Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Date:	**15 March 2022**
Time:	**4.00pm**
Venue	**Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ**
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** Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk

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AGENDA

PART ONE **Page**

PROCEDURAL MATTERS

77 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.

78 MINUTES **9 - 36**

To consider the minutes of the meeting held on 18 January 2022.

Contact Officer: John Peel *Tel: 01273 291058*

79 CHAIRS COMMUNICATIONS

80 CALL OVER

(a) Items 84 – 97 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.

81 PUBLIC INVOLVEMENT **37 - 38**

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

(a) **Petitions:** To receive any petitions presented by members of the public;

(1) Remove the weeds and litter from our streets

(b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 9 March 2022;

(c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 9 March 2022.

82 ITEMS REFERRED FROM COUNCIL **39 - 42**

To consider items referred from the last meeting of Full Council held on 3 February 2022:

Deputations:

(1) Bus Travel for Young People

83 MEMBER INVOLVEMENT **43 - 52**

To consider the following matters raised by Members:

(d) **Petitions:** To receive any petitions;

(1) Woodland Trust- Councillor Platts

(e) **Written Questions:** To consider any written questions;

(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) Victoria Fountain
(2) Westdene Park & Ride

TRANSPORT & PUBLIC REALM MATTERS

84 LOCAL TRANSPORT PLAN 2022/23 CAPITAL PROGRAMME **53 - 70**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Andrew Renaut* *Tel: 01273 292477*
Ward Affected: *All Wards*

85 LOCAL TRANSPORT PLAN - ENGAGEMENT OUTCOMES **71 - 212**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Andrew Renaut* *Tel: 01273 292477*
Ward Affected: *All Wards*

86 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) **213 - 388**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Andrew Renaut* *Tel: 01273 292477*
Ward Affected: *All Wards*

87 TRIAL PARK & RIDE **389 - 398**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Andrew Westwood* *Tel: 01273 292468*
Ward Affected: *Withdean*

88 A259: WALKING, CYCLING AND ACCESSIBILITY IMPROVEMENTS **399 - 484**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *James Hammond* *Tel: 01273 294643*
Ward Affected: *All Wards*

89 A23 ACTIVE TRAVEL SCHEME - PHASE 1 **485 - 562**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Jonathon Martin* *Tel: 01273 293536*
Ward Affected: *Preston Park; Withdean*

90 PARKING SCHEME UPDATE REPORT **563 - 604**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Catherine Dignan* *Tel: 01273 292235*
Ward Affected: *Hangleton & Knoll; Rottingdean Coastal; Westbourne; Wish*

ENVIRONMENT & SUSTAINABILITY MATTERS

91 PLAYGROUND REFURBISHMENT PROGRAMME **605 - 628**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Paul Campbell* *Tel: 07816753581*
Ward Affected: *All Wards*

92 COMMERCIAL BINS ON THE HIGHWAY **629 - 640**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Lynsay Cook* *Tel: 01273 291851*
Ward Affected: *All Wards*

93 BRIGHTON & HOVE IN BLOOM **641 - 644**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Paul Campbell* *Tel: 07816753581*
Ward Affected: *All Wards*

94 RESPONSE TO FLY POSTING NOTICE OF MOTION **645 - 650**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Lynsay Cook* *Tel: 01273 291851*
Ward Affected: *All Wards*

95 PUBLIC SPACE PROTECTION ORDERS - BARBECUES, LANTERNS AND BALLOONS: OUTCOME OF PUBLIC CONSULTATION **651 - 696**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Rachel Chasseaud* *Tel: 01273 290753*
Ward Affected: *All Wards*

96 WILDING WATERHALL - ACCESS AND LNR DECLARATION **697 - 710**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *David Larkin* *Tel: 01273 292141*
Ward Affected: *Withdean*

97 MANAGING VERGES AND WEEDS **711 - 724**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: *Paul Campbell* *Tel: 07816753581*
Ward Affected: *All Wards*

98 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 7 April 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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Date of Publication - Monday, 7 March 2022

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

4.00pm 18 January 2022

Council Chamber, Hove Town Hall

Minutes

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

Part One

62 PROCEDURAL BUSINESS

62(a) Declarations of substitutes

62.1 There were none.

62(b) Declarations of interest

62.2 Councillor Nemeth declared a pecuniary interest in Items 69 and 75 as his spouse was an allotment holder. Councillor Nemeth stated that he would leave the Chamber during consideration of the item.

62.3 Councillor Wilkinson declared a pecuniary interest in Items 69 and 75 as an allotment holder. Councillor Wilkinson stated that he would leave the Chamber during consideration of the item.

62(c) Exclusion of press and public

62.4 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(I) of the Act).

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

63 MINUTES

63.1 **Resolved-** That the minutes of the previous meeting be approved and signed as the correct record.

64 CHAIRS COMMUNICATIONS

64.1 The Assistant Director, City Transport provided the following verbal update:

At November Environment Transport & Sustainability Committee officers were asked to carry out a physical review of the Valley Gardens Bus Gate signs situated on the 'public transport corridor' alongside the western side of the gardens.
Officers have now carried out a further review of these signs and associated road markings. While all regulation signs are correct some additional sites have been determined for new bus gate repeater signs along Marlborough Place, a directional sign at the bottom of North Road to highlight key routes only and also the removal of existing non-essential signs to avoid confusion. These additional signs have been ordered and will be in place early in this new year. Temporary 'New Road Layout' signs will also be re-installed for a maximum of six months to support media campaigns and to encourage users to use the correct routes. Lining and road markings will also be refreshed with additional red surface at each bus gate to further highlight this feature.
Independent adjudicators have also studied the signs in Valley Gardens and have advised that, the authority have gone above and beyond to make the bus gates clear. At the time of writing, we have not lost one case at the independent Traffic Penalty Tribunal, which is the final appeal stage for Penalty Charges relating to the signs.
In addition to the sign review officers have alerted satellite navigation companies of the restrictions around Valley Gardens which are now showing on systems such as Google Maps.
We will continue to promote and educate drivers about bus gates and restrictions in place. To date we have the changed road layout and restrictions in a number of ways by;

- Updating the council website with information about the bus gate, including a map showing the new layout
- Producing a video showing drivers where they need to turn if travelling north on Marlborough Place. This is published on council social media channels
- Circulating letters to businesses in the area with information about the new layout
- Creating a new video, educating motorists of bus gates, this is being produced and will be published on the council website and social media channels.

We have seen that the numbers of Penalty Charge Notices are dropping naturally as people become used to the new road layout. This has understandably taken longer for people to adjust due the travel restrictions imposed on all of us during the pandemic. Our latest figures show that the number of Penalty Charge Notices issued between October and November dropped by 23%, followed by a slight increase of 8% during December due to the larger number of visitors in the area.
We consider these measures appropriate to address some of the key reasons users give for traveling though the bus gates and we will continue to monitor the numbers issued which are expected to continue to decline.

65 CALL OVER

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

- Item 69: Fees & Charges 2022/23
- Item 70: National Bus Strategy: Bus Service Improvement Plan
- Item 73: Madeira Drive Active Travel Fund ETRO-10-20-2021
- Item 74: Washington Street: Outcome of consultation
- Item 75: Allotments: Response to Notice of Motion

65.2 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 71: Parking Annual Report 2020-21
- Item 72 Real Time Air Quality Monitoring System

66 PUBLIC INVOLVEMENT

(A) Petitions

(1) Speed Camera on Beaconsfield Road

66.1 The Committee considered a petition signed by 9 people requesting the installation of a speed camera on Beaconsfield Road.

66.2 The petitioner was not present so the Chair stated that a written response would be provided.

66.3 Councillor Platts moved a motion to request an officer report on the matter.

66.4 Councillor Wilkinson formally seconded the motion.

66.5 **Resolved-** That the Committee receive a report to a future meeting responding to the petition request.

(B) Written Questions

(1) Cycle Security

66.6 Anthony Pusey read the following question:

"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?"

66.7 The Chair provided the following reply:

"I am really sorry to hear about the theft of your bikes and appreciate how frustrating this must be given the sensible precautions you took.

The Council works with Sussex Police to publicise the steps cyclists can take to reduce theft. These include robust locking systems and leaving bikes in areas with good natural surveillance or CCTV cover, both of which you clearly did.
We also recommend registering the unique frame number, which is found on the underside of the frame below the bottom bracket, with websites such as immobilise.com and bikeregister.com. These records help the police to identify as stolen any bikes they recover and return them to the owners.
Investigations are a matter for the police, but the Council does assist with CCTV footage on the public highway when this is requested and available. Sussex Police have successfully caught bike thieves in areas of the city where they have been prolific, so it is important to report thefts to provide an accurate picture of the wider pattern of thefts. They also recommend checking online selling sites for local listings and reporting these where there is a close correlation with the bike they have lost.
The Council recently completed a city-wide survey regarding suitable locations for the forthcoming rollout of cycle hangar units. Cycle hangars are secure cycle storage units, which can store up to six bikes. Set criteria are being used to assess the viability of each suggested site, A shortlist for the first phase will soon be created and residents on the relevant streets will be informed. While this won't solve all security issues at public cycle parking sites like Madeira Drive, we hope it will reduce thefts across the city over time and encourage more uptake of cycling".

(2) Trees in Saltdean Drive

66.8 Philip Rose read the following question:

"The canopy of trees in Saltdean Drive are now too big for the road causing problems with the BT lines and making pavements slippery with excessive leaf fall and bird droppings. The roots are lifting the pavements and damaging crossovers. They were given a light thinning in 2013 and due a full canopy reduction in rota 2017/2018. It is now 9 years since the street trees on Saltdean Drive have been pruned.
Regular maintenance is essential to keep them healthy and prevent damage to both the pavements and nearby properties.
When will the trees on Saltdean Drive be pruned?"

66.9 The Chair provided the following reply:

"The trees along Saltdean Drive are within an area of the city which has been allocated for tree inspections, and any subsequent pruning works, in the 2024/25 pruning period. Although these trees have not been pruned significantly since 2013, following a site visit, the Arboriculture Team does not have concerns regarding their size in terms of stability. (Stability is the primary concern and why street trees are maintained in a more compact form).
The Arboriculture Team will continue to monitor trees within areas such as Saltdean Drive, where there is longer to wait for pruning works.
The Team will intervene if it is determined that works cannot wait until the allocated year. However, it must be noted that the limited resource needs to be focused on works where safety and/or property contact demands action".

66.10 Philip Rose asked the following supplementary question:

"It's now been 15 years since the trees are being pruned and I think leaving it another few years is going to be too long. So I do think you need to take it back to the relevant department and tell them these trees do need some reduction".

66.11 The Chair provided the following reply:

"We'll be happy to get them to get that double checked for you".

(3) Valley Gardens

66.12 Daniel Nathan read the following question:

"How is it possible for key stakeholders in the city to comment upon or ask questions about Valley Gardens Phase 3 Revised Scheme with Detailed Design Principles when background papers and detailed design plans have been withheld from public inspection despite numerous requests to the Chair and senior planning officer?"

66.13 The Chair provided the following reply:

"Thank you for your question, Daniel. Throughout the development of the final section of the Valley Gardens, there has been extensive and ongoing engagement and consultation with a wide range of organisations and representatives of various interests. This has really helped to inform the technical and engineering aspects of the design to ensure that the previously agreed core objectives and decisions of this committee are fulfilled.

No background papers or plans have been withheld from people but bringing all this information together has involved a considerable amount of effort and time to ensure that the design can be considered by this committee. This included a meeting of the Member Working Group on Friday 7th January, which has oversight of the Valley Gardens project, to discuss particular aspects of the scheme. Unfortunately, this did delay the publication of the report but was a necessary part of finalising some details of the design that we will be considering today".

66.14 Daniel Nathan asked the following supplementary question:

"The lengthy officer report refers to air quality, noise pollution and traffic modelling and also a traffic stimulation model that astonishingly, even the bus company only got to see at 10am on Friday last week. This data appears to still be secret. So my question is, please confirm that you will share all of this data and modelling and the simulation publicly within the next seven days".

66.15 The following response was provided on behalf of the Chair:

"What we're able to do is ensure that all the relevant information in terms of outputs that are required for making a sound decision are available, we have no problem in sharing that information. Some of the information that you might be requesting is not necessarily in a format that can be easily shared. We're not looking to hide any information here is in a data format that would require certain software to use. We are happy to engage with stakeholders throughout the process of the Valley Gardens scheme and I'm sure there

will be debates about that in the committee later. You will also see in the papers there is a full record of all the engagement that has taken place to date".

(C) Deputations

(1) Play area refurbishment

66.16 The Committee considered a deputation requesting increased resident input into play area refurbishments and for a pause in the current consultation whilst options for that was undertaken.

66.17 The Chair provided the following response:

"Thank you for your deputation. As you rightly observe, play is vitally important for the development of children and young people through its promotion of health and wellbeing.
We are pleased that you acknowledge the importance of the council's £3 million investment, creating the UK largest playground refurbishment programme in 20 years but I am sorry to hear about your bad experiences.

In Autumn 2020 during the pandemic, an audit of play facilities across the city identified that over 100 play apparatus needed to be removed, as they had come to the end of their safe working life.
In response to this extreme loss of facilities, City Parks quickly had to identify funding and a delivery process to replace the failing apparatus.
Over a period of around six months, a finance and refurbishment package was created and signed off by this committee in January 2021 and Policy & Resources Committee in March 2021.
26 of the 45 playgrounds will be completed by March 2022 and are contractually committed. The remaining 19 sites will be installed over the next three years.
To date, City Parks have carried out consultation, with the resources available, for each of the parks planned for refurbishment before the end of March 2022. This includes working with Friends groups, local councillors, accessibility groups and holding on-site pop-up consultations.
Last year's 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 consultations have always been undertaken with park users through 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.
In response to the six points you have raised for consideration, City Parks will do the following:
Because City Parks have made good progress in delivering the Programme to date, the team will explore the possibility of pausing the Programme to identify what further consultation can take place, within the resources and time available. The team believe that it is possible to complete online consultations for the remaining sites and this will be explored further.

