of the experimental Order as made, a plan showing the lengths of road affected and a statement of the Council's reasons for making the Order may be seen online at www.brighton-hove.gov.uk/current-tros and more details about this project can be found at www.brighton-hove.gov.uk/travel-and-transport

The Council will be considering in due course whether the provisions of the experimental Order should be continued in force indefinitely. Any person wishing to object to such indefinite continuation of the provisions may within a period of six months from 29th May 2021, (or if this Order is varied by another Order or modified pursuant to section 10(2) of the Act, six months from the day on which the variation or modification or the latest variation or modification came into force) object in writing stating the grounds on which that objection is being made.

Objections should be sent to the Executive Director Economy, Environment & Culture, Brighton & Hove City Council Parking Infrastructure, G40 Hove Town Hall, Norton Road Hove, BN3 3BQ or by e-mail to parking.consultation@brighton-hove.gov.uk or online (see details above) no later than 29th November 2021. In all cases the reference TRO-10-2021 should be quoted.

Any person who wishes to question the validity of the experimental Order or of any of its provisions on the grounds that it or they are not within the powers conferred by the Act, or that any requirements of the Act or of any instrument made under it have not been complied with may, within six weeks from the date on which the Order was made, apply to the High Court for that purpose.

Dated: 1st April 2021
Executive Director Economy, Environment & Culture
Brighton & Hove City Council
c/o Parking Infrastructure
G40 Hove Town Hall
Norton Road
Hove BN3 3BQ
www.brighton-hove.gov.uk/current-tros

APPENDIX C

ETRO-10-2021 Full Summary of Unedited Responses

Number	Support / Object	Comments provided	Officer Comments
1	Support	<p>I support the proposal to install a lightly segregated 4.25m two-way cycle track on the southern half of the carriageway. While the two tie-ins at either end are sub-par I'd assume those sections will be improved upon during the Valley Gardens Phase 3 and Black Rocks works in due course.</p> <p>One concern that I do have is with the current Toucan crossing near the pier. Firstly will it remain as a Toucan, or reduced to a Puffin since there will be no right to cycle on either pavement once this scheme happens? I'd hope that it will be made into a Puffin to ensure that cyclists know that they are unable to use either footway. Its hard to tell from the drawing, but I am also assuming that the cycle bypass for the lights going Eastbound will be removed?</p> <p>Second of all at the crossing the drawings show give way for the cycle track instead of just a stop line on its own? Is this correct? Also are the signal heads facing westbound going to be replaced with ones with a cycle aspect, and will any additional low level signal heads going be installed for cycles, especially those going Eastbound?</p>	<p>Thank you for your comments the two 'tie-in points' will be considered as part of future schemes.</p>
2	Object	<p>I couldn't believe my eyes when I walked to the seafront the other day; gridlock on Madeira Drive, and this was April. I have now seen this every time I have been there. I cannot imagine what it will be like in the summer. The pollution, noise and traffic was unbelievable and honestly the seafront will be ruined if this continues. The one way system is crazy and leads to tailbacks along the entire of Madeira Drive. This is not sustainable and not Brighton. Please please please don't ruin our seafront.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
3	Object	<p>The traffic along Madeira since the new road system was introduced has been crazy. The pollution and volume of cars is absolutely horrible and is ruining Madeira. Previously this was a peaceful and pedestrian friendly area, now it is the opposite. A one way traffic system does not work here and the funnelling of cars in from the roundabout is crazy. The new layout does not work. Please give us back our seafront.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>

4	Support	<p>Any proposal to reduce car traffic on the seafront is welcome. This is a recreational area and should be used as such, healthy forms of transport should be encouraged and safety should be top priority. The current single lane for cars is a step in the right direction but it is dangerous to cross the roads and cars drive far too quickly. Please please close this for cars (by all means make the odd exception for traditional motor events but remember we live in the 21st century now!) . Our children will thank you.</p> <p>Lots of popular seaside resorts now operate park and ride schemes to cope with visitor influx and imagine how we could lead the way!</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>
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5	Object	<p>This is a very confusing consultation as we were told the alterations to Madeira Drive were done under TRO - 17 -2020 yet THIS 'consultation' is under another TRO number so WHAT does this mean?</p> <p>And where are the BEFORE and AFTER plans so citizens can actually see what is proposed?</p> <p>Judging from disabled driver feedback so far Madeira Drive has now become anything but "safer and more inclusive", which ironically was BHCC's excuse for undertaking all these expensive, unsolicited and unnecessary works to Madeira Drive.</p> <p>We have also received feedback that the new Madeira Drive layout is failing in its "safer and more inclusive" remit in other ways.</p> <p>Insufficient drop-off space for coaches and only one full length and one small coach at a time can park to alight and disembark visitors in Madeira Drive</p> <p>The parking spaces have been slanted the wrong way round so that rather than driving straight into them drivers have to drive past them and then back up into the single line of moving traffic behind them, which means drivers behind, who may be unfamiliar with the city/not have previously encountered this anomaly, need to anticipate this difficulty to give parking vehicles sufficient space to back up.</p> <p>Motorbike and scooter parking provision has been decimated (both user groups spend a lot of time and money in Madeira Drive) and the ramp for scooters and motorbikes has been shortened, making it more hazardous to navigate.</p> <p>Lack of suitable delivery unloading and taxi drop off spaces to serve Madeira Drive businesses.</p> <p>There is mounting concern that the Speed Trials (held on Madeira Drive since 1895) will no longer be possible under the new layout, along with other motoring events, which bring vital £millions into the local economy.</p> <p>Emergency vehicles cannot easily access Madeira Drive with only one single carriageway remaining if there should be any vehicular breakdowns or other</p>	<p>For the first set of government funding (Emergency Active Travel Fund Tranche 1) Local Authorities had just 8 weeks to fully deliver schemes. This has meant that the usual consultation processes associated with standard scheme delivery have been unachievable for these emergency temporary measures. The Council has mitigated the impacts of this limited opportunity for consultation by ensuring that all schemes have been introduced using the Experimental Traffic Regulation Order (ETRO) process, which enables ongoing consultation post implementation. Experimental orders have to be advertised as an intention for 7 days and can stay in force for a period of a maximum of 18 months to trial a scheme. There is a 6-month objection period from the start of the order. ETRO-17-2020 was advertised from 31 July 2020 and came into force on 7 August 2020. The deadline for comments for the ETRO was initially 7 February 2021.</p> <p>Consultation must take place through the Experimental Traffic Regulation Order (ETRO) process, whereby people can submit their comments during a formal notice period and following on going consultation and specifically in response to concerns from Blue Badge holders ETRO-17a-2020 allowed Blue Badge holders to access the existing Blue Badge parking bays improved access to the seafront for Blue Badge holders by opening up access to the Black Rock car park and some limited disabled parking close to the closure point. ETRO-17a-2020 Madeira Drive Amendment to above ETRO-17-2020 was advertised 28th August 2020 and came into force on 4th September 2020. Following the making of this amendment the deadline for ETRO-17-2020 and ETRO-17a-2020 for submitting comments was extended to 4 March 2021.</p>
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	<p>emergencies.</p> <p>The works to Madeira Drive started on 22nd February 2021, yet the consultation for the Experimental Traffic Order they were executed under did not end until 4th March 2021 for public objections to be lodged. Nor were before and after plans provided to go with the Order to facilitate meaningful public consultation, so it was clear what the final layout would look like. We believe these two factors render this (and any subsequent consultations) 'sham' consultations.</p> <p>It is worth noting that Experimental Traffic Orders are supposed to be classed as "temporary" in case they don't work out, yet no date range has been given on TRO-17-2020 to indicate when this "experiment" is supposed to end or be reviewed.</p> <p>We believe this "experimental" traffic order is already proving a failure in its encroaching EXCLUSION of many of the user groups/stakeholders it needs to serve and Madeira Drive should be returned to a two-way carriageway as it was before the first lockdown without further delay so that these users (economically essential to our city) are not marginalised any further and no further events and customer income is lost to the city. Moreover reducing Madeira Drive to one ill-devised lane will cause congestion, not solve it.</p> <p>Half of the original Drive width was already given over to cyclists and walkers some years ago and is as wide as any other area of the promenade/seafront for their use, so there is no discrimination towards THEM and zero justification to make their part of Madeira Drive any wider than the rest of the seafront. It is possible to visit Madeira Drive on any given day and see that the previous layout is NOT oversubscribed by walkers and cyclists, even when sunny. Furthermore when Madeira Terraces is restored that will unlock substantial additional space for pedestrian use on the other side of Madeira Drive including re-opening a full walkway above with spectacular sea vista views.</p> <p>We would ask BHCC to reverse ETO - 17-2020 and any further orders such as this one and return Madeira Drive to its pre-2020 layout as soon as possible as it is already clear it is not working and the contractors are still on-site with another month of ruining this prime location of city income generation to go.</p> <p>This city is going to need every penny of tourist and visitor income it can get post-</p>	<p>Following comments received under ETRO-17-2020 and ETRO-17a-2020 alongside considerable engagement with businesses, disability groups and other key stakeholders further improvements were implemented under ETRO-10-2021. ETRO-10-2021 was advertised on 1 April 2021 and came into force on 29 May 2021. The deadline for comments was 29 November 2021. The notice was advertised in the Brighton Argus on the advertised date and plans and the ETRO was available to view online. ETRO-10-2021 almost doubled the number of Blue Badge parking bays compared with the pre-closure number, provided a two way segregated cycle facility and opened up the busy footway for pedestrians only. Parking rationalisation, pedestrian crossings points, improved public realm for businesses including extending the loading bay area. Madeira Drive continues to be available for organised events.</p>
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		<p>Covid and it is BHCC's duty to make it easy and welcoming for visitors and tourists to visit and enjoy our city, particularly as staycations become the trend going forwards and there is a market to be captured.</p> <p>Please reverse all works to Madeira Drive NOW, before any further harm is done to this area/our city. I do not consent and I am not alone.</p>	
6	Object	<p>The traffic management is confusing Shared access is too congested Cars should be removed from the area Parking should be in the OTW on centre carpark And the seafront should be a leisure area for residents and visitors Lockdown showed how succesful the removal of cars was Speacial events should be Irebooked and continue to enhance tha area</p>	<p>The current scheme strikes a balance by meeting Dft Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
7	Support	<p>Madeira Drive road redesign from the roundabout at the pier to Duke's Mound exit.</p>	