Furthermore, consultations can only take place within the resources available. Therefore, the council cannot commit to more than online consultations at this stage, but this will be explored further.
The council's online consultation portal will be utilised to obtain feedback on the remaining sites within the Programme. All stakeholders, including SEND groups, can use this means to provide feedback.
City Parks have been seeking to utilise a representative from the Special Educational Needs and Disabilities Children's Forum to participate in the consultation process and review sites during and after completion. How this can be better used will also be explored.
City Parks will look at how the council currently engage with children and young people within other service areas to see where there are opportunities to use existing networks and channels.
I hope this has provided acknowledgement that we have given your deputation due consideration, and we would like to thank you again for bringing this important matter to our attention. I will ask City Parks to continue to engage with you to improve the consultation.

66.18 Councillor Wilkinson moved a motion to request an officer report on the matter.

66.19 Councillor Platts formally seconded the motion.

66.20 **Resolved-** That the Committee receive a report to a future meeting responding to the petition request.

(2) Liveable Neighbourhood

66.21 The Committee considered a deputation requesting a Liveable Neighbourhood be initiated in the Lower North-East Hanover area.

66.22 The Chair provided the following response:

"Thank you for your deputation and for attending today on behalf of your community, Matt. I really welcome that you have worked closely with your neighbours to consider the consequences of traffic impacts on your community and have also set up a petition to gather support for this.
The creation of Liveable Streets and Neighbourhoods across the city is a key priority for us which will help deliver a wide range of benefits for local people, a number of which you have identified in your deputation. Residential areas which are safe, healthy and sustainable places to live in and move around are really important ways to make our city a better place to live in. As you have recognised, tackling transport and travel issues by lowering traffic levels in certain streets will really contribute to this.
We are already working on the development of a pilot scheme for the Hanover & Tarner area and will be consulting on proposals later this year. The committee has also agreed to develop an assessment process to enable the evaluation of requests for similar measures from other parts of the city. This will provide the opportunity to assess and prioritise locations in a transparent and consistent manner. I can confirm that your request will be considered within that assessment process, alongside other requests that have been received, once it has been agreed. In the meantime, it will be helpful to receive any further information that you have compiled about some of the issues that

you have identified and how they may be overcome. I will ask officers to write to you requesting this.
Funding has also been allocated to provide pocket parks, street trees and cycle hangars across the city – measures which will also help to make local streets a better environment for communities to use and enjoy. We also have a programme of School Streets, which is being delivered and involves close working with local communities on their development and their operation".

66.23 **Resolved-** That the Committee note the deputation.

67 ITEMS REFERRED FROM COUNCIL

(A) Petitions

(1) Bring back Brighton & Hove In Bloom

67.1 The Committee considered a petition referred to it by Full Council that requested the return of the City in Bloom competition.

67.2 The Chair provided the following response:

"In Bloom has changed a great deal and has moved away from an emphasis on traditional floral displays to sustainable displays that support biodiversity, aims that I support.
The way In Bloom used to operate was not inexpensive.
In 2007/2008, the year before funding was reduced, the budget was £61,810.
In the current financial situation, it would unfortunately not be easy to provide such funding due to the huge amounts of cuts we have to make due to years of austerity and enormous cuts to local government".

67.3 Councillor Nemeth moved a motion to call for an officer report on the matter.

67.4 Councillor Bagaeen formally seconded the motion.

67.5 **Resolved-** That the Committee receive a report to a future meeting responding to the petition request.

68 MEMBER INVOLVEMENT

(B) Written Questions

(1) Green Flag Status

68.1 Councillor Platts read the following question:

"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?"

68.2 The Chair provided the following reply:

"Thank you for your question.
Currently, there are no resources identified to increase the number of Green Flag parks in the City.
Despite the impact of Covid on the overall condition of parks, City Parks has managed to maintain all our Green Flags accreditations.
It is hoped that the imminent restructure of City Parks will attract some additional skilled gardeners which, combined with the level of additional funding received to City Parks, could open up opportunities to seek more Green Flag accreditations.
Brighton & Hove has a spread of Green Flag parks across the city. If further accreditations are sought, this committee will need to decide which parks to put forward as it is not realistic in the current economic climate to expect to get all parks to this standard.
There will be a report to committee on this when the budget situation is clearer for next year".

(2) Bins at Saltdean Oval Park

68.3 Councillor Fishleigh read the following question:

"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 binfrastructure 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?"

68.4 The Chair provided the following reply:

"Thank you for your question and for your offer to buy bins for Saltdean Oval Park. Sadly, and as has been mentioned at previous committees, it's not as simple as just placing the bins.
City Environment must have the capacity and resources to empty the bins on a regular basis and, at present, is unable to do so. You referred to Bin Infrastructure in your question and it is through delivery of this Action Plan (not survey), that Cityclean is looking at how to create additional capacity without the need for additional resources. A project is in place to progress this, and senior officers have recently told me that the service has not had the capacity or resources to move things as quickly as we would have liked".

68.5 Councillor Fishleigh asked the following supplementary question:

"If I buy the bins and I ask residents to pick up and put the turquoise bags next to the existing bin, will the council take those bins away please?"

68.6 On behalf of the Chair, the following response was provided:

"I can't give a response here but would be happy to speak with Councillor Fishleigh outside the meeting".

(3) Ovingdean Waste Bins

68.7 Councillor Fishleigh read the following question:

"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?"

68.8 The Chair provided the following reply:

"Thank you for your question.
My response is based on answers to previous similar questions and to the reply provided to the previous question.
The sites suggested by residents have been reviewed and feedback on these was provided to this committee in September 2021. The locations that are possible will be considered as part of the wholescale review of the bin infrastructure across the city.
As I said earlier, Cityclean needs to ensure it has the resources to empty these bins once they are installed, which is why it is not possible to implement immediately. The potential locations will be included as part of this".

68.9 Councillor Fishleigh asked the following supplementary question:

"What are the timescales for the completion of the Binfrastructure survey and the rollout of new bins in Ovingdean, Saltdean and Rottingdean?"

68.10 On behalf of the Chair, the following response was provided:

"That's not something I have to hand; we'll have to get back to Councillor Fishleigh".

(4) Car Free City

68.11 Councillor Fishleigh read the following question:

"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?"

68.12 The Chair provided the following reply:

"A report on options for a Liveable City Centre was presented to ETS Committee in January last year and made clear the move away from using the term 'Car Free City Centre' which had previously been used. Additionally, the city's local theme to mark the annual World Car Free Day last September, was 'A liveable city for everyone', paying recognition to the aims of becoming a liveable city and promoting travel that is active and inclusive.
In order for us to create a liveable city which can be carbon neutral by 2030, requires a shift in travel habits away from car use, particularly for shorter journeys. These are principles outlined in the draft Local Transport Plan 5".

68.13 Councillor Fishleigh asked the following supplementary question:

"Are you familiar with the Mobility Index produced by the Economist Intelligence Unit that ranks cities across five critical capacities: stability, healthcare, education, culture and environment. Therefore, to use this phrase is just another buzzword the council has latched onto and is using incorrectly".

68.14 The Chair provided the following reply:

"I have heard of it but I'm happy to look into it further".

(5) Valley Gardens

68.15 Councillor Fishleigh read the following question:

"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?"

68.16 The Chair provided the following reply:

"There is no relationship between the consultant that designed the first two phases of Valley Gardens and the management of Bus Lane camera income.
Bus lane CCTV camera installation and enforcement is managed by Council Officers within the Council rather than by any external company. All Bus Lane PCN's are issued through CCTV and are reviewed first by Council Officers within the Traffic Control Centre. Any appeals are also dealt with in-house by the Council's PCN Appeals team and any unsuccessful appeals can then be dealt with independently through the Traffic Penalty Tribunal. All income from Bus Lane PCN's and Parking Income goes to the Council, not to any external organisation".

68.17 Councillor Fishleigh asked the following supplementary question:

"Please will you investigate further and make sure that you give me the correct information in written format within the next seven days?"

68.18 On behalf of the Chair, the following reply was provided:

"We are aware that Marston Holdings are a parent company but the answer is absolutely correct in that the management of the PCN's for bus lanes are managed in-house by the council not by Project Centre or NSL or Marston Holdings. Any income from PCN's whether it is on-street parking or bus lane camera enforcement comes straight to the council and not any private organisation or third party. Project Centre are a designer, they were appointed through a competitive tender using our framework and were successful in their bid to undertake the detailed design work on Valley Gardens Phase 1, 2 and 3".

(6) Wish Park Disabled Access

68.19 Councillor Nemeth read the following question:

"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?"

68.20 The Chair provided the following reply:

"Thank you for your question.
Following a similar question being asked at this committee in September 2021, I asked officers to review the situation.
Officers have reviewed again the costs and benefits of installing a new footpath within the park around the existing fencing.
The cost is at least eight-thousand-pounds which City Parks advise would not be advised expenditure at this time given there is an existing route on the western side of the nursery building".

68.21 Councillor Nemeth asked the following supplementary question:

"Could this be expedited and looked into as it is a council created issue?"

68.22 On behalf of the Chair, the following reply was provided:
"We will look into this further and hold a meeting with Councillor Nemeth".

(7) Mallory House Tree Removal

68.23 Councillor Bagaeen read the following question:

"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?"

68.24 The Chair provided the following reply:

"Thank you for your question.
The trees in question do not fall within a conservation area and are not covered by a Tree Preservation Order. This means the owner had no obligation to obtain the council's permission to fell and has chosen to fell the trees.
Closely adhering to the government's guidelines on high hedges, a remedial notice was served on the owner to reduce the height of a row of Lawson Cypress on the site.
This remedial notice stipulates a maximum height but the owner is entitled to cut to a lower height or totally remove the row of trees, if they choose.
An emergency area order TPO 2022 (1) was served on the 7th of January to prevent further removal in the short term. Officers will return to the property in the spring to confirm the TPO and identify the specific trees covered.
The high hedge legislation falls under part 8 of the Anti-Social Behaviour Act 2003".

68.25 Councillor Bagaeen asked the following supplementary question:

"Can I request officers to investigate whether what was felled or cut back constitutes a breach of the Town & Country Regulation Order 2012".

(8) Camera Fines

68.26 Councillor Nemeth read the following question:

"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".

68.27 The Chair provided the following reply:

"The information requested is very detailed and not something that can be read out with context or clarity in this meeting. I earlier provided an update on the situation for the CCTV cameras in Valley Gardens and I'll send you all of the information and data in regard to this request subsequent to the meeting".

68.28 Councillor Nemeth asked the following supplementary question:

"Can I have that information quickly?"

68.29 On behalf of the Chair, the following reply was provided:

"The information is almost ready so hopefully it can be sent to you very soon".

(9) Parking Permits

68.30 Councillor Nemeth read the following question:

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

68.31 The Chair provided the following reply:

"It was agreed at the end of 2020 to extend visitor permits that had expired in 2020 for a further year as a large amount of the year was spent in lockdown and there were restrictions on having visitors due to measures implemented by central government. The Council publicised this accordingly and residents have had the time to manage the amount of visitor permits they purchased.
Given things have settled down and travel patterns by vehicles have recovered to pre-pandemic levels and in some cases exceeded these, it has been decided not to extend visitor permits that expired in 2021 for a further period. It should be for residents to plan and manage their visitor permit requirements rather than building up stocks that are carried forward into following years. It's important to clarify residents don't have to buy all their allocation of residents in one go. If the national picture changes in terms of new restrictions then we will review this accordingly".

(10) Pavement renewal in Conservation Areas

68.32 Councillor Nemeth read the following question:

"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?"

68.33 The Chair provided the following reply:

"A policy has been in place for many years that sets out the approach to repair /replacement of footway materials. This policy has always promoted the use of asphalt as a material that is both long lasting and more economical in use.
The policy does include reference to conservation areas, but no specific direction and each scheme has to be considered when it is being planned. This policy is due for review and in light of the need to reduce carbon and meet the council's objective of carbon neutrality it is clear that things need to change. The full life cycle of footway construction has to be considered and ultimately the carbon footprint for obtaining materials and then future life.
The recent schemes used asphalt as the replacement material as the existing footways suffered from trip hazards and different types of slabs, particularly where continuous vehicle overrunning adjacent to crossovers led to badly cracked slabs, asphalt is more flexible and able to (more easily) withstand vehicle damage . Each site was considered in light of the policy and the material selected to meet the sustainable low carbon objectives".

68.34 Councillor Nemeth asked the following supplementary question:

"When the new plan is done, however it is done, can consultation be a large factor in whatever plan is made?"

68.35 The Chair provided the following reply:

"I've had a similar problem in my ward actually so this is something we will need to address".

(11) Hangleton Park budget measures

68.36 On behalf of Councillor Lewry, Councillor Nemeth read the following question:

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.

68.37 The Chair provided the following reply:

"Investment is needed in our outdoor sports facilities and the additional funds allocated by council last year is very much appreciated to supplement S106 funding where it is available.
Hangleton Park Baseball hoops and back board are planned for replacement by end of April 2022.
Stoneham Park and Knoll Park Basket Ball hoops have already been completed.
Stoneham Park MUGA has been replaced this year costing approx. £113k. In March 2022 we will be commencing work amounting to £300k in two MUGAs at Carden Park and Wild Park.
Hove Park Basket Ball court and Saunders Park will be reviewed for investment in May 2022.
We will review Hangleton Park MUGA surface but please be aware that the cost of this may exceed £10k in itself. However we will look at what the options are for improvements of this and all of our outdoor sports facilities. Further to this the works will be prioritised based on need to prevent the loss of the facility and where we can raise sufficient funding to undertake the required work – for example we may be able to progress works sooner in parks where S106 funding is available".

(D) Notices of Motion

(1) Hangleton Link Road

68.38 Councillor Janio moved the following Notice of Motion:

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.

68.39 For the purposes of procedure, the Chair formally seconded the Notice of Motion.

68.40 Councillor Hamilton moved an amendment to the Notice of Motion as shown in bold italics below:

3. A report be submitted to the ETS Committee that considers all options available to provide safe forms of crossing on the Hangleton Link Road.

68.41 Councillor Wilkinson formally seconded the amendment.

68.42 The Chair then put the amendment to the Notice of Motion to the vote that passed.

68.43 The Chair then put the Notice of Motion as amended to the vote that was approved.

68.44 **Resolved-**

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.

3. A report be submitted to the ETS Committee that considers all options available to provide safe forms of crossing on the Hangleton Link Road.

(2) Valley Gardens

68.45 Councillor Fishleigh moved the following Notice of Motion:

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:

3. 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.

68.46 The Chair then put the Notice of Motion to the vote that failed. Councillor Bagaeen and Councillor Nemeth requested that the official record reflected that they were in support of the Notice of Motion.

(3) Poor Condition of Pavements in Brighton & Hove

68.47 Councillor Nemeth moved the following Notice of Motion:

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.

68.48 Councillor Hills moved the following amendment to the Notice of Motion as shown in bold italics below:

This Council:

1. Reaffirms concerns that have been raised in the past about ~~excessive~~ **the** use of glyphosate herbicides;
2. Notes ~~widespread condemnation from~~ ***some*** residents and visitors ~~alike~~ ***have raised concern about*** ~~of~~ the current state of the pavements in Brighton & Hove
3. Further notes that allowing weeds to take hold ***may discourage*** ~~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. ***Notes that the parking of motor vehicles on pavements is a threat to residents' safety. It leads not only to cracks in pavements, allowing more opportunities for weeds to grow, but also makes pavements dangerous for people on foot and in wheelchairs; and reaffirms council's position that Government must fast-track legislation to ban pavement parking.***
5. ***Recognises recent key challenges in removing weeds; including a shortage of manual workers caused by both Brexit and the pandemic;***
6. ~~4. Calls for an urgent Officer Report to be presented to~~ ***Notes that an upcoming report to*** Environment, Transport & Sustainability Committee ***will*** set out how ~~pavements in the city can be rapidly brought to a high standard without excessive~~

~~use of glyphosates~~ ***the council manages weeds in the future, learning from the past few years of pesticide free removal; and***

7. Further notes that improvements to walking in the city were recently consulted on as part of the Local Cycling and Walking Infrastructure Plan (LCWIP).

68.49 Councillor Fowler formally seconded the amendment.

68.50 The Chair then put the amendment to the vote that passed.

68.51 The Chair then put the Notice of Motion as amended to the vote that passed.

68.52 **Resolved-**

This Council:

1. Reaffirms concerns that have been raised in the past about the use of glyphosate herbicides;
2. Notes some residents and visitors have raised concern about the current state of the pavements in Brighton & Hove
3. Further notes that allowing weeds to take hold may discourage 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;
4. Notes that the parking of motor vehicles on pavements is a threat to residents' safety. It leads not only to cracks in pavements, allowing more opportunities for weeds to grow, but also makes pavements dangerous for people on foot and in wheelchairs; and reaffirms council's position that Government must fast-track legislation to ban pavement parking.
5. Recognises recent key challenges in removing weeds; including a shortage of manual workers caused by both Brexit and the pandemic;
6. Notes that an upcoming report to Environment, Transport & Sustainability Committee will set out how the council manages weeds in the future, learning from the past few years of pesticide free removal; and
7. Further notes that improvements to walking in the city were recently consulted on as part of the Local Cycling and Walking Infrastructure Plan (LCWIP).

(4) Strike Preparedness

68.53 Councillor Nemeth moved the following Notice of Motion:

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.

68.54 Councillor Bagaeen formally seconded the Notice of Motion.

68.55 The Chair put the Notice of Motion to the vote that failed. Councillor Bagaeen and Councillor Nemeth requested that the official record reflected that they were in support of the Notice of Motion.

(5) Old Shoreham Road

68.56 Councillor Nemeth moved the following Notice of Motion:

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.

68.57 Councillor Bagaeen formally seconded the Notice of Motion.

68.58 The Chair put the Notice of Motion to the vote that failed.

(6) Southern Water

68.59 Councillor Hills moved the following Notice of Motion:

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 SuDS strategy to reduce surface water flooding by 2030.
- Investigate whether funds from Southern Water's recent fines can be redistributed to pay for works.

68.60 Councillor Lloyd formally seconded the Notice of Motion.

68.61 The Chair put the Notice of Motion to the vote that was approved.

68.62 **Resolved-**

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 SuDS strategy to reduce surface water flooding by 2030.
- Investigate whether funds from Southern Water's recent fines can be redistributed to pay for works.

69 FEES AND CHARGES 2022-23

69.1 The Committee considered a joint report of the Executive Director for Housing, Neighbourhoods, & Communities; Executive Director, Economy, Environment & Culture; Executive Director of Governance, People & Resources that 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.

Note: Councillor Nemeth and Councillor Wilkinson left the Council Chamber during discussion of the item due to their declared pecuniary interest.

69.2 Councillor Platts moved the following motion to amend the recommendations (Amendment 1) as shown in bold italics below:

2.1 That the Committee ~~approves~~ ***recommends to Policy & Resources Committee that it approves*** the proposed fees and charges for 2022/23 as set out within the report and its appendices ***except that the reports and appendices shall be amended so that the following fees are increased by the percentage shown:***

- ***All 'Highways', 'Developer-Led Highway Works (including S278/38 agreements)', 'Transport Note/Statement/Assessment Scoping and Other Pre-Application Advice', 'Travel Plans', 'Construction Traffic Management Plans (CTMP)', 'Scaffold Licence', 'Skip Licence' 'Building Materials', and 'Objects on the Highway' fees and charges in Appendix 1 increase – 10%***

- ***All 'Flyering Licences' fees and charges in Appendix 4 increase–25%***

2.3 That the Committee asks for a report to come to a future meeting of the Environment, Transport & Sustainability Committee exploring differential parking charges for high-emitting vehicles.

69.3 Councillor Hamilton formally seconded the motion.

69.4 Councillor Platts moved the following motion to amend the recommendations (Amendment 2) as shown in bold italics below:

2.1 That the Committee ~~approves~~ ***recommends to Policy & Resources Committee that it approves*** the proposed fees and charges for 2022/23 as set out within the report and its appendices ***except that the reports and appendices shall be amended so that all car parking charges in our city parks*** **outlined in Appendix 4 are frozen.**

2.3 That the Committee asks officers to bring a report to a future meeting of the Environment, Transport & Sustainability Committee outlining proposals for a limited parking charge scheme at Wild Park on Brighton & Hove Albion home matchdays.

69.5 Councillor Fowler formally seconded the motion.

69.6 Councillor Platts moved the following motion to amend the recommendations (Amendment 3) as shown in bold italics below:

2.1 That the Committee ~~approves~~ ***recommends to Policy & Resources Committee that it approves*** the proposed fees and charges for 2022/23 as set out within the report and its appendices ***except that the reports and appendices shall be amended so that:***

a) The 50% discount on bulky waste collections is maintained for those over 60 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.

b) All concessionary charges for sports outlined in Appendix 4 are frozen.

69.7 Councillor Fowler formally seconded in the motion.

69.8 Councillor Platts moved the following motion to amend the recommendations (Amendment 4) as shown in bold italics below:

2.1 That the Committee ~~approves~~ ***recommends to Policy & Resources Committee that it approves*** the proposed fees and charges for 2022/23 as set out within the report and its appendices ***except that the reports and appendices shall be amended to include a proposal for cycle hangar charges, in line with other local authorities and in order to generate income to invest in rolling out more***

cycle hangars across the city.

2.3 That the Committee requests that officers conduct a review of the nature of motorcycle parking in Controlled Parking Zones and Council-owned car parks, with charging options presented to a future meeting of the Environment, Transport & Sustainability Committee.

69.9 Councillor Fowler formally seconded the motion.

69.10 Councillor Lloyd stated that the Green Group would be supporting amendments 1 and 4. However, he did not believe it should be less expensive to park within a park car park than park nearby. Councillor Lloyd stated support in principle for the proposals on Bulky Waste collection however, he found this to be a matter for Budget Council not committee.

69.11 The Executive Director Economy, Environment & Culture stated that it was intended that the proposed charges on Bulky Waste collection would help expand the service and make it commercially viable. The estimated cost of amendment 3 would cost around £20,000 that would limit those ambitions.

69.12 Councillor Platts observed that fly tipping was a significant issue in the city and the proposals in amendment 3 may reduce the cost to the council in collecting flytipped waste making the proposal cost neutral.

69.13 The Chair then put amendment 1 to the vote that passed.

69.14 The Chair then put amendment 2 to the vote that failed.

69.15 The Chair then put amendment 3 to the vote that failed.

69.16 The Chair then put amendment 4 to the vote that passed.

69.17 The Chair put the recommendations as amended to the vote that passed.

69.18 **Resolved:**

1) That the Committee recommends to Policy & Resources Committee that it approves the proposed fees and charges for 2022/23 as set out within the report and its appendices except that the reports and appendices shall be amended so that the following fees are increased by the percentage shown:

- All ‘Highways’, ‘Developer-Led Highway Works (including S278/38 agreements)’, ‘Transport Note/Statement/Assessment Scoping and Other Pre-Application Advice’, ‘Travel Plans’, ‘Construction Traffic Management Plans (CTMP)’, ‘Scaffold Licence’, ‘Skip Licence’ ‘Building Materials’, and ‘Objects on the Highway’ fees and charges in Appendix 1 increase – 10%
- All ‘Flyering Licences’ fees and charges in Appendix 4 increase – 25%

2) That the Committee recommends to Policy & Resources Committee that it approves the proposed fees and charges for 2022/23 as set out within the report and its appendices

except that the reports and appendices shall be amended to include a proposal for cycle hangar charges, in line with other local authorities and in order to generate income to invest in rolling out more cycle hangars across the city.

3) That the 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.

4) That the Committee asks for a report to come to a future meeting of the Environment, Transport & Sustainability Committee exploring differential parking charges for high-emitting vehicles.

5) That the Committee requests that officers conduct a review of the nature of motorcycle parking in Controlled Parking Zones and Council-owned car parks, with charging options presented to a future meeting of the Environment, Transport & Sustainability Committee.

70 VALLEY GARDENS PHASE 3 REVISED SCHEME WITH DETAILED DESIGN PRINCIPLES

70.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that sought approval of Valley Gardens Phase 3 detailed design and other related matters.

70.2 Councillor Nemeth moved a motion to amend the recommendations as shown in bold italics below:

2.1 Approves the Valley Gardens Phase 3 detailed design as shown in Appendix 1: General Highway Arrangement Plan ***subject to 2.6****.*

2.3 Authorises that all Traffic Regulation Orders required for Valley Gardens Phase 3 be advertised in accordance with the standard procedure ***subject to 2.6.***

2.6 Calls for the release of traffic modelling data and simulations to publicly demonstrate that the proposed scheme in its current form results in no increase to average bus journey times.

70.3 Councillor Bagaeen formally seconded the motion.

70.4 Councillor Davis stated that he could not support the motion as it would unnecessarily delay the project and the modal shift it was seeking to achieve.

70.5 Councillor Wilkinson commended the development of the Valley Gardens scheme and stated that the Labour Group could not endorse the amendment.

70.6 The Chair then put the motion to the vote that failed.

70.7 The Chair then put the recommendations to the vote that were agreed.

70.8 **Resolved-**

That the Environment, Transport & Sustainability Committee:

1) Approves the Valley Gardens Phase 3 detailed design as shown in Appendix 1: General Highway Arrangement Plan.

2) Notes that the principles and details outlined in this report will help to inform all final technical matters, with regards to this scheme, in preparation for the procurement of a construction contract by officers in line with the decision made by this committee in February 2019 as outlined in paragraph 7.2 of this report.

3) Authorises that all Traffic Regulation Orders required for Valley Gardens Phase 3 be advertised in accordance with the standard procedure.

4) Notes the increased budget requirement due to significant delay in delivering Phase 3, additional stakeholder infrastructure commitments, and significant increases in construction costs, as set out in in Appendix 2.

5) Recommends to Policy & Resources Committee that it approves capital borrowing of up to £5.0m to address estimated increased scheme costs arising from new Department for Transport design guidance; significant increases in construction costs and risk management; additional infrastructure, including for sustainable transport and events; as shown in Appendix 2.

71 PARKING ANNUAL REPORT 2020-2021

71.1 **Resolved-**

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) 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.

72 REAL TIME AIR QUALITY MONITORING SYSTEM

72.1 **Resolved-**

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) 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;

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.

73 MADEIRA DRIVE ACTIVE TRAVEL FUND ETRO-10-2021

73.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an overview of the consultation process for the Madeira Drive scheme and set out recommendations in relation to the ETRO-10-2021 consultation.

73.2 In response to questions from Councillor Platts, the Senior Project Manager explained that specific detail on the location of consultation respondents could be provided after the meeting. The ETRO only referred to the extent of the scheme so did not include Black Rock car park with that particular car park part of a separate project that was underway.