8	Support	<p>However I feel strongly that dukes mound should become one way and the one way system should extend to black rock</p> <p>The project is mostly pointless if cyclists cannot connect safely with the marina or access Marine parade and thereby joining up with kemptown and the rest the city in safety</p> <p>It's a missed opportunity</p> <p>Do I presume Also that the speed limit will remain at 30 miles per hour on Dukes mound</p> <p>It should be 15 mph max and obviouskt just going up it .</p> <p>As I see it - it's a token attempt at creating an active travel network</p>	As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021. Duke's Mount to Black Rock is not related to the status ETRO-10-2021.
9	Object	I find what you are doing to my hometown is not acceptable . You quote what you are doing to all projects in btn is for the people . Wrong ... you do not speak for me and I've lived here for 64 years	Not relevant
10	Object	<p>Madeira Drive Traffic Road Order TRO-10-2021)</p> <p>I understand that comments originally closed on 14th March 2021 & have now reopened - please could you confirm, however, that you commenced works on 28th February 2021 (16 days earlier)?</p> <p>Please would you also confirm that all such orders are meant to be reversible if they are unpopular or don't work out?</p>	<p>There is a 6-month objection period from the start of the order. ETRO-17-2020 was advertised from 31 July 2020 and came into force on 7 August 2020. The deadline for comments for the ETRO was initially 7 February 2021.</p> <p>Consultation must take place through the Experimental Traffic Regulation Order (ETRO) process, whereby people can submit their comments during a formal notice period and following on going consultation and specifically in response to concerns from Blue Badge holders ETRO-17a-2020 allowed Blue Badge holders to access the existing Blue Badge parking bays improved access to the seafront for Blue Badge holders by opening up access to the Black Rock car park and some limited disabled parking close to the closure point. ETRO-17a-2020 Madeira Drive Amendment to above ETRO-17-2020 was advertised 28th August 2020 and came into force on 4th September 2020. Following the making of this amendment the deadline for ETRO-17-2020</p>

			<p>and ETRO-17a-2020 for submitting comments was extended to 4 March 2021.</p> <p>Following comments received under ETRO-17-2020 and ETRO-17a-2020 alongside considerable engagement with businesses, disability groups and other key stakeholders further improvements were implemented under ETRO-10-2021. ETRO-10-2021 was advertised on 1 April 2021 and came into force on 29 May 2021. The deadline for comments was 29 November 2021. The notice was advertised in the Brighton Argus on the advertised date and plans and the ETRO was available to view online.</p>
11	Support	<p>Having more space for walking and cycling on Madeira Drive has made it a much nicer place to spend time. Businesses don't seem to have been affected at all - Bison Beach Bar and Yellow Wave consistently do a roaring trade - and it's one step closer to making this desperately unloved section of the beachfront a place that people want to actually spend time. It would be even better if it could be completely pedestrianised (obviously with access for disabled parking and deliveries/loading) so that the residents of East Brighton could have a lovely outdoor seafront area like Hove Lawns to enjoy.</p> <p>There are a lot of loud and dissenting voices on this change on Facebook, but bear in mind that's only one platform that does tend towards a certain demographic. There are many more people that enjoy this change.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
12	Object	<p>There is very limited space for pedestrians and increased car use along Madeira Drive. A bike lane is great as long as there is space for pedestrians too. However, Madeira Drive will be now occupied by cars and the pavement is very narrow, especially in front of the Sea Lanes business complex. Bikers should stop and dismount there, to allow safe use of this limited space, or more space should be provided, instead of parking facilities, for people to walk safely.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
13	Object	<p>pedestrian walkway relatively thin, particularly around sealanes and beach bar would rather no motor vehicle access loads of room given over to parking and cycling but not for pedestrians crossing road hazardous</p>	<p>26 car spaces would need to be removed to widen footway and additional funding to create the wider footway. This section is part of the speed trials route and therefore any buildout would mean speed trial events could not continue. Future redesign of the area may be proposed as part of the Madeira Terraces Restoration and Eastern Seafront renovation project.</p>

<p>14</p>	<p>Object</p>	<p>I used to frequent Madeira Drive regularly either by bike or on foot to go to Luna Yoga and to meet friends at Bison Bar - when they have both been able to open. Since the recent changes, opening it back up to general traffic, I won't go anywhere near it for from what I have seen on the Madeira Drive FB page, it is an absolute disaster area: clogged with traffic and when not clogged - cars speeding excessively - have you seen the footage?</p> <p>I am stunned that whoever planned this, thought that people arriving in cars - ie families, children, buggies - carrying everything needed for a trip to the beach - would be safe crossing a road and a 2-way cycle lane before reaching the pavement. It beggars belief that it was designed this way and then agreement reached to implement it. If you must acquiesce to the petrol heads, would it not have made a whole lot more sense to have put the parking on the pavement side - with access from the other end - ie from East to West?</p> <p>If some pedestrian crossings with lights aren't put in urgently, I am terrified that a horrific accident is now inevitable.</p> <p>Either way I have now cancelled my monthly membership to Luna Yoga, resulting in loss of income for them and will no longer go anywhere near Madeira Drive. It was wonderful when it was car-free and heartbreaking to see the mess it's in now.</p> <p>Finally - I believe 100% that it should be open for blue badge holders and to coaches bringing in visitors - but closed to general traffic.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>
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15	Object	<p>Madeira Drive is too congested. A line of cars builds up from Aquarium roundabout all the way along, looking for and waiting for parking places. It looks horrendous. Is this really the vision for our carbon neutral city?</p> <p>Now there is no passing room, cars have to wait for each car to park; some take a lot longer than others!</p> <p>It's very unpleasant for cyclists and pedestrians passing the choking car fumes caused by standing traffic with engines running. The whole area resembles a chaotic car park. It was much improved when cars were banned during lockdown but if you are allowing cars, it needs some sort of traffic management, eg signage to let drivers know when parking is full.</p> <p>What about a smart parking system for the whole city eg signs or an app to let drivers know where spaces are? Or just ban cars, except disabled access, completely on Madeira drive. It's great that Madeira drive is becoming more and more popular but having cars spoils it completely. Madeira drive was very busy with walkers, cyclists, skaters, joggers, families. When it was closed to vehicles. We don't need bloody cars choking up the area and polluting the air! So disappointing!!!!!!</p> <p>How can the road down to Madeira drive still be 30pmh? Cars go way too fast up and down there and there's no safe crossing place at the bottom. It's really dangerous.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>
16	Object	<p>This re-design is creating chaos and ruining the atmosphere on Madeira Drive. I've been using the facilities around Sea Lanes for the last 8 or 9 years. It used to be a really peaceful stretch away from the hubbub of the pier, a spot for locals. Now it's jammed with cars trying to park, causing long waits and long tailbacks and frustrated drivers. Others are just stopping in the middle to offload people and picnics while they head off desperately looking for a parking space. I have given up trying to drive to Yellowwave at weekends, I now cycle (which is just as stressful frankly). This bank holiday weekend I was cycling West on the new green cycle lane when a car came in through the barriers and drove right at me having failed to be able to park and getting blocked by other cars. I had to jump off my bike and get out of the way. Pedestrians are just randomly wandering across the cycle lane and completely ignoring the red crossing areas. The whole area stinks of petrol fumes and barbeque fumes and has become extremely noisy. It is not peaceful, idyllic or picturesque. It is over-crowded and full of bad tempered users desperately trying to navigate their way round. It is trying to be all things to all people and failing</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>

		<p>everyone. Probaly not the same TRO but I also noticed loads of the cycle lane barriers on the main Esplanade had been taken out and left in the gutter, leaving me feeling very vulnerable to frustrated car drivers. Was anyone from the Council even down there at the weekend in an observation capacity? People will not stop arriving by car so please try to think more laterally to come up with solutions. Putting everyone into lanes on Madeira Drive really isn't the answer practically or aesthetically. It now looks a complete mess.</p>	
17	Object	<p>The old cycle lane along Madeira Drive has not been removed (as promised by BHC) resulting in even less space for pedestrians to walk safely, as cyclists, scooter riders and skateboarders are now using both the existing cycle lane and the newly opened E/W cycle lane.</p>	<p>Not relevant to the TRO. However existing cycle lane has been removed.</p>
18	Support	<p>Madeira Drive road changes. My preference is for No traffic on Madeira drive except for deliveries and essential and disabled vehicles. But I support this halfway proposal as it is still a big improvement.</p> <p>Hundreds of thousands of tons of plastic vehicle pollution from tyres and brakes end up in the seas from seaside roads around the world and this should be a planning consideration. Closing one road completely is just a small stepping stone in the right direction and I hope to see more of this in the future. The car lobby is a progressively small but loud minority that should not dictate council decisions. Those decisions should be driven by needs and environmental facts.</p> <p>Madeira drive was closed to traffic completely during the first pandemic lockdown and it worked very well. The road was used by more people for exercise and they didn't need to constantly look over their shoulders for on coming traffic.</p>	<p>Full road closure was implemented with significant objections regarding access and accessibility.</p>

19	Support	<p>I'm responding on behalf of Bricycles. We've already submitted a response in favour of this TRO, before the cycle track was open, but would like to submit another now that the track is open.</p> <ul style="list-style-type: none"> - The width and surface of the track is good, and it provides a smooth experience - By Bison Bar, the pavement is far too narrow, which means that pedestrians have no option but to walk on the cycle track. This is dangerous for everyone. We would recommend removing parking at this point, in order to widen the pavement and still accommodate the cycle lane, which would have to curve around a widened pavement. - We've seen motorbikes and mopeds using the cycle track on busy days. This is extremely dangerous and a way needs to be found to stop it from happening (dividers such as planters, for example). The same happens with cars turning onto the cycle track to manoeuvre. - There's a lot of illegal parking, particularly by the cycle track, just to the east of Concorde 2. People sometimes park cars between wands, which reduces space for cycling and makes it dangerous. - The wands are not particularly stable, and can easily be dislodged when nudged by cars. - There's a lot of pointless queueing of cars, for very few spaces. We'd recommend putting a 'Parking Full' sign at the entry to Madeira Drive, or removing all parking on this stretch except disabled parking. This would reduce the volume of traffic, improve air quality and provide a safer environment. 	Officer notes comments and will be reconsidered should future funds become available.
20	Object	It is turning Madeira Drive into one long traffic jam creating pollution along the Drive . The substantial loss of parking spaces will put huge pressure on the surrounding streets .	Over 75% P&D bays have been retained and Blue Badge bays almost doubled.
21	Object	The parking charges are too high but what is difficult is the fact that it is one way. I look for a parking space at sealanes and if there are none, I have to literally drive round in circles by going back onto marine parade, back to the pier and look all over again and repeat as necessary until I find a space - maybe driving for 20 mins - I cannot walk easily at the moment and my only exercise is swimming as it is non weight bearing!	The scheme retained over 75% of pay and display parking, increased the loading bay capacity by 8 meters and gained 13 disabled bays.
22	Support	It makes good sense to allocate more of the road to cyclists but it should be with raised kerbs to ensure safety of cyclists from motorised traffic crossing into cycle path.	Officer notes comments and will be reconsidered should future funds become available.