73.3 The Executive Director, Economy, Environment & Culture added that the information in the report had to be presented in a specific way owing to the council's duties under the Road Traffic Act.

73.4 The Assistant Director, City Transport highlighted that the if a decision wasn't made by the committee on the ETRO then legally, the current layout would need to revert back to the original. Previous recommendations on closure had not been made under the Road Traffic Act and recommendations could only be made that were broadly in line with those set out in the ETRO. The Lawyer added that an ETRO could not be changed in the final six months and new provisions could not be added to it.

73.5 **Resolved-**

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.

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

71.1 **Resolved-**

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.

75 ALLOTMENTS: RESPONSE TO NOTICE OF MOTION

71.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that responded to the committee request to receive a report on allotments agreed at its meeting on 21 September 2021.

Note: Councillor Nemeth and Councillor Wilkinson left the Council Chamber during discussion of the item due to their declared pecuniary interest.

71.2 Councillor Platts moved a motion to add recommendations as shown in bold italics below:

2.2 That the Committee calls for officers to meet with Brighton & Hove Allotment Federation (BHAF) to address the concerns they have raised and to review the BHAF's outline business case.

2.3 That the Committee calls for a further report that includes the findings of BHAF's business case with particular attention to the health and wellbeing, cost benefits, sustainability and the delivery of the Council's vision outlined in the corporate plan, with the scope of the report agreed with BHAF before work commences.

2.4 That the Committee calls for officers to examine the potential use of land either side of Tenantry Down Road near the junction of Bear Road for allotments; potentially delivering another 10 full or 20 half size plots; and reports back on these together with the sites at West Hove and Rottingdean that were previously proposed for use as allotments.

71.3 Councillor Fowler formally seconded the motion.

71.4 Councillor Bagaeen moved a motion to add recommendations as shown in bold italics below:

2.2 That the Committee notes that that many plots are in a poor state and that the report highlights that 249 plots are vacant; and

2.3 That the Committee calls for an Officer Report detailing emergency measures to let empty plots.

71.5 Councillor Davis formally seconded the motion.

71.6 In response to a question from Councillor Bagaeen, the Head of Operations - City Parks clarified that there had been a significant increase in demand for allotments nationwide in recent years. Brighton & Hove's currently waiting list of 2785 was high but not the highest it had ever been.

71.7 The Chair then put the motion proposed by Councillor Platts to the vote that passed.

71.8 The Chair then put the motion proposed by Councillor Bagaeen to the vote that passed.

71.9 The Chair then put the recommendations as amended to the vote that were agreed.

71.10 **Resolved-**

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

2) That the Committee calls for officers to meet with Brighton & Hove Allotment Federation (BHAF) to address the concerns they have raised and to review the BHAF's outline business case.

3) That the Committee calls for a further report that includes the findings of BHAF's business case with particular attention to the health and wellbeing, cost benefits, sustainability and the delivery of the Council's vision outlined in the corporate plan, with the scope of the report agreed with BHAF before work commences.

4) That the Committee calls for officers to examine the potential use of land either side of Tenantry Down Road near the junction of Bear Road for allotments; potentially delivering another 10 full or 20 half size plots; and reports back on these together with the sites at West Hove and Rottingdean that were previously proposed for use as allotments.

5) That the Committee notes that that many plots are in a poor state and that the report highlights that 249 plots are vacant; and

6) That the Committee calls for an Officer Report detailing emergency measures to let empty plots.

76 ITEMS REFERRED FOR FULL COUNCIL

76.1 No items were referred to Full Council for information.

The meeting concluded at 9.30pm

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 81a

Subject: **Petitions**

Date of meeting: **15 March 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 436 people at the time of publication:

(1) Remove the weeds and litter from our streets

We the undersigned petition Brighton & Hove Council to address its neglect of our city's environment including the failure to tackle the out of control weed and litter situation.
Our environment is one of our community's most valuable public goods. Like the NHS - it is freely accessible by all, irrespective of income or wealth. If looked after it can be a source of happiness for all and a force for civic pride and collective spirit. Unfortunately, as is painfully evident to all of us, Brighton and Hove City Council is failing in its duty to keep our City free from weeds and litter. As a result it is undermining our collective mental health and pride in our community. Prohibition of certain weed killers does not explain this failure and nor does absenteeism due to COVID. There are other solutions to the weed issue that do not harm the environment. And other councils continue to deliver on their obligations despite facing the same financial and other challenges arising from the pandemic. Brighton and Hove City Council must take urgent action to fulfil this most basic of duties.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 82(a)

Subject: **Bus Travel for Young People**
Deputation referred from the Public Engagement meeting held on the 3 February 2022

Date of meeting: **15 March 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 the following deputation which was presented at and referred from the public engagement meeting held on the 3 February 2022.

2. Recommendations

2.1 That the Committee responds to the deputation either by noting it or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options and writes to the deputation spokesperson setting out the committee's decision(s).

3. Context and background information

3.1 To receive the following deputation along with the extract from the public engagement meeting which is detailed in appendix 1:

Deputation concerning Bus Travel for Young People
Spokesperson David Bailey

Class Divide is a grassroots campaign fighting to urgently bring attention and change to the deeply unjust educational attainment gap between young people from the communities of Whitehawk, Manor Farm and Bristol Estate and their counterparts in the rest of Brighton and Hove. The campaign is made up of parents, residents, experts and supporters who have experienced these problems or have expertise in education. For more information about the campaign see www.classdivide.co.uk.

My name is Dave Bailey, and I am a member of Class Divide.
From January 2022 all children and young people under the age of 19 in Scotland have the right to free bus travel. In the recent past, both the Labour

Party and the Green Party have committed to a policy of free bus travel for children and young people in England.

Class Divide wants Brighton and Hove City Council to:

1. Commit to providing free bus travel policy for all residents of Brighton & Hove under the age of 17 by April 2023.
2. Instruct officers to produce a report that examines in detail the case for a free bus travel policy that accounts for the potential positive impact on young people's lives as well as the economic and environmental benefits to the city.
3. Investigate how such a policy can be implemented given how current bus services are funded in the city and identify any changes that would need to take place to implement a free bus travel policy for under 17s.
4. Bring together all providers of bus services in Brighton and Hove to discuss this policy and get concrete commitment from them to support changes necessary to enact it.

We know that the devastating cuts to local authority budgets mean that councillors have some very difficult funding decisions, however, we think that free bus travel for children would play a significant role in recovery from Covid, in both the boost it will give the local economy and the positive difference it will make to children, whose lives have been so badly impacted by the pandemic. It will also make a
huge difference to families, who are facing the worst cost of living crisis since the 1980s.

Supporting information:

The case for this policy is overwhelmingly positive.

- Free bus travel has significant economic, social and environmental benefits.
- Our own research on this issue shows that free bus travel benefits all children as it promotes independence, improves personal safety, increases self-confidence and makes them more likely to spend time with friends.
- Free travel for children has particular benefits to children living in families where money and resources are tight by increasing opportunity and reducing inequality. For example, 'transport poverty' stops being a significant constraint on the lives of less affluent children. It reduces inequalities in access to education and allows families to make school choices based on preference and needs rather than transport affordability. It also makes access to leisure facilities, cultural and other opportunities that promote positive social and emotional development fairer and less tied to family income.
- In addition, free travel for those under 17 years of age would benefit everyone living in Brighton and Hove. As children use the bus more, parents and carers can use their cars less and this could have a positive impact on congestion and air quality in the city. Given that in 2020 it was reported that the area around Brighton's Clock Tower is the third-worst

location in England for Nitrogen Dioxide this is absolutely vital. Less short journeys in cars would be good for those who have no choice but to drive, like essential workers, tradespeople, delivery drivers and those with disabilities.

Supported by:

1. Charlie Goldsmith
2. Lisa Petit
3. Curtis James
4. Will McInnees
5. Catherine Mercer

Ward affected: All

BRIGHTON & HOVE CITY COUNCIL

PUBLIC ENGAGEMENT & MEMBERS MEETING

4.30pm 3 FEBRUARY 2022

VIRTUAL

MINUTES

Present: Councillor Robins (Chair) Allcock, Appich, Atkinson, Bagaeen, Barnett, Brown, Childs, Clare, Davis, Deane, Druitt, Evans, Fishleigh, Gibson, Grimshaw, Henry, Hills, Hugh-Jones, Lloyd, Mac Cafferty, McNair, Meadows, Mears, Miller, Nemeth, Osborne, Peltzer Dunn, Powell, Shanks, Simson, C Theobald, Wilkinson, Williams and Yates.

PART ONE

11 DEPUTATIONS FROM MEMBERS OF THE PUBLIC

11.1 The mayor noted that one deputation had been received from members of the public and invited Mr Bailey as the spokesperson for the deputation to join the meeting and address the council.

11.2 Mr. Bailey thanked the mayor and outlined the reasons for the deputation which sought the council's support to provide free bus travel in the city for young people who were in education. He stated that it would be a positive action to support those families who were struggling and promote independence and self-confidence in the young people. It would also benefit the environment with less car journeys taking place and he hoped that officers could work with local providers so that a report could be produced for consideration that would see free bus travel provided for young people.

11.3 Councillor Davis thanked Mr Bailey for presenting the deputation and noted that bus fares were not generally set by the council, although it did provide a subsidy for certain routes. However, the issues and potential benefits raised were something that the council recognised, and it was hoped to bring a new bus service improvement plan to committee in due course for approval. In the meantime, the cost of providing an additional subsidy to enable free bus travel was a significant budgetary commitment that the council could not meet on its own, which was why officers were looking at potential support from government sources. He would welcome the opportunity to discuss the matter further outside of the meeting and would ensure that a full response was sent to Mr Bailey.

11.4 The mayor thanked Mr Bailey for joining the meeting and speaking on behalf of the deputation. He explained that the matter had been noted and the deputation would be referred to the Environment, Transport & Sustainability Committee for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed, in relation to the matter set out in the deputation.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 83(b)

Subject: **Member Questions**

Date of meeting: **15 March 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
This Committee:

(1) Councillor Platts- Woodland Trust

The Woodland Trust has worked with various local authorities on improving tree cover, including Cardiff, Wrexham, Newcastle, Plymouth and Bristol. In Bristol the goal is to double the tree canopy to 24% by 2046. Local authority help is around locating land, securing funding and engaging the public in the idea. Brighton and Hove is exactly the kind of outward-looking city where the same idea would work and be likely to have public support. Can the Council confirm whether they are in touch with the Woodland Trust and if not, will they make contact to forge a working relationship to improve our tree canopy?

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 83(d)(1)

Subject: **Victoria Fountain Investigation**
Notice of Motion referred from Council on the 3 February 2022

Date of meeting: **15 March 2022**

Ward(s) affected: **All**

For general release

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive the following Notice of Motion which was debated at and referred from the full Council meeting held on the 3 February 2022.

2. RECOMMENDATIONS:

2.1 That the Committee responds to the motion concerning the condition of the Victoria fountain either by noting it or where it is considered more appropriate, calling for an officer report on the matter as requested, which may give consideration to a range of options.

3. CONTEXT / BACKGROND INFORMATION

3.1 The following resolution from the full council meeting held on the 3 February 2022 for the committee to consider is detailed below:

This Council requests the Environment, Transport & Sustainability Committee:

1. To commission an urgent investigation into the appearance of a sink hole after the removal of the Christmas market and funfair, and whether existing known damage to the Victoria Fountain has been worsened by the funfair, or may be worsened by heavy equipment due to be placed there during planned work on Valley Gardens 3; and

2. To agree to the public release of all findings so that residents can be assured that the city's historic sites and important heritage assets will be treated with the respect they deserve.

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

6.30pm 3 FEBRUARY 2022

HOVE TOWN HALL - COUNCIL CHAMBER

MINUTES

Present: Councillors Robins (Chair), Mears (Deputy Chair), Allcock, Appich, Atkinson, Bagaeen, Barnett, Brown, Childs, Clare, Davis, Deane, Druitt, Evans, Fishleigh, Gibson, Grimshaw, Henry, Hills, Hugh-Jones, Lloyd, Meadows, Mac Cafferty, McNair, Miller, Nemeth, Peltzer Dunn, Powell, Shanks, Simson, C Theobald, West, Wilkinson and Williams

PART ONE

78 VICTORIA FOUNTAIN INVESTIGATION

78.1 The Notice of Motion as listed in the agenda was proposed by Councillor Mears on behalf of the Conservative Group and formally seconded by Councillor Theobald.

78.2 Councillor Evans moved an amendment on behalf of the Labour Group which was formally seconded by Councillor Grimshaw.

78.3 Councillor Mac Cafferty noted that officer had already been requested to look into the situation affecting the fountain.

78.4 Councillor Mears noted the comments and confirmed that she would not accept the Labour amendment.

78.5 The mayor then put the Labour amendment to the vote which was caried by 23 votes to 11 against.

78.6 The mayor then put the following motion as amended to the vote:

This Council requests the Environment, Transport & Sustainability Committee:

1. To commission an urgent investigation into the appearance of a sink hole after the removal of the Christmas market and funfair, and whether existing known damage to the Victoria Fountain has been worsened by the funfair, or may be worsened by heavy equipment due to be placed there during planned work on Valley Gardens 3; and

2. To agree to the public release of all findings so that residents can be assured that the city's historic sites and important heritage assets will be treated with the respect they deserve.

78.7 The mayor confirmed that the motion had been carried unanimously.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item83(d)(2)

Subject: **Westdene Park & Ride**
Notice of Motion referred from Council on the 3 February 2022

Date of meeting: **15 March 2022**

Ward(s) affected: **All**

For general release

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive the following Notice of Motion which was debated at and referred from the full Council meeting held on the 3 February 2022.