<p>23</p>	<p>Object</p>	<p>With such a wide cycle Lane now cars have to drive into the cycle lane to reverse into the parking spot. As you have made it one way you should have designed the parking bays so you can just drive straight into an empty bay and then reverse out. I nearly got knocked of my bike on Monday due to a car driving into the cycle Lane to reverse back into a space.</p>	<p>Research suggests that when the vehicles are parked in echelon formation this can have an influence on the speed at which people choose to drive. Echelon bays have also been arranged so that drivers are encouraged to reverse into them. This is safer than reversing out, when visibility might be restricted by adjacent parked vehicles.</p>
<p>24</p>	<p>Support</p>	<p>I think Madeira Drive is a much nicer place to use since the new traffic system has been put in place. I cycle and walk down the seafront on a regular basis and enjoy the experience. I think it may need further tweaking to make sure it meets the needs of the most. But there needs to be systems in place to ensure that drivers do not use the green cycle lane to get out of a line of traffic. I have been driven at by cars using the cycle lane to drive westward to escape a traffic jam, this has resulted in me taking evasive action to save me from being knocked off my bike.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
<p>25</p>	<p>Object</p>	<p>I object to the proposal as it has been implemented temporarily on the grounds that appropriate consideration was not given by the council to the safety requirements for the Brighton Speed Trials historic annual motorsports event.</p> <p>Works associated with cycle lanes and crossings as examples need to take into account the requirements of safety of motorcycles participating in the annual event, inclusive of the type of finishes that are applied to the road surfaces, e.g. painted cycle lanes the pedestrian crossings.</p> <p>A petition in support of the annual Speed Trials event was signed by tens of thousands of residents of the city. It is unreasonable because of oversights in the manner in which the experimental scheme has been temporarily implemented that it sabotages the event.</p> <p>The ACU (Auto-Cycle Union) inspected the track in 2021 and decided that on the grounds of safety, a track certificate and permit could not be issued. The council needs to liaise with the ACU as a stakeholder.</p> <p>The council described the scheme as ensuring "a space for everyone". The Speed Trials event for cars and motorcycles has been using the space for almost 120 year, has provided pleasure to hundreds of thousands of participants and specatators and is a feature tourist attraction. The council needs to ensure the event can continue for motorcycles.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

26	Support	I am a cyclist and have enjoyed using the new cycle lane and lack of traffic on Madeira Drive, but we need the Arches to be repaired ASAP so pedestrians can fully utilise the area and also help bring footfall to businesses.	the Arches is not relevant to ETRO-10-2021 but the council have initialatied the Arches renovation project. See our council website for more details.
27	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country.https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive.</p>	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
28	Object	The changes on Madeira drive are great but what is needed is for more Motorcycle Parking and security. Visit frequently but starting to be put off by lack of the above.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
29	Object	More and secure parking needed for two wheeled vehicles	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.

30	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country. https://wiki.mag-uk.org/.../b0/Rankings_September_2021.pdf</p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
31	Object	<p>There is inadequate provision for motorbike and scooter parking. The parking available is not secure and we have a major problem with mc theft in the city. Use of motorbikes and scooters should be encouraged to reduce congestion and improve air quality in the city. This proposal does nothing to support this.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
32	Object	<p>I regularly ride into Brighton on my low impact, green, transport, scooter/bike, and as part of a joined up thinking transport policy it amazes me that you do the minimum.</p> <p>What is needed is more parking areas for bikes, security in the shape of anchor points etc. the provisions proposed and supplied are so woefully poor for a City that claims to want to encourage a greener transport policy that should be encouraging bikes.</p> <p>Don't miss this chance, more please.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
33	Object	<p>The parking for motorcycles is now so limited, that visiting Brighton is now not really viable. As many scooters were stolen over August Bank Holiday, it highlights the lack of secure bike parking.</p> <p>Other towns that appreciate visitors appears a better option now.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for</p>

		Shame, as I like to visit the town, and my many relatives / friends who live in Brighton and Hove.	motorcycle parking or offering dedicated secure parking for 7 motorcycles.
34	Object	We need motorcycle access and secure parking please.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
35	Object	Madeira Drive has been the traditional finishing point for many events. To close it would remove this facility to the detriment of Brighton by discouraging visitors	Not relevant. Madeira Drive continues to be available for organised events.
36	Object	The motorcycle and scooter parking should be improved along Madeira Drive along with greater security. As a frequent visitor the security and parking is a particular issue.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.

37	Object	<p>The current situation falls way below that of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up far less parking space per unit than cars.</p> <p>The only Lack of Motorcycle Parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What Lack of Motorcycle Parking there isn't secure.</p> <p>Sussex in common with much of the South-East has a huge motorcycle theft problem. Sussex is currently the fourth worst performing police force out of the whole country.</p> <p>https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars.</p> <p>If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking. This has been recognised by Oxfordshire County Council in their latest draft proposal.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
38	Object	<p>Reject the TRO and wording to consider/adapt: The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country.https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

39	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country. https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</p> <p>Data from insurance companies shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>When bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
40	Object	<p>The motorcycle and scooter parking along Madeira Drive could be improved we need to have more and better parking for this area.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
41	Object	<p>Terrible idea</p>	<p>Not relevant</p>
42	Object	<p>current situation falls short of meeting the needs of motorcycle and scooter riders despite them being a congestion solution and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive should be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide opportunities for security. Sussex has a huge motorcycle theft problem and is the fourth worst performing force in the country.</p> <p>https://wiki.maguk.org/images/b/b0/Rankings_September_2021.pdf</p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about a modal shift from cars for environmental and congestion reasons, then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

		This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive	
43	Object	I find it difficult to park in Brighton so when possible I use my motorcycle which I feel is more appropriate than a car for either single occupancy or if I have a pillion as it is more environmentally friendly.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
44	Object	The council needs to consider the needs of motorbike and scooter users, providing dedicated and the ability to secure bikes to fixed points will encourage local users and out of town users to make use of facilities. Motorbikes and scooters have there part to play in traffic reduction etc. But without secure parking etc then the risk is a move towards 4 wheels away from 2.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
45	Object	There is little consideration for those travelling on two wheels. There is very little secure parking for motorcycles/scooters who should be encouraged to reduce congestion.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.

46	Object	Not enough Lack of Motorcycle Parking.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
47	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country. https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
48	Object	Motorcycle and scooter parking should be improved and make more secure.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
49	Object	Not enough parking	The scheme retained 77% of pay and display parking, increased the loading bay capacity by 8 meters and gained 13 disabled bays.

50	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only m/c parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What m/c parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country.</p> <p>Ref : https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
51	Object	<p>There is insufficient parking for two wheeled vehicles on Madeiara Drive , the parking near the cafes which existed before the inclusion of disabled parking bays was adequate to host a variety of bikes including easier access for the majority of elderly or disabled riders . The parking also brought more business to the local cafes and that's a fact .</p> <p>I would like to see more parking in both the Volks end and at the social hub area that is Yellow Wave , also please consider safer parking as far as the new Black Rock development . Thankyou</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

52	Object	<p>From my perspective as a local motorcyclist, I object to this proposal on the grounds that it has a negative impact on the safety of myself and other motorcyclists - both residents and visitors.</p> <ol style="list-style-type: none"> 1. The solid colored red paint used on Madeira drive is not safe for motorcycling over - and is positively dangerous in wet conditions, and unlike legal pedestrian crossing, there is no way for a motorcyclist to avoiding the paint, risking serious injury in ice-like conditions. This is just as valid for cyclist safety, and should never have been implemented. Backing this complaint are the ACU's reasons for refusing to grant a track certificate for motorcycle use for the 2021 Speed Trials. 2. Although the Plan view shows Lack of Motorcycle Parking, no mention of it is made in the TRO itself. 3. There is no mention of security for Lack of Motorcycle Parking (anchor points) - a missed opportunity to take a lead on reducing a crime which already has a significant impact in the city. <p>Additionally, the current changes are discriminatory to the disabled as follows:</p> <ol style="list-style-type: none"> 1. The use of red/green road painting is not differentiable by people suffering from deuteranopia. (Red-green color blindness is the most common type of color deficiency. Also known as deuteranopia.). Colour blind pedestrians have no way of differentiating between crossings and the cycle lane. 2. Moving parking into a position separated from the pavement by the cycle lane means elderly and disabled people are put in the path of cyclists when leaving/entering their vehicles. An obvious and very real danger, not offset by the amount of additional disabled parking provided by the scheme. <p>For car drivers, the scheme does not locate ticket machines in proximity to crossings, encouraging unsafe crossing and increasing risk.</p>	<p>ETRO-10-2021 clearly states the amendments to motorcycle parking in Part 6.1.</p> <p>The officer notes motorcycle parking security and as part of a review of the scheme we will look to at offering dedicated secure parking for 7 motorcycles.</p> <p>The use of coloured paint is not related to the status of ETRO-10-2021, paint colours are chosen using best practice guidelines.</p> <p>Previous parking on the northern side of Madeira Drive meant that pedestrians would be crossing two lanes of traffic moving east/west with a 30mph speed limit. The scheme has implemented 2 informal crossing points and reduced the speed to 20mph.</p> <p>Officer notes comments regarding ticket machines and will be reconsidered should future funds become available.</p>
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53	Object	<p>The proposal does not provide for suitable parking spaces for motorcycles, which evidence shows are part of the solution for beating congestion and reducing emissions, whilst being part of a mixed transport economy. As a healthcare worker, I have used a motorcycle in the Brighton area to commute between places of work for nearly 30 years, seeing a powered two wheeler as a more flexible yet less polluting (double mpg of a car) and congestion reducing form of transport. Continued access to free on street parking across the city is essential.</p> <p>In anticipation of environmentally aware Brighton residents like myself switching from Internal Combustion Engine powered motorcycles and being early adopters of affordable electric motorcycles costing several thousand pounds (versus EV cars being well beyond what I or the average person can afford, being tens of thousands of pounds), Lack of Motorcycle Parking areas should necessarily include charging points and should consider security of the parked powered two wheelers. The problem of stolen motorcycles drives people towards car ownership, thus increasing congestion and possibly pollution.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
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54	Support	<p>Overall I support this Traffic Restriction Order in relation to the new road layout and introduction of an on-carriageway two-way cycle track & one-way order for general motor traffic.</p> <p>Since the re-designation of the road space has been carried out, there has been a clear increase in those cycling, including a diverse range of people using both the Brighton hire bikes & their own bicycles. This is an important route for both leisure & utility as it provides a seamless connection between the Marina and the City Centre.</p> <p>However there are some things that are wrong with it.</p> <p>The electric vehicle charging point removed in section 10.1. The charger is still present on the pavement, and whilst has been removed by the order (and markings), it may encourage some people to park upto the redundant infrastructure. Could the order be amended to designate a few of the other parking spots to Electric vehicles only (May stay 3 hours, no return 4 hours), and to relocate/remove the current EV charger.</p> <p>Also there has been a handful of instances where HVGs and Vans have stopped to load/unload within the cycle lane, despite loading bays being provided on the opposite side of the road, usually within a stone throw away. Could additional enforcement of this be carried out or additional wands placed along the side of the cycle lane to discourage this blocking of the cycle lane. When I've questioned those stopped in the cycle lane, I've been told they have been granted permission to do so by the council. I imagine this is bogus claims however.</p> <p>Another concern I have is the legal status of the cycle lane. Is it a one-way street with a cycle contraflow or a one-way street & a two-way cycle lane? The order is written as if it is the latter, however physically it is the former which legally may make it confusing and non-enforceable. Could the order be inspected by an independent body to ensure it is fully legally compliant.</p> <p>Additionally some issues with the lane which may not be directly related to this TRO but as part of this scheme.</p> <p>The Toucan crossing near the pier should no longer be a toucan crossing since cycle rights on both sides of the road have been extinguished, in addition the signals on this crossing are really dim & lack LLCS. However I imagine that the VG phase 3 works will remove this crossing in the coming years.</p> <p>Also the new signals at Dukes mound, both top and bottom lack LLCS, and therefor advance starts for bicycles.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p> <p>Legal advice was sought regarding the status of the cycle lane and can confirm that as the cycle lane is a distinct part of the carriageway the ETRO accurately describes the situation on the ground.</p>
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55	Support	<p>As a resident of Queens Park ward which includes most of the scheme, I strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people. It has made a huge difference to both residents and visitors who want to travel actively along the seafront. It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <ol style="list-style-type: none"> 1. The orange wands at around 20m intervals are unsightly and easily damaged. They should be replaced with more robust protection at more frequent intervals, ideally continuous or at least every 5m. A combination wand and stick down kerb should be used, preferably black with reflective bands. 2. The footway surface is damaged where the former cycle lane was planed off. This should be repaired. The opportunity could be taken to add a linear artwork eg a wavy blue line, using thermoplastic. 3. The footway outside Yellowwave/Bison Bar remains narrow. This should be widened with space taken from the other side of the road (replacing some echelon parking with parallel loading bays which are needed for service vehicles which currently stop in the cycle lane) 4. Clearer signs for the echelon parking should be provided to ensure that all drivers reverse into the bays 	Officer notes comments and will be reconsidered should future funds become available.
56	Support	<p>As a local business we strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people. It has made a huge difference to both residents and visitors who want to travel actively.</p> <p>We would also like to see the orange wands replaced with better long-term physical measures, ideally a continuous kerb.</p>	Officer notes comments and will be reconsidered should future funds become available.
57	Support	<p>The separation of cyclists and pedestrians is a huge improvement and limiting motor traffic to one direction has helped to reduce vehicle speeds. Ideally, during the summer, the road should only be open on weekdays, to prevent selfish drivers blocking the road while they wait for parking spaces. It should only be accessible to disabled drivers at weekends.</p>	Officer notes comments requesting full road closure however believes the current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for

			local businesses whilst retaining one-way eastbound traffic.
58	Support	<p>TRO-10-2021 ETRO Madeira Drive</p> <p>I support this proposal fully. It has transformed Madeira Drive - it has retained the space and safety that we found when it was fully traffic-free. I also notice a massive win for pedestrians who now have the whole raised area to amble around safely. This has made it really good for everyone. Meanwhile, the cycle lane is wide enough to be able to overtake/be overtaken, and to ride alongside children, or a companion, which is really essential in this sociable space that is as much a destination in itself as a route.</p> <p>In making it permanent, please can a little attention be given to a few minor details such as the wand type?</p> <p>I can't wait for the rest of the seafront area - noted, must be in the top 10 miles of urban seafront in the country - to be improved to a similar standard, with superb space for people.</p>	Officer notes comments and will be reconsidered should future funds become available.
59	Support	I much prefer going down to this part of the beach with my children now that there are fewer cars than there used to be. It's made me much more aware of the playgrounds, bars etc along this stretch and it's an altogether more pleasant experience visiting them.	Officer notes comments and will be reconsidered should future funds become available.

<p>60</p>	<p>Support</p>	<p>These wide, clearly-marked cycle lanes are an example of the standard we should be aiming at across the city. They're flat, well-surfaced and consistent, and their width allows people to easily cycle together, which is essential for families with younger children and for disabled people.</p> <p>We responded to the survey when it opened but would like to respond again, now it's been open for several months.</p> <p>The following improvements should be made:</p> <ul style="list-style-type: none">- The wands are often knocked out or fall out. This sometimes leads to motor vehicles being driven or parked along the cycle lane. More robust separation is needed so that people feel safer when cycling.- There are often huge queues of cars parking on sunny days, and under these conditions, motorbikes and even cars use the cycle lane to get round parking or queuing cars. Measures should be taken to mitigate this. An increase in parking charges may help deter people from queuing even when most spaces are full.- The pavement between Bison Bar and Yellow wave is much too narrow. On busy days, pedestrians spill into the cycle lane, which is dangerous for everyone.- On a separate but linked issue, but car racing still takes place between Duke's Mound and Black Rock, mostly on weekend evenings. This is incredibly dangerous and needs to be stopped.	<p>Officer notes comments and will be reconsidered should future funds become available. The area between Duke's Mound and Black Rock is not relevant to ETRO-10-2021.</p>
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<p>61</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none">- As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.- Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.- Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.- It has helped those who can travel actively to access this area far more easily.- The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.- The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.- This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.- I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>62</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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63	Support	<p>I strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <ol style="list-style-type: none">1. The footway surface is damaged where the former cycle lane was planed off. This should be repaired. The opportunity could be taken to add a linear artwork eg a wavy blue line, using thermoplastic.2. The footway outside Yellowwave/Bison Bar remains narrow. This should be widened with space taken from the other side of the road (replacing some echelon parking with parallel loading bays which are needed for service vehicles which currently stop in the cycle lane)	Officer notes comments and will be reconsidered should future funds become available.
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<p>64</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>65</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none">- As a Pedal People charity cycle pilot I have travelled this new route regularly. As a local resident with teenage children I also use this and the wider cycle lanes throughout our town. I recognise the importance of having wide accessible travel corridors to make cycling a safe and enjoyable experience. It also encourages my children to use their bikes allowing greater independence and thoughtful when it comes to sustainability.- Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.- Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.- It has helped those who can travel actively to access this area far more easily.- The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.- The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.- This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>- I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>66</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>67</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one-way for cars, the pavements for pedestrians only and the wider two-way cycle lane in place on Madeira Drive.</p> <p>There are many reasons for my support:</p> <p>As a regular urban cyclist (and non-driver) who uses their bike as their main form of transport, as a Pedal People charity cycle pilot, a member of Bricycles and a CyclingUK cycling advocacy volunteer for Brighton and Hove I travel this route at least twice per week: the changes have made the road safer and slower for motorised vehicles (and thus safer for pedestrians and cyclists who need to cross it); the pavement safer for pedestrians and wheelers/scooters (who no longer have to engage with cyclists); and the cycle lane immensely safer and more pleasurable for cyclists of all kinds (conventional bikes, children and learners, those using adapted bikes, cargo bikes and e-bikes).</p> <p>Vulnerable and disabled people have better, safer access to the entire length of Madeira Drive and beach, and improved access to the Marina and on to the Undercliff.</p> <p>It has made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily, giving faster access east as far as Saltdean.</p> <p>The doubled number of disabled bays is excellent for all blue badge drivers. This will be essential when vulnerable and disabled people are being driven to the Pedal People Accessible Cycle Hub at Dukes Mound from Jan 2022, giving them access to safe cycling from Saltdean to Hove Lagoon (and onto Carat's cafe on the quiet port roads), and into the town via Valley Gardens.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and vulnerable individuals to inclusive cycling and walking areas, Changing Places toilets and the new disabled accessible board walk from Yellowave to Black Rock.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily.</p> <p>It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>Taken together, Madeira Drive, the improvements to Black Rock and Dukes Mound, Valley Gardens and the links to the enlarged cycle lane to Hove Lagoon, will make Brighton and Hove one of the best providers in the country of an active travel and leisure network capable of providing vulnerable and disabled people with inclusive and integrated access.</p> <p>It also prepares the city, its residents and visitors for a future when the Madeira Drive arches are once again in use, and providing new leisure and retail opportunities.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <p>Resident and visitor drivers need to know that Madeira Drive will be slow going, with queueing and limited parking in good weather. Highly visible and informative static signage and digital displays at key access points need to detail the number of currently available parking spaces (standard and disabled). (Indeed, we need more and more detailed such digital displays on the outskirts of the city, directing visiting drivers to the most available parking and in the long term encouraging visitors to come by public transport.)</p> <p>Standards set here to be applied wherever physically possible in other areas of the city, such as from the Volks workshops to the Marina and from the Palace Pier to the Peace Statue.</p>	
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<p>68</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only, and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none">- As a cyclist I travel this new route regularly and observe the joy and accessibility of all ages able to ride together and more safely. It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.- It has significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.- It has made a huge difference to both residents and visitors who want to walk, wheel, or cycle in a safer environment with less pollution and reduced speed and the threat of cars.- It has helped those who can travel actively to access this area far more easily.- The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.- The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible boardwalk along from Yellowwave to Black Rock too.- This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the seafront including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily. <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However, I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build-up of queuing traffic while residents and visitors further adjust and can self-manage their plans accordingly.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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Further, join up from Dukes Mound and from Pier Roundabout for a similar width and standard of the cycle lane.