2. RECOMMENDATIONS:

2.1 That the Committee responds to the motion concerning the potential for a park & ride scheme in Westdene either by noting it or where it is considered more appropriate, calling for an officer report on the matter as requested, which may give consideration to a range of options.

3. CONTEXT / BACKGROND INFORMATION

3.1 The following resolution from the full council meeting held on the 3 February 2022 for the committee to consider is detailed below:

This Council:

1. Notes that Environment, Transport & Sustainability Committee voted on 21st July 2021 for an urgent report for the next meeting of that committee on Administration proposals for a park and ride scheme on Mill Road in Westdene;

2. Further notes that no report was forthcoming at meetings of Environment, Transport & Sustainability Committee on 21st September 2021, 16th November 2021 or 18th January 2022;

3. Notes that the Labour Group identified funds in last year's underspend to invest in a park and ride scheme;

4. Urgently calls on the Administration to deliver a report to the next meeting of the Environment, Transport & Sustainability Committee with an update on current progress.

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

6.30pm 3 FEBRUARY 2022

HOVE TOWN HALL - COUNCIL CHAMBER

MINUTES

Present: Councillors Robins (Chair), Mears (Deputy Chair), Allcock, Appich, Atkinson, Bagaeen, Barnett, Brown, Childs, Clare, Davis, Deane, Druitt, Evans, Fishleigh, Gibson, Grimshaw, Henry, Hills, Hugh-Jones, Lloyd, Meadows, Mac Cafferty, McNair, Miller, Nemeth, Peltzer Dunn, Powell, Shanks, Simson, C Theobald, West, Wilkinson and Williams

PART ONE

79 WESTDENE PAEK & RIDE

79.1 The Notice of Motion as listed in the agenda was formally proposed by Councillor Nemeth on behalf of the Conservative Group and seconded by Councillor Bagaeen who outlined the reasons for the motion.

79.2 Councillor Williams moved an amendment on behalf of the Labour Group which was formally seconded by Councillor Appich.

79.3 Councillor Davis spoke in favour of the amendment.

79.4 Councillor Nemeth noted the comments and confirmed that he would not accept the Labour amendment.

79.5 The mayor then put the Labour amendment to the vote which was caried by 21 votes to 11 against with 1 abstention.

79.6 The mayor then put the following motion as amended to the vote:

This Council:

1. Notes that Environment, Transport & Sustainability Committee voted on 21st July 2021 for an urgent report for the next meeting of that committee on Administration proposals for a park and ride scheme on Mill Road in Westdene;

2. Further notes that no report was forthcoming at meetings of Environment, Transport & Sustainability Committee on 21st September 2021, 16th November 2021 or 18th January 2022;

3. Notes that the Labour Group identified funds in last year's underspend to invest in a park and ride scheme;

4. Urgently calls on the Administration to deliver a report to the next meeting of the Environment, Transport & Sustainability Committee with an update on current progress.

79.7 The mayor confirmed that the motion had been carried unanimously.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 84

Subject: **Local Transport Plan 2022/23 Capital Programme**

Date of meeting: **15 March 2022 (ET&S Committee)**

24 March (P&R Committee)

Report of: **Executive Director, Economy, Environment & Culture**

Contact Officer: **Name: Andrew Renaut**
Tel: 01273 292477
Email: andrew.renaut@brighton-hove.gov.uk

Ward(s) affected: **All**

1. Purpose of the report and policy context

1.1 The council receives capital funding each year for transport schemes through the Government's Local Transport Plan [LTP] process and other funding streams. The council approved the use of this capital funding (based on indicative sums totalling £6.250 million [m]) for approved and new transport schemes and projects for 2022/23 on 24 February 2022 as part of the council's overall budget. This figure has now been confirmed by the Department for Transport [DfT] as £6.357m. In addition, the available funding in 2022/23 has also been increased by approximately £3.500m of additional new capital funding from other sources for investment in citywide improvements to supplement the proposed LTP investment. This report therefore seeks approval of the allocation of the £6.357m funding to particular maintenance and sustainable transport projects and programmes of work.

1.2 The LTP is a statutory document and the council's fourth LTP [LTP4] was approved by the council in March 2015. The development of a new, fifth LTP [LTP5] has begun, and is the subject of another report on the Environment, Transport & Sustainability [ETS] Committee meeting's agenda. An LTP should consist of a long-term Strategy (2030 for Brighton & Hove), and a short-term Delivery Plan. Maintaining, managing and improving the city's transport and highway infrastructure, which is one of the city's largest assets with an estimated value of over £4.0 billion, is an essential part of the council's investment. It helps to deliver environmental and sustainability aims to tackle climate change and air quality, and improves the availability and accessibility of travel options for many people. It also supports and provides access to the many activities that are important to the city's residents and local communities and its wider, sub-regional economic role within the Greater Brighton City Region.

2. Recommendations

That the Environment, Transport & Sustainability Committee:

2.1 Recommends that Policy & Resources Committee agrees the 2022/23 Local Transport Plan capital programme budget allocation of £6.357 million, as set out in Appendix 1 of this report.

That the Policy & Resources Committee:

2.1 Agrees the 2022/23 Local Transport Plan capital programme budget allocation of
£6.357 million, as set out in Appendix 1 of this report.

3. Context and background information

3.1 The amount of new Government capital funding for 2022/23 is initially based on estimates of how much investment it considers is required in the city through its Local Transport Plan process. However, over many years, the levels of funding provided have not been sufficient to fully maintain and improve the city's infrastructure to meet standards and demands. This has resulted in a national £10 billion plus backlog and the ongoing deterioration of the council's transport network which becomes more costly to repair or replace over time.

3.2 The council's funding is focused on maintaining and renewing the road network to a high standard; improving safety; increasing choices for some journeys by providing for, and encouraging, the use of sustainable transport; and creating a more attractive public realm. The proposed, capital programme for 2022/23 allocates funding across a number of areas including capital renewal (maintenance, including potholes); asset management; and sustainable (integrated) transport projects and programmes. It includes commitments to schemes that are already approved, ongoing programmes of works and new projects which will deliver long-term benefits to the city and its residents. The content of the programme can be based on a number of factors, which include: -

- recent or past decisions made by this or other council committees, often following public consultation, to deliver transport projects and programmes;
- prioritised projects or programmes identified in investment or action plans to deliver the aims and objectives of approved council strategies or plans following public consultation;
- decisions made by committees in response to the receipt of petitions, deputations or Notices of Motion;
- engagement and discussion with The Connected City's Transport Partnership;
- requests for improvements from ward councillors or residents which are prioritised according to need or significance, based on committee-approved policies or assessment criteria, if available; and
- technical or statistical data, surveys or evidence which indicate that a significant problem exists and requires capital investment to correct it.

3.3 Investment in short-term, reactive repairs to the transport network in response to relatively minor problems identified by officers or residents is carried out from within existing revenue budgets, which are allocated separately within each financial year via the delegated authority assigned to the Executive Director of Economy, Environment & Culture.

3.4 The capital funding secured through the LTP process contributes towards enhancing local neighbourhoods and environments and strengthening the city's role as a transport hub and centre for economic activity within the wider Greater Brighton City Region and the South East of England. Schemes can include those within the city centre, such as Valley Gardens or the rebuilding of the seafront highway 'arches' (which are highway structures supporting the promenade and A259), or on strategic corridors where improvements to active and sustainable travel infrastructure can help support and enable behaviour change. More localised investment in neighbourhoods includes bus stops, pedestrian crossings, cycle facilities and Rights of Way improvements.

3.5 In addition, the LTP budget has been used to help secure and deliver significant levels of capital funding from other sources for many different projects. These have included competitive, Government funding rounds, and applications to secure external funding streams such as those facilitated by the Coast to Capital Local Enterprise Partnership [LEP], which has provided the primary funding source for delivering the Valley Gardens project.

3.6 The Government funding included in the 2022/23 capital programme consists of two traditional LTP 'block' allocations for Maintenance and Integrated (Sustainable) Transport, plus additional funding streams referred to as:-

- **'Incentive' Funding** – additional funding allocated to councils that demonstrate approval of a highway infrastructure asset management strategy; input of stakeholders into the process; collaborative working with construction partners; standard specifications; joint contracts and collaboration with other local authorities.
- **Pothole funding** – additional funding for minor road surface repairs, or to prevent potholes forming.

3.7 The proposed allocation of funds set out in Appendix 1 is based on a number of factors: 1) the progress made on completing or continuing spend on 2021/22 projects and programmes; 2) previously agreed financial contributions or commitments to begin or continue projects or programmes in 2022/23; and 3) success in securing, or being allocated, additional funding from external sources e.g DfT and LEP (Local Growth Fund [LGF]).

3.8 The content of the overall LTP programme is described briefly below and is consistent with the principles established within the LTP4 Delivery Plan – maintaining the network, managing movement, and improving streets and

infrastructure. It is also consistent with the principles and priority areas identified in the emerging LTP5.

CAPITAL RENEWAL (MAINTENANCE) FUNDING

3.9 The proposed allocation of £2.180m of LTP funding for this area of work is focused on maintaining links and routes and reflects the continued and growing need to renew highway infrastructure in order to ensure that it has a longer life. This minimises the need for ongoing/short-term repairs which are funded from revenue budgets. This sum is in addition to £2.250m worth of funding from other approved, council sources for the street lighting improvement programme and seafront heritage lighting.

3.10 The programme includes £0.400m for road re-construction. This will be supplemented by the Government's Pothole funding sum of £1.455m. Priority consideration will continue to be given to repairing damage that has occurred to key routes to address the effects of high traffic volumes and past episodes of winter weather. Sections of roads where the surface requires immediate, major repairs or renewal will be identified based on recent surveys. A further £0.350m will help improve the condition of footways across the city, with a continued focus on well-used corridors. The programme will include the use of appropriate materials to treat tree root areas and reduce flood risk. £0.175m is also allocated to continue investment in addressing problems associated with damaged highway drainage which causes surface water flooding on roads and pavements.

3.11 Significant works to assess and strengthen highway bridges and structures across the city will also continue (requiring £0.905m) to ensure they remain in a safe condition and are fit for purpose. The investment involves the inspection, maintenance or renewal of structures which is currently focused on the seafront, in line with the principles of the council's Seafront Investment Plan. The 'arch' structures support the A259 promenade and road, and the programme includes further work to assess and develop detailed designs for the next phases of the central seafront programme and works are also required at Duke's Mound to the east. Other sites involve structural work on retaining walls.

3.12 An annual allocation of £0.300m has been previously approved to assist in reducing the ongoing maintenance requirements for the £10m-plus worth of street lighting in the city, primarily funded by an 'Invest to Save' initiative using £2.000m of council funding in 2022/23. Ongoing surveys and condition assessments identify areas/corridors that require street lighting column replacement. The works include upgraded lighting with more efficient lanterns/lamps to help accelerate reductions in electricity and maintenance costs and achieve the city's target of becoming carbon neutral by 2030. The programme of investment in 2022/23 is currently being planned and finalised.

3.13 The Government requires all Local Highway Authorities to identify and account for their infrastructure (often referred to as 'assets') by updating their Highway Asset Management Strategy, which provides a

comprehensive inventory of current asset condition. This will be continued during 2022/23 with £0.050m as it is also a requirement for securing Government funding for maintenance. This strategy is used to prepare medium and long-term programmes of works to maintain the highway to required standards. The council's self-assessment of its progress is a 'Band 3' grading, which is the highest level of Government compliance and is expected to secure additional ('incentive') funding for works of £0.364m. This is recognition that the council's approach is delivering value for money by carrying out cost effective improvements in local highway maintenance.

INTEGRATED (SUSTAINABLE) TRANSPORT FUNDING

3.14 The proposed allocation of almost £2.358m of LTP funding for this area of work includes increased provision for safe, accessible, sustainable and healthy forms of transport. This will create more efficient movement through junctions and crossings that will help reduce congestion and/or emissions, therefore improving air quality. This total amount of funding will be focused on delivering the following key LTP4 objectives.

Connecting people with destinations, activities and services

3.15 Targeting transport investment in certain locations will help support the wider needs of the city and deliver a broad range of improved service outcomes. These locations can include important local facilities and/or more significant destinations that help draw people and investment to the city, by improving safety and increasing the transport options available to reach them.

3.16 The 'School Streets' programme will continue with a proposed investment of £0.150m in 2022/23. A 'School Street' is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. This will help improve the safety and environment around school entrances and complement other measures on routes to and from schools. Other measures will assist in encouraging sustainable travel behaviour change, such as workplace and school travel planning, some of which are match-funded by businesses, and which will help support the council's measures for the Government-funded Capability Fund for active and sustainable travel projects.

3.17 Local parks and open spaces provide opportunities for people of all ages to improve their quality of life in terms of relaxation, fresh air or exercise. Improving access to those locations will enable them to be reached safely and sustainably, or address local perceptions of danger or severance, and therefore be used more regularly. Improving Rights of Way [RoW] in line with the statutory, approved RoW Improvement Plan will continue with £0.050m, with proposed works on routes in Ovingdean and serving Waterhall.

3.18 £70,000 worth of investment is proposed in interchange facilities, where people can transfer between different forms of transport on their journey/visit.

Improving neighbourhoods

3.19 Continued investment is required in targeted road safety engineering schemes to maximise casualty reduction, especially the number of people killed or seriously injured in collisions. £0.150m is proposed to be invested in priority locations, once recent data have been assessed. A wider review of the council's overall approach to improving road safety and reducing road danger is planned.