<p>69</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none"> - As a local regular sea swimmer I have used this new route regularly and find the dedicated space given to cyclists much easier to navigate and safer for cyclists and pedestrians than the previous layout. - Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people. - Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars. - The doubled number of disabled bays is essential to ensuring accessibility of the area. - The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too. - This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars. <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <ul style="list-style-type: none"> - A more robust physical protection at more frequent intervals on the cycle lane. - Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly. - Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane. 	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>70</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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71	Support	<p>My 2 children and I are regular cyclists. We use Madeira drive to access the undercliff and while open, to visit the Sea Lanes facilities. Quiet, accessible cycle lanes make all the difference to our safety and our ability to access the marina and beyond. It helps me to teach and encourage my kids to be safe cyclists who won't have to rely on cars to get around.</p>	

<p>72</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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73	Support	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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74	Support	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>75</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>Pedal People charity cycle pilots travel this new route regularly. I travel this route in my personal time and have observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>76</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive. As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>77</p>	<p>Support</p>	<p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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78	Support	<p>I absolutely support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>My reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and think it is great that people are able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>79</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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80	Support	<p>I strongly support the proposal which has made Madeira Drive safer and much more attractive for pedestrians.</p> <p>It would be a further improvement to see the following changes to the current scheme:</p> <ul style="list-style-type: none"> • The pavement outside the Bison Bar / Yellowwave is still too narrow and should be widened. • The pavement surface is uneven where the cycle lane markings have been removed, and that should be repaired so it is flatter and safer. <p>Thanks.</p>	Officer notes comments and will be reconsidered should future funds become available.
81	Support	<p>The proposal is excellent for everybody because it makes Madeira Drive a safer and and more attractive place to ride a bicycle and use the pavement, whether as a pedestrian or user of a wheelchair or a mobility scooter.</p> <p>Taking car parking away from the southern kerb means that, once more, it gives people on foot, on bicycle, in wheelchairs and mobility scooters a clear view of the sea.</p> <p>In other words, it is utterly in line with promoting active travel, in a location that is significant for the city - beside the sea. It benefits visitors and residents alike.</p>	

<p>82</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Thank you</p>	
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<p>83</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>84</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely. I also ride with Brighton Mitre Cycle Club (BMCC) it is much safer for our groups.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community –</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
85	Support	<p>The wider separated cycle lane is much safer than getting mixed up with pedestrians, many of whose wandered into the old cycle lane. The new arrangement works very well.</p>	

<p>86</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way system, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the freedom and accessibility for all ages able to ride together and doing so more safely.</p> <p>It has significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>It's made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme:</p> <p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p> <p>Thank you.</p>	
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<p>87</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>88</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely. 2. Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people. 3. Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars. 4. It has helped those who can travel actively to access this area far more easily. 5. The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022. 6. The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too. 7. This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars. 8. I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life. <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane. Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>89</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons: As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
90	Support	I support this proposal as it encourages active travel and reduces the amount of traffic on Madeira Drive, making it a more pleasant public space. In the long term it needs to be considered in the wider context of the restoration of Madeira Terrace and the regeneration of the eastern seafront.	
91	Support	Madeira Drive is now a lovely place for people who want to walk or use wheelchairs or ride bicycles. The changes have also improved the air quality and have made it feel safer. And it is great to be able to see the sea while walking, wheeling and riding. It is so good that cyclists have their own paths because	

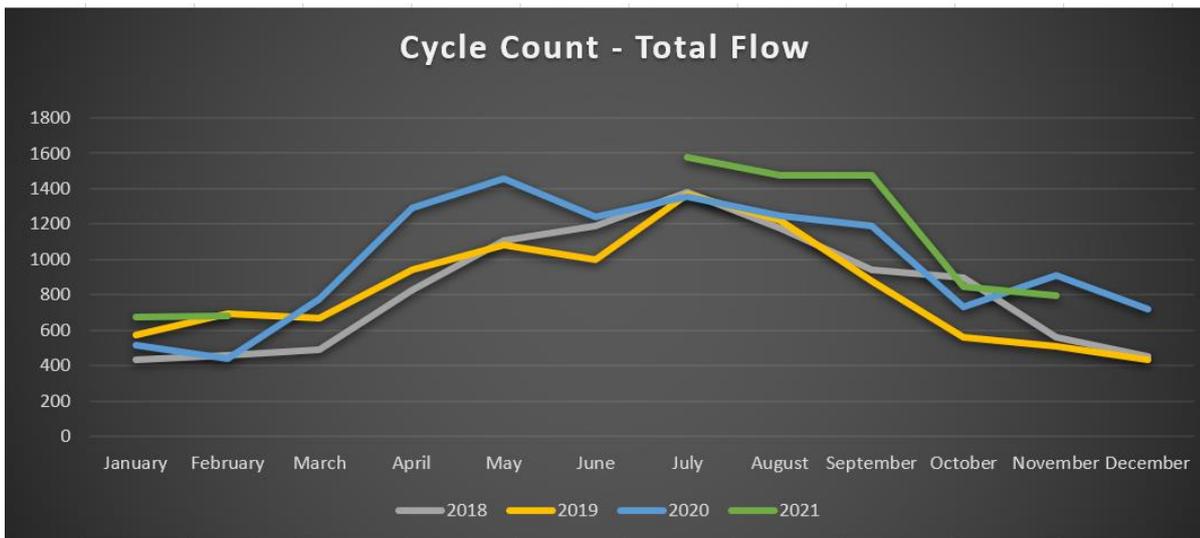
		pavement users aren't squeezed into narrow spaces or made to feel worried by close passing bicycles anymore. It now feels like a seaside city.	
92	Support	<p>Pollution free, safe cycle travel has become So popular in Brighton. Both the residents with leisure and commuting and for visitors with the hugely successful hi scheme.</p> <p>The way the lanes will benefit the increased variety of cycles that can safely use the lanes, be at the charities, residence, all the cycle deliveries.</p> <p>And with the current Climate crisis we have to make big brave changes to our everyday behaviour. We have no choice. Well, we have only one reasonable choice.</p>	
93	Support	It's made cycling and walking much safer along the seafront.	
94	Support	<p>I strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people. It has made a huge difference to both residents and visitors who want to travel actively. It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars. However I would like to see the following changes to the detail of the scheme:</p> <ol style="list-style-type: none"> 1. The orange wands at around 20m intervals are unsightly and easily damaged. They should be replaced with more robust physical protection at more frequent intervals, ideally continuous or at least every 5m. A combination wand and stick down kerb should be used if this needs to be removable, preferably black with reflective bands. 2. The footway surface is damaged where the former cycle lane was planed off. This should be repaired. The opportunity could be taken to add a linear artwork eg a wavy blue line, using thermoplastic. 3. The footway outside Yellowwave/Bison Bar remains narrow. This should be widened with space taken from the other side of the road (replacing some echelon parking with parallel loading bays which are needed for service vehicles which currently stop in the cycle lane) 4. Clearer signs for the echelon parking should be provided to ensure that all drivers reverse into the bays 	Officer notes comments and will be reconsidered should future funds become available.

APPENDIX C

Monitoring Data

Automatic Cycle Count Site Ref: 967 Total Flow

	January	February	March	April	May	June	July	August	September	October	November	December
2018	433	462	489	830	1110	1189	1382	1177	944	896	559	454
2019	573	696	670	943	1082	998	1371	1220	881	564	510	432
2020	514	439	778	1292	1454	1244	1353	1249	1189	735	914	721
2021	676	685					1576	1479	1479	850	796	



Pedestrian Count

Advanced Transport Research	Job Number & Name:	29038 Madeira Drive, Brighton
PED-01 - Madeira Drive	Client:	Brighton and Hove Council
Pedestrian Counts	Date:	Tuesday 05 October 2021

Times	Movement A			Movement B		
	Ped	Wheelchair	Cyc	Ped	Wheelchair	Cyc
07:00 - 07:15	8	0	0	5	0	1
07:15 - 07:30	14	0	0	4	0	2
07:30 - 07:45	18	0	0	6	0	0
07:45 - 08:00	14	0	1	14	0	0
08:00 - 08:15	9	0	1	15	0	0
08:15 - 08:30	23	0	1	29	0	0
08:30 - 08:45	33	0	3	19	0	0
08:45 - 09:00	16	0	0	19	0	1
09:00 - 09:15	20	0	1	20	0	2
09:15 - 09:30	20	0	1	22	0	0
09:30 - 09:45	21	0	2	14	0	0
09:45 - 10:00	22	1	1	19	1	0
10:00 - 10:15	45	0	7	34	0	0
10:15 - 10:30	32	0	2	35	0	1
10:30 - 10:45	38	0	0	43	0	1
10:45 - 11:00	44	0	3	47	0	1
11:00 - 11:15	28	0	2	66	0	0
11:15 - 11:30	37	0	1	41	0	1
11:30 - 11:45	33	0	0	48	0	3
11:45 - 12:00	38	0	0	50	0	0
12:00 - 12:15	20	0	3	32	0	1
12:15 - 12:30	38	0	2	20	0	2
12:30 - 12:45	22	0	0	37	0	2
12:45 - 13:00	53	0	3	34	0	2
13:00 - 13:15	37	0	0	25	0	0
13:15 - 13:30	47	0	0	43	0	0
13:30 - 13:45	37	0	0	43	0	0
13:45 - 14:00	56	0	1	43	0	2
14:00 - 14:15	33	0	2	32	0	0
14:15 - 14:30	47	0	2	34	0	0
14:30 - 14:45	39	0	0	34	0	0
14:45 - 15:00	59	0	0	35	0	1
15:00 - 15:15	65	3	1	37	0	0
15:15 - 15:30	47	0	1	24	0	1
15:30 - 15:45	55	0	0	30	0	1
15:45 - 16:00	39	0	3	32	0	1
16:00 - 16:15	37	0	5	33	0	0
16:15 - 16:30	47	0	1	53	0	4
16:30 - 16:45	31	0	0	28	0	0
16:45 - 17:00	39	0	1	23	0	1
17:00 - 17:15	32	0	3	30	0	2
17:15 - 17:30	44	0	0	39	0	1
17:30 - 17:45	34	0	3	46	0	1
17:45 - 18:00	42	0	2	43	0	3
18:00 - 18:15	44	0	2	38	0	2
18:15 - 18:30	50	0	1	33	0	3
18:30 - 18:45	38	0	3	47	0	1
18:45 - 19:00	37	0	0	31	0	1

Total	1682	4	65	1529	1	45
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Parking Beat Survey

Tuesday 12 October

Car Parking Location	Madeira Drive Pay & Display Spaces
Total Spaces	228

Car Parking utilisation		14 spaces coned off	13 spaces coned off	
Date of survey	Tues 12th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	18	51	93	61
% usage	8%	22%	41%	27%

Car Parking Location	Madeira Drive Loading Spaces
Total Spaces	15

Car Parking utilisation				
Date of survey	Tues 12th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	2	1	4	5
% usage	13%	7%	27%	33%

Motorcycle Parking Location	Madeira Drive Motorcycle Parking
Total Spaces	7

Car Parking utilisation				
Date of survey	Tues 12th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	0	1	3	1
% usage	0%	14%	43%	14%

Car Parking Location	Madeira Drive Disabled Bays
Total Spaces	27

Car Parking utilisation				
Date of survey	Tues 12th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	5	3	14	3
% usage	19%	11%	52%	11%

Car Parking Location	Madeira Drive Coach Drop Off
Total Spaces	6

Car Parking utilisation				
Date of survey	Tues 12th Oct 2021			
Time of survey	00:00	00:00	14:00	18:00
Number of spaces in use	1	0	0	1
% usage	17%	0%	0%	17%

Saturday 16 October

Car Parking Location	Madeira Drive Pay & Display Spaces
Total Spaces	228

Car Parking utilisation				
Date of survey	SAT 16th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	44	81	220	180
% usage	19%	36%	96%	79%

Car Parking Location	Madeira Drive Loading Spaces
Total Spaces	15

Car Parking utilisation				
Date of survey	Sat 16th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	0	1	3	5
% usage	0%	7%	20%	33%

Motorcycle Parking Location	Madeira Drive Motorcycle Parking
Total Spaces	7

Car Parking utilisation				
Date of survey	Sat 16th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	0	0	0	2
% usage	0%	0%	0%	29%

Car Parking Location	Madeira Drive Disabled Bays
Total Spaces	27

Car Parking utilisation				
Date of survey	Sat 16th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	11	12	24	20
% usage	41%	44%	89%	74%

Car Parking Location	Madeira Drive Coach Drop Off
Total Spaces	6

Car Parking utilisation				
Date of survey	Sat 16th Oct 2021			
Time of survey	06:00	10:00	14:00	18:00
Number of spaces in use	0	0	0	1
% usage	0%	0%	0%	17%

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 74

Subject: Washington Street: outcome of consultation on changes to refuse collections

Date of meeting: 18 January 2022

Report of: Executive Director: Economy, Environment & Culture

Contact Officer: Name: Lynsay Cook
Tel: 01273 292448
Email: lynsay.cook@brighton-hove.gov.uk

Ward(s) affected: Hanover & Elm Gove

For general release

1. Purpose of the report and policy context

- 1.1 At its meeting on 16 November 2021, the Environment, Transport & Sustainability Committee approved for a consultation to take place with the residents of Washington Street to determine whether to remain with communal refuse bins, or move to refuse wheelie bins, pending a wider piece of work as part of the Modernisation Programme.
- 1.2 This report presents the results of the consultation and seeks approval from Members on how to proceed.

2. Recommendations

- 2.1 That Committee agrees for individual refuse wheelie bins to be provided to households in Washington Street, based on the results of the consultation, and pending a wider piece of work as part of the Modernisation Programme.

3. Context and background information

Public consultation

- 3.1 Following approval at the last meeting of the Environment, Transport & Sustainability Committee, a covering letter and questionnaire were sent to the residents of Washington Street and some houses whose doors also backed onto Washington Street. The deadline to respond to the consultation was 10 December 2021.
- 3.2 41 responses were received from 93 questionnaires sent: a 44% response rate. The results of the consultation are:

Which method of refuse collection do you prefer?

- 39% (16) communal refuse bins
- 61% (25) individual refuse wheelie bin

I am willing to have a communal bin outside my house

- 11% (4) yes
- 83% (35) no
- Two blank responses: one for communal bins who stated they were already outside their house and one for individual bins

Current refuse provision

- 3.3 As stated in the report to the last committee meeting, communal refuse bins were installed in Washington Street in 2012. Since that time, additional bins have been added to Washington Street and collections increased to six times a week.
- 3.4 Residents have reported that the communal bins are being used by other residents in Hanover, leading to them overflowing. Despite Cityclean's best efforts to manage this, it is becoming unmanageable.
- 3.5 There are 91 properties in Washington Street. Using the capacity calculator to determine appropriate communal refuse containment, the street should be served by two 1100 litre bins, emptied on a daily basis (15400 litres per week). Instead, there are eight 1100 litres bins, emptied on a daily basis (52800 litres per week). This is considerably more refuse provision than any other area of the city. Communal bins work best when the whole area has this method of collection, not only a couple of streets.

4. Analysis and consideration of alternative options

- 4.1 The public consultation sought residents' preferred option for managing their refuse, pending review of waste management across Hanover.
- 4.2 It is recognised that providing wheelie bins may lead to obstructions on pavements. When Washington Street residents are written to explaining the next steps, they will be asked to keep their bins either in their back garden or in their property and only leave their bin on the pavement on collection day. If this is not possible, they will be requested to keep them neat and tidy on the pavement. To support this, City Environment will shortly be launching a public consultation on introducing enforcement measures for householders across the city not complying with waste receptacle requirements, as agreed by this committee in June 2021.

5. Community engagement and consultation

- 5.1 The results of the consultation are set out in the main body of the report.
- 5.2 In addition to this, some residents organised a petition which was presented to the last meeting of the Environment, Transport & Sustainability Committee. Of the 68 responses to this petition:
- 60% were in support for individual bins
 - 3% supported communal bins
 - 8% abstained

6. Conclusion

- 6.1 Based on the results of the consultation, it is recommended that individual refuse wheelie bins are provided to households in Washington Street.
- 6.2 This is a temporary arrangement pending a larger review of waste management across Hanover, which is to be completed as part of the Modernisation Programme.

7. Financial implications

- 7.1 There are no direct financial implications arising from the recommendations of this report. There is an existing budget for the purchase of refuse bins as well as stock held. New bins will be made available from the existing stock or available budget. The eight communal bins that are to be replaced by individual bins will be added to the stock to be reused in the city mitigating any additional purchases required in the future. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted: 20/12/2021

8. Legal implications

- 8.1 There are no direct legal implications arising from the report.

Name of lawyer consulted: Hilary Woodward Date consulted: 17/12/2021

9. Equalities implications

- 9.1 Assisted collections are available to those unable to present their waste for collection.

10. Sustainability implications

- 10.1 The existing bins used in Washington Street will be reused, as necessary, across the city.

Supporting Documentation

1. Background documents

- Report to Environment & Sustainability Committee (October 2012): Permission to Consult on Communal Refuse Collection in Hanover, Elm Grove and The Triangle Areas
- Report to Environment & Sustainability Committee (February 2013): Communal Refuse Collection in Hanover, Elm Grove and The Triangle Areas
- Report to Environment & Sustainability Committee (March 2013): Communal Refuse Collection in Hanover, Elm Grove

- Report to Environment, Transport & Sustainability Committee (16 February 2021): Washington Street: permission to consult on changes to refuse collections

Subject:	Allotments: response to Notice of Motion		
Date of Meeting:	16 November 2021		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Robert Walker	Tel: 01273 294349
	Email:	Robert.walker@brighton-hovegov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 At its meeting on 21 September 2021, the Environment, Transport & Sustainability Committee agreed to receive a report on allotments in response to a Notice of Motion. This report provides the response.

2. RECOMMENDATIONS:

- 2.1 That Environment, Transport & Sustainability note the response to the Notice of Motion.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Notice of Motion requested a report on options for improvement and which provided some specific information.

- 3.2 Breakdown by site of the different sizes of plot (i.e. full/half/third)
Please see Appendix 1 – *total half lots* and *total whole plots* columns.

Whole Plot Total	1,376
Half Plot Total	1,439
Quarter Plot Total	44

Plot figures correct as of 08/12/2021, please note that plot total includes lettable plots, both tenanted and vacant. It also includes limited mobility beds as whole plots.

- 3.3 Breakdown by site and plot type of rent that was paid during the last accounting period
Please see Appendix 1 – *site rent total invoiced amount* column.

- 3.4 Breakdown by site and plot type of plots that are currently unlettable
Please see Appendix 1 – *total unlettable* columns

Unlettable plots can include plots removed from the allotment database due to re-mapping/numbering of sites or plots. It can also include plots removed from the database to be allocated to site huts and parking areas.

A smaller number of unlettable plots are caused by excessive shade or other mitigating environmental factors, these are managed for wildlife, used as storage for materials or planted as orchards.

3.5 Breakdown by year of the number of people who have joined the allotment waiting list and paid the £17 charge, and how the funds have subsequently been spent

Financial year	Administration fee	Number of allotment applicants paid	Total amount paid
2017/18	£16	144	£2,304
2018/19	£16	393	£6,288
2019/20	£16/£16.90	466	£7,692.80
2020/21	£16.90/£17.20	853	£14,461.50

The spend of this money is not separately accounted for

3.6 Breakdown of the resources that are allocated to the Allotment Service

The budget for the Allotment Service within Cityparks is -£20,800. This budget covers an Allotment Officer, and an Administrator, two maintenance posts, one van, a range of power tools and materials. This excludes water supply and any other central costs such as billing. Water costs are typically between £30 and £40 thousand but for reasons which are expanded upon in 3.10 no up to date figures are available. Additional funding also comes from planning gain for site improvements and Property Services Planned Maintenance Budget for water infrastructure projects. The detail of Cityparks budget is shown below.

Budget area	Budget (£)
Direct Employees	94,610
Indirect Employees	390
Premises Related	3,470
Supplies and Services	17,080
Third Party Payments	3,650
Other Grants Reimbursements	-6,000
Customer and Client Receipts	-134,000
Allotments Total	-20,800

3.7 Breakdown of annual expenditure by site

Expenditure by site is not recorded.

3.8 Description of the role of Allotments Officer

The Allotment Officer is one role within the Allotment Service. The role of the Officer and the wider team is to:

1. Oversee the maintenance, lettings, waiting lists and rule enforcement (including termination of tenancies) across the city's 37 allotment sites.
2. Programme and deliver allotment maintenance requirements.
3. Maintain and update the Allotment Service database of 8000 tenants and applicants' personal details and ensure this information is stored and handled in compliance with GDPR legislation, accurately recorded and shared with the council's finance team to ensure tenants' invoices are correctly issued.