3.20 Tackling pollution levels in the city's six Air Quality Management Areas [AQMAs] remains a high priority. A new Air Quality Action Plan is being developed and the expansion of the city's electric vehicle charging point network will help meet the growing demands for this infrastructure by widening choice, increasing uptake and therefore reducing carbon emissions. A £0.050m allocation will help deliver more charging points and support grant funding secured from the Government's Office for Zero Emission Vehicles.

3.21 Walking and cycling are the best forms of 'zero or low carbon' and active travel, as they provide additional personal health benefits for individuals and can help reduce pollution if they replace some car journeys. The council's first Local Cycling & Walking Infrastructure Plan [LCWIP] is also on the agenda of this ETS meeting. It sets out a prioritised, strategic network of routes and areas and future investment in active travel schemes will be funded via this capital programme. 'Dropped' kerbs at road crossings are important ways of increasing people's mobility and increasing the attractiveness and convenience of journeys, especially over short distances. A total of £1.225m is planned to be spent specifically in these areas in 2022/23, including schemes on the A23 and A259 and at Hove Station. Other named projects within the overall capital programme will also include measures to enable and increase active and healthy travel, including Valley Gardens Phase 3.

Managing links and improving routes

3.22 Ensuring the efficient movement of people and vehicles across and along key transport corridors helps to keep the city moving and enable or promote regeneration. Following approval of the detailed design for Phase 3 of the Valley Gardens project between Edward Street and the A259/Palace Pier, the scheme will now progress to construction during 2022/23 using funding secured from the LEP.

3.23 £0.300m worth of continued investment in the use of 'smart' technology to manage the city's transport network is planned to replace and optimise traffic signal-controlled junctions and pedestrian crossings and improve the flows of people and traffic. A prioritised programme of locations is currently being developed.

3.24 The council has produced a Bus Service Improvement Plan to meet the Government's requirements in the national bus strategy. It sets out how the

council and bus operators will deliver an improved bus network and will form the basis of an Enhanced Partnership agreement between the council and bus operators. The council has already developed a programme of investment in its Bus Network Review [BNR], identifying improvements to address locations where buses frequently get delayed and impact on the reliable operation of the city's bus network. In 2022/23, it is proposed that £0.200m will be invested in locations linked to the BNR, including Western Road.

General allocations

3.25 £0.050m will enable work to continue on investing funding secured from approved planning applications (referred to as 'Section 106 contributions') in locations across the city. This will include measures which are primarily focused on sustainable (walking, cycling and public) transport. Minor investment is often required for some schemes after the main construction works have been completed in the previous financial year e.g safety audits and additional remedial works, and to also allow some initial scoping and preliminary work on new or emerging schemes. Some data collection will also be undertaken to assist in monitoring and assessing the wider effects of some schemes and projects.

Future transport capital programme investment

3.26 In approving its 2022/23 budget, the council's Budget Book also included indicative figures for the capital sums that it expects to receive annually between 2022/23 and 2024/25 from the Government. These sums have now been confirmed by the Government and total £6.357m. This will enable the ongoing development and delivery of capital projects, programmes and initiatives in line with the council's LTP Strategy. The allocation of these sums will be dependent upon future budget decisions made by the council.

OTHER SOURCES OF FUNDING

3.27 The LTP process is one of many funding sources that are used to deliver transport schemes. The council's overall Budget for 2022/23, agreed last month, includes some significant capital sums totalling nearly £3.500m, to deliver specific transport improvements across the city. These are listed in Appendix 1 of this report and include covered seafront heritage lighting, and BikeShare fleet improvements. £0.500m has also been allocated to the development of a computer-based, city-wide Strategic Transport Model and ongoing update costs.

3.28 A further £7.500m has also been agreed for the Carbon Neutral Fund which could include further investment in transport schemes including expanding liveable neighbourhoods. Managing and reducing through traffic in residential areas can improve safety and reduce perceptions of danger and create more suitable environments for active travel and more cohesive communities. Work has begun on the development of a pilot Low Traffic Neighbourhood [LTN] project to help create a 'Liveable Neighbourhood' in the Hanover & Tarner area, and work is also underway to develop a

framework to assess and prioritise requests for LTNs and similar measures in other areas of the city.

3.29 The impact of the Covid-19 pandemic resulted in the Government making significant amounts of emergency funding available for measures to encourage and provide for safer and greater amounts of local active travel. The funding was provided in two tranches. Further Active Travel Funds have been made available and the council applied for these in 2021, including for schemes on the A259, A23 and in the Old Town area of the city centre. The bid also included an Expression of Interest for a Mini Holland scheme in the Wish/Westbourne area, however the outcome of this application is still awaited.

3.30 As referred to in paragraph 3.25 of this report, investment in local transport is also secured through the planning process via legal agreements. Sums previously secured include funding for improving bus stops and making pedestrian routes accessible and these will be supported with £50,000 in 2022/23 to continue these important work programmes across the city near development sites. Transport funding may also be secured through the Planning process via the council's Community Infrastructure Levy [CIL] process.

3.31 In future years, the LTP capital programme may also need to reflect new, or successful bids for, funding, when these opportunities arise. For example, new Government funding streams could result in access to significant levels of investment for transport and travel in the city and wider City Region such as the National Roads Fund for the Major Road Network. The council has registered an interest in this fund via Transport for the South East for the A259 Seafront Highway Arches Renewal Programme [SHARP]. A funding bid was also submitted last year for the SHARP as part of the Government's new Levelling Up Fund investment programmes, although this was not successful.

4. Analysis and consideration of alternative options

4.1 The proposed 2022/23 LTP capital programme is consistent with the Strategy and the principles of the Delivery Plan in the current LTP, and the proposed allocation of capital investment will help to deliver the emerging objectives and outcomes of LTP5 and those of other strategies and plans. The programme also includes commitments to financial contributions to projects and programmes. These will have either helped secure much larger sums of capital funding from other sources for the council, or will be combined with other sums to invest in comprehensive improvements to the city's transport network. Maintaining these commitments is essential to deliver those projects and will help support the council's case for any similar future bids.

5. Community engagement and consultation

5.1 The proposed 2022/23 programme has been circulated to The Connected City's Transport Partnership, and engagement has also taken place with the Partnership on the emerging LTP5.

5.2 As outlined in paragraph 3.2 of this report, many individual projects and programmes have been, or will be, the subject of engagement and consultation with local communities and ward councillors. Alongside the Maintenance/Renewal programme, the delivery of Integrated/Sustainable Transport schemes will be considered by the council's Head of Traffic Management in order to minimise the potential effects of works on the overall operation and management of the city's transport network.

5.3 Multi-agency working remains key to helping achieve improvements in service outcomes and overall performance across the city through scheme development and transport investment. Improving transport infrastructure and services ensures that the council and its partners can meet the varying needs of the city, especially at a time when achieving sustainable economic, environmental and social outcomes, through value for money investment, are high priorities. When required, all projects will be fully co-ordinated with other council schemes and works by other agencies (gas, water etc) to minimise disruption and ensure efficient use of funds.

6. Conclusion

6.1 The decision of the committees to consider and approve the allocation of the 2022/23 LTP capital programme funds to projects and programmes will provide a clear indication of the focus for capital investment in transport using the LTP budget, and other sources of funding. The overall programme is based on the relevant allocations made at Budget Council on 24 February 2022 and it will enable works to be continued or started, which will support the council's, city's and wider stakeholders' objectives.

7. Financial implications

7.1 The council received confirmation from the Government this month of a number of sums of capital grant funding that the council receives annually. The overall level of new funding available for 2022/23 through the LTP process was approved by Budget Council in February 2022. This report sets out the proposed use of the Government funding within the LTP capital programme, totalling £6.357m. It also includes other sources of funding secured or approved, as summarised in the table below. A fuller description and breakdown of these sums is shown in Appendix 1 of this report.

Capital Funding blocks/sources	2022/23 New allocations £'000s
Government LTP Grant Funding	
LTP Integrated/Sustainable Transport Block	3,083
LTP Highway Maintenance Block	1,455
Sub-total	**4,538**
Additional Government Transport Funding	
Incentive Funding - (assuming Band 3 self-assessment ranking for Highway Asset Management Strategy)	364
Pothole funding	1,455
Sub-total	**1,819**
GOVERNMENT SUB-TOTAL	***6,357***
Additional council funding	
Street lighting 'Invest to Save'	2,000
Seafront heritage lighting	250
Brighton Bikeshare Replacement Programme	704
Strategic Transport Model	500
COUNCIL SUB-TOTAL	***3,454***
Local Enterprise Partnership funding	
Local Growth Fund – Valley Gardens Phase 3	1,455
OTHER SUB-TOTAL	***1,455***
TOTAL TRANSPORT CAPITAL FUNDING AVAILABLE (Government + Council + Other sub-totals)	***11,266***

7.2 Future years' capital programmes will require Policy & Resources Committee approval and will be reported at future committees. Any revenue implications as a result of these schemes including financing costs from borrowing will be met from existing revenue budgets.

Finance Officer Consulted: Rob Allen Date: 02/03/2022

Legal Implications:

7.3 The LTP is a statutory requirement and was adopted by Full Council in March 2015. There are no direct legal implications associated with approving the 2022/23 LTP capital programme, which is consistent with the Strategy and the Delivery Plan set out within the LTP4, and the emerging themes within LTP5. Where sums of money relate to projects which are funded by the LEP, these are subject to formal Funding Agreements. Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

Lawyer Consulted: Hilary Woodward Date:16/02/2022

Equalities Implications:

7.4 The proposed programme for 2022/23 does not require an Equalities Impact Assessment. However, in developing specific projects and programmes, the needs of those people and communities who are identified as having 'protected characteristics' (those against which discrimination is unlawful) as

defined by the Equality Act 2010 will be prioritised from the outset, and wherever possible their needs will be incorporated into designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to everybody, irrespective of any protected characteristic. The council's newly formed Active & Inclusive Travel Forum will also assist in considering and securing appropriate changes. Improvements to local areas and strategic transport routes will enhance the provision and choice for people, especially those with mobility difficulties, or other disabilities. Road safety schemes will improve conditions for vulnerable road users.

Sustainability Implications:

7.5 Allocations of funding within the LTP capital programme will enable the council to meet environmental objectives set out in the LTP4, the emerging LTP5 and the City Plan, such as a shift towards greater use of sustainable and active transport and travel options, improving air quality and reducing emissions to help achieve the commitment to creating a carbon neutral city by 2030.

7.6 The proposed overall programme of investment in highway and structural maintenance and sustainable transport and travel measures will be critical to delivering a step change in the actions that are being taken to reduce transport-related carbon emissions in the city by providing infrastructure to overcome the barriers and challenges that make it more difficult to use active and low emission travel. The programme will contribute in a number of ways, including improving road and pavement surfaces for walking and cycling; making local neighbourhoods safer and more attractive to walk and cycle to local shops; improving public transport passenger infrastructure to make it more accessible and a better alternative to the car for some journeys; and providing electric vehicle charging infrastructure to increase the uptake of low emission vehicles for those who need to drive.

Any Other Significant Implications:

7.7 The 2022/23 LTP capital programme helps deliver the objectives of the LTP as a strategic document for the city, and transport and travel have a significant role in supporting and helping achieve the city's and council's wider objectives across a number of service departments. These are set out below.

Crime & Disorder Implications:

7.8 There are no direct implications arising from the proposed 2022/23 LTP capital programme. However, there is a focus on improving road safety and reducing danger and, wherever possible, its projects and programmes will seek to support the aims and priorities of the council's Community Safety and Crime Reduction Strategy 2020-23, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. This can include work to design, improve, manage and maintain public spaces and streets so that people feel

safe. The positive and active use of spaces is encouraged to ensure that crime and anti-social behaviour are discouraged.

Risk and Opportunity Management Implications:

7.9 The design of transport schemes are road safety audited to ensure they comply with current design standards. Regular monitoring and reporting throughout the year of the LTP capital programme and its projects will minimise any risk of not fully spending the approved investment programme. Maintenance and renewal of the seafront as an asset to the city is identified within the council's Strategic Risk Register (Risk SR23 - Unable to develop and deliver an effective Regeneration and Investment Strategy for the Seafront and ensure effective maintenance of the seafront infrastructure) because it includes the transport routes and highway structures that are part of its character and physically support parts of it. Investment in the seafront therefore forms part of the proposed 2022/23 capital programme. Investment in scheduled maintenance of roads, pavements and cycle routes provides safer infrastructure for all users and reduces the need for expensive reactive repairs.

Public Health Implications:

7.10 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. Improving people's and communities' health and well-being is a key objective of the LTP4, and the LTP capital programme allows continued investment in transport improvements that provide for and promote active travel, such as walking and cycling. This investment also helps to improve air quality by reducing harmful emissions therefore delivering objectives and actions set out in the council's Air Quality Action Plan, such as providing for electric vehicles and enabling greater use of alternatives to the car for some journeys. Creating less dangerous and more attractive environments, such as road safety and public realm schemes, will improve individual and community health and quality of life.

Corporate / Citywide Implications:

7.11 The LTP includes principles and objectives that will help support the city's long-term planned economic growth, social development and environmental enhancement. The annual LTP capital programme plays an important role in delivering the council's Corporate Plan 2020-23; the City Plan Part 1 (especially Policy CP9 on Sustainable Transport) and Part 2 policies and the schemes/projects identified within its associated Infrastructure Delivery Plan. Some measures will also complement those introduced to mitigate the effects of the Covid-19 pandemic on transport and travel by increasing levels of active travel.