4. Develop, support and manage the Volunteer Site Representative network, which is essential for the allocation of plots and reporting any site or tenancy issues.
5. Develop strategy, policy and procedures for the Brighton & Hove Allotments Service through delivery of the Allotments Strategy 2014-2024).
6. Oversee, monitor and report on delivery of projects that contribute towards delivering the Allotments Service and Allotment Strategy (including collaborations with other teams in the council and external partners & funding applications).
7. Work within the Allotments Service budget and budgets provided by Section 106 contributions and the Community Infrastructure Levy, for the delivery of the allotment site improvements.
8. Instruct contractors in respect of allotment site works, arrange invoicing and approve completed works within constraints of the Allotments Service budget.
9. Respond to and investigate complaints and enquiries from members of the public, landowners, other departments, alongside providing professional advice and guidance.
10. Ensure complaints, enquiries, appeals, FOIs, SARs, police requests, and councillor enquiries etc are responded to.
11. Inspect every plot in the city at least three times throughout the growing season and issue notices regarding any breaches of tenancy agreements and subsequently follow these up to either ensure compliance with current allotment rules, resolve any appeals, or enact terminations of tenancies that may result from this process.
12. Maintain the Allotments Service web pages and ensure that all information provided, and the online application processes and forms, are kept up to date.
13. Maintain up-to-date knowledge of legal aspects and best practice in delivery of allotment provision through professional membership of the National Allotment Society. As the only Allotments Officer in the council, the post holder will be called on to give specialist technical advice and guidance on allotments and service policy issues to senior managers and councillors.

3.9 *Detail on which recommendations in the Allotment Strategy have been implemented and which remaining outstanding*

Please see Appendix 2 – Allotment Strategy Action Plan Update.

Please note, there were 82 actions in the original strategy action plan. These have subsequently been refined which involved amalgamating some actions and removing repetition. Presently, there are 25 actions outstanding, which are detailed first in Appendix 2. Those completed appear later in the document.

3.10 *Estimate by site of annual cost of water leaks*

Data and costs pertaining to water leaks are not available. Appendix 1 – *water usage* column – provides the direct reading water usage from January 2018 for 12 months. Further water readings are to be taken at the end of October.

We were able to monitor water consumption approximately through automatic meter readers many of these have now failed and not been replaced. The billing

information coming from the supplier does not accurately reflect a year's use. When we are able to appoint to the vacant posts we will return to the previously used method of working consumption ourselves from manual meter readings.

The next major water infrastructure replacement is planned for Weald Allotments partially funded by a £25K allocation from planned maintenance budget. Larkhill and Racehill Allotments have water improvement requirements identified.

3.11 Detail on when and why regular joint liaison meetings between Allotments Service staff, BHAF and other key stakeholders stopped

Meetings between allotment staff the Brighton & Hove Allotment Federation (BHAF) have not been consistent. The Allotment Project Officer now has regular meetings with the Committee, but prior to this, meetings with the Allotment Federation Committee were not regular. More recently this has been partially down to time pressures caused by low levels of staffing during the pandemic but as officers have found these meetings unproductive they have only happened when requested by BHAF. The last meeting between the allotment officer and BHAF was on the 13-3-19.

There are three different types of meeting attended by council staff and BHAF members, listed below, as well as allotment association meetings and AGMs. Liaison and Forum meetings happened regularly up until COVID, Strategy meetings have recently restarted in preparation for the strategy review:

- Liaison Group meetings between the BHAF Committee and council Allotments Service to discuss what is happening within the Allotments Service and raise issues of importance to allotment tenants. The last liaison meeting with BHAF members was 13/03/19.
- Allotment Forum Meetings, which have replaced the previous Site Rep meetings, are held three times a year. They provide a platform for Site Reps to engage with each other and the council. The meetings seek to engage with plot holders and gather the views of other stakeholders, voluntary and community groups and people on the waiting list. Any issues arising from Forum discussions lead to future liaison meetings to address these issues.
- Strategy Meetings take place amongst council staff to undertake regular discussions and analysis of the data gathered from plot holder consultation, as part of the delivery of the Allotment Strategy.

3.12 Total amount that has been raised by voluntary donations from plot holders.

As at 12/07/2021, the following donations have been made:

Year	Donation Amounts
2020/21	£6507.35
2019/20	£4829.48
2018/19	£6245

4. Options for improvement

- 4.1 Appointing to the current vacant posts within the service will improve the service to plot holders.

4.2 The strategy review also has the potential to improve the service as will setting out clearly defined roles and the relationship between BHAF and the council

4.3 Providing office accommodation for Cityparks also has the potential to improve the service.

5. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- Options for running the service in a different manner were considered as part of the creation of the allotment strategy this is scheduled to be reviewed in 2024

6. COMMUNITY ENGAGEMENT & CONSULTATION

6.1 There has been no community engagement and consultation on this Notice of Motion however there was extensive consultation on the Allotment Strategy and Open Spaces Strategy.

6.2 The Allotment Strategy 2014-2024 was built with a commitment to being led by the allotment community, with significant consultation and engagement built into the process. This included:

- Two very detailed surveys – of plot holders (808), community lots (9) and of people on the waiting list at the time (901) – which between them gathered over 1700 responses and generated an enormous wealth of information and opinion
- A consultation event with over 50 attendees
- A facilitated focus group with 12 site representatives
- Interviews with key council staff

6.3 Allotments are a key feature within the Open Spaces Strategy. This Strategy was subject to significant consultation as part of the Big Conversation, which had 3542 responses to the questionnaire. This engagement included:

- Working with Community Works to reach out to their membership of 450 third sector groups including: disability, special needs, the elderly and those less able to access the internet
- Visiting Whitehawk Library and health hub to speak to a disability / specialist group to complete a response with their service users
- Sending flyers to every school in the city
- Distributing 6000 leaflets via the Friends of Parks groups and community groups
- Displaying posters in the city's main parks
- Publishing tweets and Facebook posts
- Advertising in community newsletters

6. CONCLUSION

6.1 This report provides Members with a response to a Notice of Motion.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 There are no direct financial implications arising from the report.

Finance Officer Consulted: John Lack

Date: 27/10/2021

Legal Implications:

7.2 There are no direct legal implications arising from the report.

Lawyer Consulted: Hilary Woodward

Date: 22/10/21

Equalities Implications:

7.3 Allotments have a positive impact on physical and mental health. Disabled people rate the benefits of allotments higher than people without, the Allotment Service engages with a range of vulnerable people and people who may be less able to access services, for example through community plots. The Allotment Strategy builds on this good work and improve access to the service.

Sustainability Implications:

7.4 Evidence from the consultation completed to develop the Allotment Strategy shows many plot holders adopt sustainable practices. Allotments cover a significant area of land and are an important component of the city's green infrastructure. Through delivery of the Strategy, work is being done to encourage minimum use of chemicals, minimise water wastage and encourage biodiversity.

SUPPORTING DOCUMENTATION

Appendices:

1. Allotment Summary
2. Allotment Strategy Action Plan Update

Background Documents

1. [Allotment Strategy](#)
2. [Open Spaces Strategy](#)

Appendix 1: allotment summary (08 December 2021)

Allotment Site	Total Plots	Total Lettable	Total Unlettable	Total Vacancies	Total Half Plots	Total Whole Plots	Total Quarter Plots	Site rent total invoiced amount	Water usage (cubic metres)
CAMP SITE	162	150	12	4	102	48	0	£6,309.62	461
CHARLTONS	7	7	0	0	6	1	0	£279.55	68
CHATES FARM	11	11	0	0	2	9	0	£364.00	
COLDEAN	39	39	0	10	23	16	0	£1,287.55	284
COLDEAN - limited mobility	6	6	0	6	0	6	0	n/a	
CRAVEN ESTATE	1	1	0	0	0	1	0	£166.40	
CRAVEN VALE	157	154	3	18	72	82	0	£6,506.89	1293
EASTBROOK FARM	123	122	1	27	77	45	0	£4,729.07	845
FALMER	8	8	0	3	0	8	0	£301.76	
FOREDOWN	39	39	0	13	28	10	1	£1,176.70	310
FOREDOWN- Limited mobility	6	6	0	3	0	0	0	£30.00	
HILDESLAND	26	25	1	1	3	22	0	£814.03	
HOGGS PLATT	25	25	0	0	14	11	0	£1,152.32	
HOGGS PLATT EXTENSION	8	8	0	0	2	6	0	£235.87	
HORSDEAN	51	51	0	1	32	19	0	£2,318.88	486
KESTON	70	69	1	2	44	25	0	£2,972.22	473
LARK HILL	17	17	0	3	0	17	0	£548.11	246
LOWER ROEDALE	153	152	1	11	49	92	11	£8,143.63	1583
MANTON ROAD	34	33	1	5	23	10	0	£1,419.98	204
MILE OAK	77	77	0	8	37	40	0	£3,663.55	533
MOULSECOOMB ESTATE	216	204	12	22	119	81	4	£10,176.00	1525
MOULSECOOMB PLACE	10	10	0	0	0	10	0	£728.00	180

Allotment Site	Total Plots	Total Lettable	Total Unlettable	Total Vacancies	Total Half Plots	Total Whole Plots	Total Quarter Plots	Site rent total invoiced amount	Water usage (cubic metres)
NORTH NEVILL	119	118	1	9	39	79	0	£4,591.22	1137
OLD WATERWORKS	33	32	1	1	22	10	0	£1,283.78	536
OVINGDEAN	21	21	0	0	18	3	0	£755.04	160
PANKHURST AVENUE Lower	6	6	0	0	0	6	0	£282.88	0
PATCHAM COURT	27	27	0	1	17	10	0	£1,130.18	728
PEACOCK LANE	9	9	0	1	3	6	0	£279.47	92
RACE HILL FARM	81	75	6	18	44	31	0	£3,462.44	541
ROEDALE VALLEY	266	266	0	15	98	168	0	£14,734.14	1670
ST MARKS	9	9	0	1	8	1	0	£293.28	124
ST.LOUIE HOME	71	69	2	13	40	29	0	£2,944.08	338
TENANTRY DOWN	260	258	2	5	175	76	7	£13,201.32	2459
THOMPSON ROAD	37	37	0	6	28	9	0	£1,443.52	245
WALPOLE ROAD	40	40	0	1	12	28	0	£1,822.08	572
WAVERLEY CRESCENT	8	8	0	0	6	2	0	£197.60	61
WEALD	466	460	6	15	228	218	14	£22,599.74	9945
WEALD - limited mobility plots	10	10	0	7	0	10	0	£27.88	
WHITEHAWK HILL	174	173	1	17	50	120	3	£7,612.67	1375
WINDMILL HILL	27	27	0	1	18	5	4	£1,009.63	4
Totals (Including Limited Mobility Beds)	2910	2859	51	249	1439	1,376	44	£130,331.53	

Plot figures as of 08/12/2021, please note that plot total includes lettable plots, both tenanted and vacant. It also includes limited mobility beds as whole plots.