7.12 The LTP capital programme will support the current and emerging priorities and policies of the council, city, and other partners and stakeholders which

are set out in other strategies, policy documents or statements such as the LEP's Strategic Economic Plan 'Gatwick 360'; the Greater Brighton City Region Inward Investment and Trade Strategy and 5-year Strategic Priorities; and the outcomes set out in the 2020-2025 South Downs National Park Partnership Management Plan. The council is also playing an important role within the wider region by its membership of in the Shadow Partnership Board and officer groups that are part of the Sub-national Transport Body known as Transport for the South East [TfSE]. This has helped to shape the region's Transport Strategy, and seek powers to set investment plans for roads and railways, reduce emissions, improve air quality and make travelling simpler and easier which will allow it to transform travel, boost the economy and protect the environment.

Supporting Documentation

Appendices:

1. Proposed 2022/23 LTP capital programme new allocations

Background Documents

1. Report to Budget Council (General fund revenue budget, council tax, capital & treasury management strategy 2022/23) – February 2022
2. Brighton & Hove City Council's Fourth Local Transport Plan [LTP4] – March 2015
3. 'Developing a new transport plan for Brighton & Hove' – September 2021

SUMMARY OF PROPOSED 2022/23 LOCAL TRANSPORT PLAN [LTP] CAPITAL PROGRAMME NEW ALLOCATIONS

Project/ Programme	Description *(see Footnotes below for explanation of symbols)*	2022/23 Proposed New Allocation (£'000s)
CAPITAL RENEWAL/MAINTENANCE		
Maintaining links and routes to improve…….		
Surfaces	Roads #	400
	Pavement/Footways	350
Drainage	Replacement of failed gullies/soakaways	175
Street Lighting	Replacement of connections and columns @	300
Bridges & Structures	Retaining Walls	175
	Seafront Highway Arches Renewal Programme	
	Phases 3 & 4 design - King's Road	250
	Arch 181	180
	Duke's Mound Arches	300
Highway Asset Management	Surveys/update inventory/strategy evidence	50
	CAPITAL RENEWAL/MAINTENANCE SUB-TOTAL	***2,180***
INTEGRATED/SUSTAINABLE TRANSPORT		
Connecting people with…….		
Education, Training & Learning	School Streets	150
	School Travel Plan Measures *	10
	SUB-TOTAL	**160**
Workplaces & job opportunities	Business Travel Plan Measures *	20
	Personalised Travel Planning *	10
	SUB-TOTAL	**30**
Parks, open spaces & the National Park	Rights of Way Improvement Programme	50
	SUB-TOTAL	**50**
Interchanges	Cycle parking	10
	Motorcycle parking	10
	Accessible bus-stops	50
	SUB-TOTAL	**70**
Improving neighbourhoods with…….		
Road Safety measures	Collision/casualty/speed reduction sites	150
	SUB-TOTAL	**150**
Air Quality measures	Electric vehicle charging points	50
	SUB-TOTAL *continued……../*	**50**

Project/ Programme	Description *(see Footnotes below for explanation of symbols)*	2022/23 Proposed New Allocation (£'000s)
Active travel measures	Pedestrian crossings – freestanding sites	225
	Walking network – incl. dropped kerbs and handrails	100
	Cycle network/Active Travel Fund Tranche 1 & 2 works	900
	SUB-TOTAL	**1,225**
Managing links and routes with…….		
Technology & Travel Information	'Intelligent/smart' Traffic Signals	300
	SUB-TOTAL	**300**
Connecting people and neighbourhoods with, and improving, the		
City Centre & Seafront	Valley Gardens:Phases 1 & 2 – completion	50
	Valley Gardens:Phase 3 – detailed design and construction **	0
	Bus Network Infrastructure	200
	SUB-TOTAL	**250**
General allocations		
'Section 106' works	Various sites +	50
Minor works	Scheme completion & scoping/Monitoring	23
	SUB-TOTAL	**73**
	INTEGRATED/SUSTAINABLE TRANSPORT SUB-TOTAL	***2,358***
TOTAL LTP ALLOCATIONS		**4,538**
Overall funding and budgetary sources/decisions for allocations:-		
Government Funding		
LTP Integrated Transport Block Grant Allocation		3,083
LTP Maintenance Block Grant Allocation		1,455
Highway Maintenance Incentive Fund *(based on Band 3 assessment)*		364
Pothole funding		1,455
	SUB-TOTAL	**6,357**
Council Funding		
Street lighting 'Invest to Save'		2,000
Seafront heritage lighting renewal programme		250
Brighton Bikeshare Replacement Programme		704
Strategic Transport Model		500
	SUB-TOTAL	**3,454**
Local Enterprise Partnership [LEP]		
Local Growth Fund – Valley Gardens Phase 3		1,455
	SUB-TOTAL	**1,455**
GRAND TOTAL		**11,266**

Footnotes

- sum will be increased through addition of Government Incentive Funding allocation (£364,000 based on Band 3 self-assessment ranking) and Pothole funding (£1.455m).

@ *- committed contribution to 'Invest to Save' project (PR&G Committee – 8/2/16).*

[+] *- to enable design and delivery of works associated with approved development.*

* *- local contribution to support DfT-funded Capability Fund projects, subject to confirmation of funds*

** *- local contribution not required in 2022/23 - funded by LEP Local Growth Fund.*

NOTES –

- In many cases, costs indicated within the proposed programme are preliminary estimates.
- Expenditure on schemes may need to be increased, reduced or deferred during a financial year as information becomes available, such as survey results, tender returns or unforeseen engineering difficulties.
- The timing of construction works may be subject to network co-ordination with other council projects, development, utility companies, contractor availability and weather conditions.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 85

Subject: **Local Transport Plan – Engagement Outcomes**

Date of meeting: **15 March 2022**

Report of: **Executive Director – Economy, Environment & Culture**

Contact Officer: **Name: Andrew Renaut**
Tel: N/A
Email: andrew.renaut@brighton-hove.gov.uk

Ward(s) affected: **All**

For general release

1. Purpose of the report and policy context

1.1 The Local Transport Plan (LTP) is a statutory document setting out the strategy for the maintenance, management and improvement of the city's transport network. It identifies the priorities and projects required to help people move around the city more safely, sustainably, and easily.

1.2 This report summarises the feedback and responses to the initial engagement undertaken during autumn 2021 on the development of the council's fifth Local Transport Plan [LTP5]. Based on the feedback, the report seeks approval of amendments to some of the principles, priority areas and initial set of proposed interventions set out in the 'Developing a new Transport Plan for Brighton & Hove' consultation document which was approved by this committee for consultation in June last year. The report also sets out the next steps in the development of LTP5.

2. Recommendations

2.1 That the Committee approves the proposed amendments to the Local Transport Plan's three key principles, as set out in paragraph 3.23 of this report.

2.2 That the Committee approves the proposed amendments to the Local Transport Plan's six priority areas and interventions, as set out in Appendix 6 of this report.

2.3 That the Committee notes the next steps and indicative programme for the completion of Local Transport Plan 5, as set out in paragraph 3.33.

3. Context and background information

3.1 The LTP5 will replace the current LTP4 (adopted in 2015) and will set out a transport strategy to 2030 and summary delivery plan. The development of the new LTP for the city will build on LTP4, and what has been achieved through annual investment in schemes and measures. A new LTP is one of the identified actions in the Carbon Neutral Programme to support the delivery of a carbon neutral city by 2030 and will have an important role in supporting the continued recovery of the city from the Covid-19 pandemic.

'Direction of travel' document

3.2 In June 2021, this committee approved the 2030 transport vision, key outcomes and principles for a new LTP. These, along with the priority areas and initial set of proposed interventions, formed the basis of a public consultation from 30 September to 15 November 2021, which was undertaken jointly with consultation on the council's draft Local Cycling and Walking Infrastructure Plan [LCWIP]. The LCWIP will be a key plan to support the delivery of LTP5 objectives.

3.3 The LTP5 'direction of travel' consultation document was prepared to support the public consultation and is attached as Appendix 1. '*Developing a new Transport Plan for Brighton & Hove'* includes:

- Socio-economic and transport and travel trends in the city
- Challenges relevant to transport and travel along with opportunities for a more inclusive, healthier and safer city
- The role of transport and travel in tackling the Climate Emergency and supporting the city's recovery from the pandemic, highlighting the key recommendations of the Climate Assembly in autumn 2020
- Examples of how the council has successfully worked with partners during recent years to improve travel options for residents and visitors, and how these are improving quality of life and supporting local businesses
- The 2030 transport vision, key outcomes and principles, and priority areas and initial set of proposed interventions

Consultation and engagement results

3.4 The Consultation Report in Appendix 2 of this report, sets out the details of over 900 responses to the consultation survey questions, along with feedback from the wider engagement activities undertaken during the public consultation, which included:

- Four public drop-in sessions (over 250 people engaged)
- Focus groups held with older people, disabled people and Black, Asian and Minority Ethnic [BAME] people
- Focus groups held with young people including the Youth Council and at four secondary schools
- Workshops with stakeholders across the city including local interest groups and transport providers
- Attendance at various partnership meetings across the city including the Connected City's Transport Partnership, the Equalities & Inclusion Partnership, the Destination Experience Group, and a Transport & Public Health Officer Group

3.5 The following paragraphs summarise the feedback from the consultation survey and wider engagement, and set out proposed amendments to elements of the emerging LTP5. It should be noted that all references to 'walking' include use of wheelchair or mobility scooter within the pedestrian environment, and all references to 'public transport' include bus, train, taxi/private hire vehicle and community transport.

3.6 Overall, the majority of respondents to the survey supported the key principles, priority areas and proposed interventions set out in the consultation document, and provided some suggestions for additional interventions. A number of key stakeholders also confirmed their support for the overall vision, aims and direction of LTP5 including Brighton and Hove Bus and Coach Company, Friends of the Earth, Living Streets and the University of Brighton. These and other stakeholders suggested improvements to the elements of the plan including additional and/or bolder interventions, and highlighted the need to work closely with neighbouring authorities.

3.7 The survey included questions on **current travel patterns**. It asked respondents to select the method of travel they most use (main method of travel, used for the longest distance part of the journey) for a selection of journey purposes such as commuting to or from work, getting to school/college/university or training, shopping, visiting parks, or meeting friends or relatives/socialising

3.8 The full results are provided in section 4 of Appendix 2. Some key findings (% of responses by those who make the type of journey) are:

- Walking was chosen as the main mode for at least two in three responses for journeys to local shops (73.2%), and visiting parks, playgrounds or open spaces (67.4%).
- Walking or cycling were chosen as the main mode for at least one in two responses for half of all journey types, with up to 83.0% for local shops
- Public transport was chosen for over one in three responses for traveling to City Centre shopping (35.0%), and for over one in four for meeting friends or relatives / socialising (28.0%), commuting (26.6%) and travel as part of work (26.6%)
- With the exception of food shopping (45.6%) and travel as part of work (64.2%), walking, cycling or public transport was chosen for at least three in four responses
- Car/van (as driver or passenger) was most commonly selected (54.4%) as the main method of travel for food shopping (weekly shop). It was also selected for 31.6% of responses for visiting leisure / sports facilities, 25.3% for commuting, 15.0% for City Centre shopping and 12.1% for local shops

3.9 The response to this question demonstrates the significant levels of sustainable travel that already take place in the city. It highlights areas in which LTP5 needs to support encouraging and enabling more sustainable

travel for more local journeys, including leisure/sports activities and City Centre shopping.

3.10 The survey also asked respondents to select the method of travel they most use for journeys over various distances such as their local neighbourhood, into the city centre or leaving the city for neighbouring areas. The full results are provided in section 4 of Appendix 2. Some key findings (% of responses by those who make the type of journey) are:

- Almost half (48.6%) of journeys into the city centre are by walking or cycling, with around one third (33.7%) by public transport
- Public transport is more commonly used for journeys outside of the city into neighbouring areas (38.4%) than for getting across the city (31.5%)
- The car (driver or passenger) is the most common method for journeys outside the city (59.7%) and for getting across the city (43.4%). It is also used for 17.0% of journeys into the city centre and 11.3% around the local neighbourhood

3.11 Responses to this question also indicated that more than one in ten journeys (11.3%) between neighbourhoods are made by car, suggesting that improvements to sustainable transport infrastructure and/or public transport services could help reduce these cross-city journeys.

3.12 The survey asked respondents to state their **level of concern** in relation to a number of issues such as traffic congestion, air pollution, road safety and climate change. Half of respondents are either extremely or moderately concerned about these, with the top concerns (extreme or moderate) being climate change (76.1%), air pollution (72.9%) and road safety (70.1%). Respondents are least concerned (slightly or not all concerned) about journey times. See section 4 of Appendix 2 for further details.

3.13 There were some variations in the level of concerns according to the type of journeys or respondent, including:

- Concern with traffic congestion is highest for people mostly walking, wheeling and cycling, and lowest among car drivers and passengers; it is also higher for longer distance journeys (across and out of city)
- Concern with air pollution is generally very high among respondents who mostly cycle but also high for walking/wheeling and public transport, and significantly lower for car drivers and passengers. There is a similar pattern for noise pollution and climate change.
- Concern with road safety is generally very high among respondents who mostly cycle but also high for walking/wheeling and public transport, and lower for car drivers and passengers.
- Females generally have higher levels of concern than males, in particular for air pollution (7.2% more females extremely of moderately concerned), climate change (7.0% more) and personal safety (13.1% more).
- Younger people (under 45) generally have a higher level of concern about the named issues.

3.14 Specific concerns, issues and problems raised by stakeholders and the public in survey responses or at other engagement activities included clutter and obstructions on pavements e.g. A-boards, bins, signs; pavement parking / poorly parked vehicles, including delivery vehicles; buses sometimes full – particularly challenging for visually impaired passengers; limited access to the seafront on public transport; and bus and train fares are costly, especially for low-income families and larger families. Other comments included poor driver behaviour and high speeds; too much traffic on the roads and not enough parking space for all vehicles.