Percentage of plot sizes of let & lettable plots. 09/12/2021

Plots less than 62.5m ²	1.07%
Plots 62.5m ² (standard quarter plot)	1.49%
Plots larger than 62.5m ² and less than 125m ²	8.47%
Plots 125m ² (standard half plot)	44.43%
Plots larger than 125m ² and less than 250m ²	11.44%
Plots 250m ² (standard whole/full-size)	32.48%
Plots larger than 250m ²	0.62%

Total plot vacancies (from previous performance indicator reports)

Current total vacancies, excluding limited mobility plots. 16/06/21	184
Total vacancies, excluding limited mobility plots on 20/01/20	196
Total vacancies, excluding limited mobility plots on 23/10/19	259
Total vacancies, excluding limited mobility plots on 27/03/19	237
Total vacancies, excluding limited mobility plots on 17/10/18	115

Plot occupancy is rarely 100%, as plots are constantly being given up and relet throughout the year. The current vacancies are the result of tenants giving up their plots in response to receiving the yearly allotment bills, which are sent out in October/December.

The Service has issued polite reminders instead of official notices this year due to the Pandemic restrictions affecting primarily our elderly tenants and some have chosen to relinquish plots on receiving a bill if they have been unable to make good use of or maintain their plot through the pandemic period. We have also lost many longstanding tenants who's next of kin have recently informed us of their passing when receiving the yearly invoice.

A small number of sites have not had recent letting events due to the Volunteer Site Representatives being unable to continue in their role because of health concerns and we will be allocating plots on these sites early next year.

Appendix 2: Allotment Strategy Action Plan Update

1. Social inclusion and Participation

ACTION	OWNER	TIMESCALE	OUTCOME	NOTES
1a. Allotment provision for both the population as a whole and for vulnerable groups, to be regarded as an effective intervention for the prevention of ill health, and evidence of the health benefits cited in the allotment plot holder's survey to be incorporated into the city's Joint Strategic Needs Assessment and decision making about public health.	BHAF/ Project officer/ Public health	6-12months	Following an investigation evidence provided to the Joint strategic Needs assessment.	
1b. Analyse the survey findings to demonstrate the health benefits of having an allotment	BHAF/Food Partnership & Public Health	3 Months (dependant on University survey results)	To understand better the possible health improvements of having an allotment.	Note that for both 1a & 1c, BHAF is funding study to quantify benefits of allotments – so these questions may be answered at least in part from this work.
1c. Work to be undertaken on the Social Return on Investment of the allotment service for the city looking at if			To understand the saving made	

participation by certain groups can lead to savings in health / social care costs.	BHAF/ Food Partnership/ Public Health	3-6months (for handover of research)	to health/ social care cost by having an allotment.	
1d. As part of the equalities impact assessment, access to the service to be reviewed to ensure that those that those who most benefit would participate including: -communities at risk of poor physical and mental health (see later) for example via community plots, -fast tracking opportunities for certain groups (perhaps via GPs) or specific promotional work with certain communities.	BHAF/Public Health/ Equalities/Proj ect officer	3-6months	Making a better connection with allotment sites and the communities of poor health.	
1e. Information about allotments to be included on the city's Information Prescription website and include in any future work on social prescribing	BHAF/ Public health	3-6months	Allotment information on social prescribing.	
1f. With 1 in 20 people in Brighton & Hove having a disability (and strong evidence of the benefits of allotments for people with disabilities) more to be done to promote allotments to them via disability support organisations. To include detailed information about the options – easy access, limited mobility, co-working, and community plots. Site Reps and the Allotment Officer to monitor the demand for limited mobility and easy access plots. Limited mobility plots at all sites to be promoted to people on the waiting list who have indicated that they are interested in a limited mobility plot (rather than just the site they are waiting for).	project officer/ BHAF/ Site reps/	3-6months	To promote accessibility plots to people with disabilities.	

1g. Greater diversity amongst the plot holder community to be encouraged and barriers to this identified and addressed.	Site associations/ BHAF/ Allotment Off.	6-12 months	Encouraging diversity	Linked to 1f
1h. The City Council's public health team to consider if there is scope for public health budgets funding some of the concessions thereby in the long-term moving the subsidy for this concession away from plot holders towards health and wellbeing budgets.	Public Health/BHAF/ Project officer.	3 months	To explore additional funding Public health.	
1j. Opportunities for Site Reps to take part in training about accessibility issues (including for example understanding mental health or physical access) could be provided. These courses are often run by the voluntary and community sector and Site Reps could be signposted to them or they could be run for Site Reps as part of an ongoing programme of training. Some courses may be free for others there may be a small charge for which funding would need to be found.	Project officer/ site reps/ site associations	3-6 months	To explore training around physical disabilities & mental health for site reps.	
1k. Promote opportunities for people on the waiting list to learn about organic growing for example at BHOGG and the Whitehawk Community Food Project, co working opportunities & open days.	Project officer/Site association/ Alan Phillips?	3-6 months	Signpost waiting list people to organic growing.	

2. Governance and Democracy – Site level

ACTION	OWNER	TIMESCALE	OUTCOME	NOTES
<p>2a. The <u>Governance: How Allotments are managed</u> section includes reference to work to make the governance structures of allotments more representative of the demographics of plot holders.</p> <ul style="list-style-type: none"> -Site rep elections -Training & Support -Formal processes for complaints, disciplinary. - The Site Rep role to be clarified, supported, and strengthened -Encouraging diversity amongst the site rep community 	Project officer /BHCC/ Site associations/ BHAF	3-6 months	To encourage diversity within the governance structures.	
<p>2b. Site Associations to be encouraged to make formal links with the Allotment Federation, ensuring the Federation's accountability. A sense community to be fostered, with shared ideas and learnings to better improve the allotment community.</p>	BHAF/ Site associations/ BHCC	6-12months	To encourage collaboration between site associations & BHAF.	
<p>2c. At least one, and ideally 2-3 sites to pilot self-management (see also <u>Participation and Self-Management</u>) to explore whether this model could be more cost effective.</p>	The Weald site association	6-12 months	To support self-management pilot schemes at 2-3 sites.	

2d. Greater diversity within the site rep community to be encouraged and barriers to this identified and addressed.	Site associations/ BHAF/Allotment Officer	6-12 Months	Encouraging diversity	
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3. Governance – BHCC-BHAF liaison and relationship with the allotment service, other stakeholders

To be added as a priority – clear complaints procedures for tenants including protocols and training for BHCC staff

ACTION	OWNER	TIMESCALE	OUTCOME	NOTES
3a. The Allotment Liaison group will oversee implementation of the allotment strategy and track progress.	Project officer	3 months	Oversee the implementation of the strategy.	New liaison group. Confirm all stakeholders that will form this group.
3b. Rules to be clarified and streamlined – with an emphasis on overarching key principles but allowance for: <ul style="list-style-type: none"> a degree of site-specific flexibility, as some rules are needed for some sites but not for others different styles of growing 	Project officer/BHCC/ Allotment forum/ Site reps	3-6 months	Rules to be clarified and streamlined. With flexibility	.

<ul style="list-style-type: none"> • Enforcement • Three-year review of rules by allotment forum • Different rules for community groups? • A clear delineation between which rules are enforced by the council, and those to be looked after by the Site Reps. A hierarchy of rules to be considered. • The Allotment Rules to be subject to a 3-year review, led by the Allotment Forum (if necessary informed by a working group) to ensure that rules are up to date with current policy and that they are enforceable on a practical level. 			for sites and their needs and review of the rules every three years.	
3c. Site representatives have an important role in helping new plot holders choose appropriate size plots at the letting stage, ensuring that people are aware of the time commitments for different sized plots; and in future			To give site reps training and understanding	

facilitating when people choose to upsize or downsize. The Allotments Officer to hold a workshop for site representatives to explain the new processes for both large and small sites.	BHCC/BHAF	3 months	of how to manage new plot holders and their plot sizes.	
3d. A clear policy to be developed on what happens to someone's waiting list position if they refuse a plot they are offered; or if they don't show up.	BHAF/ BHCC/Site reps/Allotment officer	3 months	To give guidance on people who continually refuse vacant plots.	process needs to be reviewed with feedback from site reps.

4. Improved site management

ACTION	OWNER	TIMESCALE	OUTCOME	NOTES
4a. Plot turnover efficiency to be improved, to reduce the number of vacant plots, how long plots are vacant and increase income. This can be achieved through -support for site reps. (see Appendix 5: Recommendations on the role of Site Reps – further detail) -enforcement of rules by BHCC -Mentoring for new plot holders	Project officer/BHCC/Allotment	3-6 months	To improve the turnover of vacant plots.	A steady turnover of plots will happen when training for site reps, rules review & enforcement &

- The figures which the council allotment service compile on number of vacancies at different sites to be shared with Site Reps via the allotment forum.	service/Site reps			growing opportunities waiting list people.
4b. Work to identify sites where the worst problems are for water leakage in order that any maintenance work can be prioritised.	Project officer/Water & energy teams	3-6 month	To repair water leaks.	
4c. A new ICT system implemented which would streamline the waiting list management and allotment service in time savings.	Project officer/BHCC	6-12 months	To implement new ICT system that contributes to time savings for the allotment service.	
4d. Information on being safe to be included in the new plot holder's pack and on BHAF's website.	BHAF/ BHCC Admin team	3 months	Info on security for new holders	More to be done for safety on site. (rules cover conduct behaviour, contact the police & advise

the allotment officer).

				the allotment officer).
4e. Reviewing the billing and invoicing process. Making direct debits, paperless invoicing the norm to use less paper and seamless payments.	Project officer/ BHCC/allotment officer	3-6 months	To use automatic billing as the primary way of invoicing	
4f. Opportunities for people who want to volunteer (not just by joining committees) to be established for example helping with open days, mentoring new “allotmenters” or taking part in routine maintenance.	BHAF/ Site associations/ Site reps	3-6 months	To encourage more volunteering and mentoring.	
4g. At least one pilot to look at how some elements of site management and maintenance could be undertaken more cost effectively by plots holders or site associations, for example fence maintenance or rubbish removal (without full self-management).	Project officer/Site associations/ site reps	6-12 Months	To pilot elements of self-maintenance	