Vision and outcomes

3.15 The **2030 transport vision** approved at ETS Committee in June 2021 is: *'Better connected residents, businesses and visitors, for an improved quality of life in a healthy, inclusive and carbon neutral city.'* There was no specific engagement on the vision wording. Other than expression of support for the vision from a number of stakeholders, there were no specific comments and therefore no amendment to the vision is proposed.

3.16 The six **key outcomes** of LTP5 approved by this committee in June 2021 are:

- A sustainable, strong and fair economy, where everyone has affordable access to education and employment opportunities, and benefits from a growing, open, talented, fair, and sustainable city
- Safe, healthy and welcoming streets and neighbourhoods, where everyone feels confident however they travel, and our streets and local centres become vibrant places to enjoy, relax and socialise
- An accessible city with a transport network that everyone can use, where affordable door-to-door journeys, especially for disabled people and residents living in suburban areas, can be made with ease and certainty
- Improved air quality to safeguard the health of our communities, where the way we travel will ensure that people have the best opportunity to live a healthy, happy and fulfilling life
- Reduced carbon emissions to protect our global environment, and contribute to reaching our 2030 carbon neutral target
- Travel that respects our local environment, by minimising the impact of transport on our natural, built and historic environment

3.17 There was no specific engagement on the outcomes. Other than expressions of support for the outcomes from a number of stakeholders, there were no specific suggestions other than linking more closely to '20 minute neighbourhood' concepts. This will therefore be strengthened as part of the three key principles. No amendments to the outcomes are therefore proposed.

Key principles

3.18 The three **key principles** of LTP5 approved by this committee in June 2021 are:

- Reduce the need to travel – avoiding or reducing the frequency and length of trips we make by vehicles

- Shift how people travel – prioritising walking and cycling for shorter journeys, and public transport for longer journeys
- Clean vehicle travel – vehicle travel to be low or zero emission, powered by renewable energy sources

3.19 The survey asked which of the key principles people could easily contribute to, or are contributing to. The following is a summary of the response (see section 4 of Appendix 2 for fuller details):

- At least 70% said that they have already avoided, or reduced the length of, trips made by car or van and changed some or more of their short journeys to walking, wheeling or cycling. Almost half (48.3%) said that they already do, or have made some or more, of their longer journeys by public transport, and nearly one in five (18.3%) have changed their car or van to a zero or low emission vehicle.
- Between 13.0% (change to walking, cycling or wheeling) and 21.9% (change to public transport) said that they would not be able to support these changes to travel.
- 38.2% said they could change their car or van to a zero or low emission vehicle with support; the most common support suggested was less expensive electric vehicles (145 comments), easier access to charging / dedicated charging bays (79 comments) and car club / shared electric vehicles (11 comments).
- 12.2% said they could make some or more of their longer journeys by public transport with support; the most common support suggested was cheaper/ free public transport (41 comments) and a range of improvements to services (36 comments) including more direct routes, improved integration, journey times, reliability, and outer/orbital provision.
- The most common support suggested by the 5.8% who said that they could change some / more of their short journeys to walking, wheeling or cycling was more / improved cycle lanes and network (21 comments), and more and better cycle parking provision (10 comments).

3.20 Specific key comments and suggestions raised by stakeholders and the public in survey responses or at other engagement activities included the following. To *'Reduce the need to travel'* it was suggested that travel should be encouraged (in an environmentally sustainable manner) to help connect communities, build a strong and vibrant economy, support local shopping areas and the city centre, and to improve physical and mental health, inclusivity and social inclusion. Emphasis should also be placed on how this applies to motorised vehicles only, and should not apply to sustainable and active travel. The use of shared vehicles should also be promoted in order to reduce the need to own a car and support the aims of creating a circular economy. People also highlighted that homeworking is not possible for many, and that the creation of 20-minute neighbourhoods will support reduced travel distances for some services.

3.21 Regarding the *'Shift how people travel'* principle, people's comments included that buses are essential for a variety of short and long journeys, and that there is a need to also accommodate the needs of disabled people who don't drive or are not Blue Badge holders. Some responses highlighted that some disabled people need to use a car to make journeys, as active

travel is not always possible. Other responses indicated that a switch to a shared vehicle would be possible Cycling, especially using e-bikes, is also considered viable for medium/longer length journeys too.

3.22 For *'Clean vehicle travel'* people suggested that we must not encourage electric vehicle use over more sustainable travel; but that they should only be promoted for essential vehicle trips. This should focus on reducing the need to own a vehicle and prioritise zero (not low) emission vehicles. A number of barriers to electric vehicle uptake for disabled people were highlighted including cost (particularly for large vehicles required for specific needs) and the need for home charging.

3.23 Based on the feedback summarised above and detailed in Appendix 2, the **following amendments are proposed to the key principles**:

- *Reduce the need to travel:* Avoiding or reducing the frequency and length of trips we make by motor vehicle (except public transport)
- *Shift how people travel:* Prioritising walking, wheeling**,** ~~and~~ cycling ~~for shorter journeys,~~ and public transport ~~for longer journeys~~
- *Clean vehicle travel:* Vehicle travel to be zero (or low) ~~or zero~~ emission, powered by renewable energy sources

Priority areas and interventions

3.24 The survey asked how important each of the six **priority areas** for interventions are:

- Create an inclusive and integrated transport system
- Develop streets and places that encourage and enable active travel
- Increase public transport use
- Reduce car use
- Promote and facilitate the use of low and zero emission vehicles
- Promote and use technology to reduce and manage travel

3.25 At least 70% said that they are all important or very important, with the exception of 'promote and use technology to reduce and manage travel' (57.8%). The highest levels of importance (important or very important) for all priority areas was from those who cycle for most journeys, with slightly lower (and often similar) levels for those who walk/wheel or use public transport for most journeys. Those who normally use the car (driver or passenger) attached the lowest levels of importance across all priority areas, with over 20% selecting not very important or not at all important for the majority of priority areas. See section 4 of Appendix 2 for more details. Additional key comments and suggestions raised by stakeholders and the public in survey responses included those set out in Appendix 3 of this report.

3.26 The survey asked to what level respondents agreed with the following selection of proposed **interventions**:

- Local neighbourhood mobility hubs
- Strategic mobility hubs
- Liveable City Centre
- Expanded Ultra Low Emission Zone (ULEZ)

- Low Traffic Neighbourhoods
- School Streets
- Behaviour Change programmes

3.27 At least 60% of respondents stated that they strongly agree or agree with all of them, with over 70% for School Streets (71.6%) and Liveable City Centre (70.5%). Fewer than 20% either disagree or strongly disagree with all measures except Low Traffic Neighbourhoods (23.8%) and the expanded Ultra Low Emission Zone (ULEZ) (25.5%). See sections 3 and 4 of Appendix 2 for more details.

3.28 Additional key comments and suggestions on the proposed interventions (explained on pages 36-38 of Appendix 1) raised by stakeholders and the public in survey responses included those in Appendix 4 of this report.

3.29 Other comments and suggestions for developing and delivering the draft LTP5 documents raised by stakeholders and the public in survey responses are set out in Appendix 5 of this report.

3.30 Based on the feedback summarised in Appendix 4, the **amendments proposed to the six priority area names and proposed additional or revised interventions** are set out in Appendix 6.

3.31 Other suggested new or more detailed interventions will be addressed within the BSIP, LCWIP and other transport or wider strategies, or will be considered in more detail in developing the draft LTP5 and as schemes are taken forward for more detailed design and consultation.

LTP guidance

3.32 Further work on developing LTP5 will be informed by forthcoming updated guidance from the government on requirements for LTPs. This will replace the guidance issued in 2009 and is expected to be published in Spring this year. Following the publication of the government's Transport Decarbonisation Plan in July 2021, the government will also be releasing a local authority toolkit of guidance and information, to support local authorities in planning and delivering measures to reduce carbon emissions from transport. This will help local authorities build business cases, develop innovative sustainable transport policies, secure funding and deliver measures. This toolkit should therefore further support the development of LTP5.

Next steps

3.33 A draft LTP5 will be prepared in line with the new guidance and toolkit, to include a high level delivery programme and headline targets. This will be subject to a formal public consultation planned for summer/autumn 2022, with approval of the final LTP5 expected in winter 2022/23. In the meantime, the council will continue to work with partners, stakeholders and local communities to develop and deliver measures that will be funded from the council's LTP capital programme. The proposed capital programme for 2022/23 is the subject of another report on the agenda of this meeting.

4. Analysis and consideration of alternative options

4.1 Local highway authorities have a statutory requirement to have an LTP. It needs to be consistent with, and help to deliver, other citywide strategies, including the City Plan and 2030 Carbon Neutral Programme. It therefore needs to be up to date and include approaches to delivering transport improvements which will successfully help to address existing and forecast challenges, and grasp opportunities, in the city.

5. Community engagement and consultation

5.1 Effective and inclusive community and stakeholder engagement is essential for the delivery of a successful LTP5. This will depend on securing buy-in and support from all those affected by the plan, including residents, visitors, businesses, and local community and interest groups including equality and inclusion groups.

5.2 The focus of the initial engagement and consultation exercise in autumn 2021 was to seek feedback on the priorities and emerging proposed interventions, and to identify attitudes and concerns, and current travel patterns. Paragraph 3.4 of this report summarises the engagement activities undertaken during this public consultation.

5.3 Feedback from this initial LTP5 engagement and consultation will be used to inform the development of the more detailed draft LTP5 documents for a formal public consultation during summer/autumn 2022. This will be supported by a comprehensive engagement and communications programme, as was delivered for the autumn 2021 consultation.

6. Conclusion

6.1 This report summarises feedback to the initial engagement undertaken during autumn 2021 on the development of the fifth Local Transport Plan (LTP5) and seeks approval of amendments to some of the principles approved by this committee in June 2021, along with the priority areas and initial set of proposed interventions. The report also sets out the next steps in developing LTP5, including the work to developing the draft LTP5 documents for further public consultation later this year.

7. Financial implications

7.1 Transport improvements in the city, including maintenance of the existing network, are funded mainly by a combination of central government grants, national and regional funds (dependent on successful bids), including Local Enterprise Partnership (LEP) funding, capital borrowing financed through the revenue budget, surplus parking revenues, contributions from developers including Section 106 contributions, and investment by local bus, rail and other transport providers.

7.2 The LTP process provides future levels of Local Transport capital funding from the Government which will be invested to deliver transport

improvements in the city. The LTP process is the council's primary source of annual capital funding for investment in transport infrastructure, providing up to £6.400m per annum which is split between Highways Maintenance and Integrated/Sustainable Transport schemes. The 2022/23 LTP capital programme will be considered on the agenda of this meeting, and recommended for approval by Policy & Resources committee later this month.

7.3 The planned consultation and engagement for LTP5 has been funded within existing revenue budgets.

Name of finance officer consulted: Rob Allen Date consulted: 16/02/22

8. Legal implications

8.1 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to consult on and produce a LTP, to keep the LTP under review and to alter the LTP if considered appropriate. The LTP must include the authority's policies for the "promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area" and its proposals for the implementation of those proposals (s108 of the 2000 Act). The LTP can be replaced when the local transport authority deems appropriate. The final LTP will be considered and adopted by Full Council.

Name of lawyer consulted: Hilary Woodward Date consulted: 16/02/22

9. Equalities implications

9.1 Many residents currently face barriers to accessing education, health and employment. LTP5 will support in creating an inclusive, liveable city for everyone including disabled people, those on low incomes, vulnerable residents and young people, who are often the ones most affected by a lack of available public transport, high costs of travel and poor air quality.

9.2 The key outcomes for LTP5 include an accessible city with a transport network that everyone can use, where affordable door-to-door journeys for disabled people and residents living in suburban areas, can be made with ease and certainty. Many of the proposed interventions set out will support the delivery of this outcome, including those under the 'Create an inclusive and integrated transport system' priority area.

9.3 The future LTP5 will also seek to improve travel options for residents and visitors without access to a car, who are more likely to be lone parents, on low incomes, from disadvantaged communities, from BAME groups or disabled people. Walking, cycling and public transport are options for the majority of residents and visitors, unlike private vehicle journeys. An Equalities Impact Assessment would be required during the development of interventions.

10. Sustainability implications

10.1 The proposed LTP5 principles and priority areas as set out in the 'direction of travel' document support carbon reduction, improving health and air quality, and strengthening active and sustainable transport connectivity. The full set of interventions would improve sustainable travel options, including opportunities to reallocate road space in the city centre to walking and cycling. This, along with the encouragement of cleaner low emission vehicles and lower car ownership, will help the city to become carbon neutral by 2030 and contribute to the aims of a circular economy.

11. Other Implications

Social Value and procurement implications

11.1 There are no direct social value and procurement implications associated with the content and recommendations in this report.

Crime & disorder implications:

11.2 There are no direct implications arising from the development of LTP5. Key proposed outcomes of LTP5 include improved highway and personal safety: the emerging proposed interventions as set out in the 'direction of travel' document would contribute to improving road safety and personal security and, wherever possible, they would seek to support the aims and priorities of the council's Community Safety and Crime Reduction Strategy, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. Improvements are expected to include interventions that improve public spaces and streets so that people feel safer, while discouraging crime and anti-social behaviour.

Public health implications:

11.3 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution.

11.4 Key outcomes of LTP5 set out in the 'direction of travel' document include improved health and air quality. The emerging proposed interventions would help address the challenges through reducing the length or number of some vehicle trips, encouraging and enabling an increase in levels of active travel (for all or part of the journey) and a shift to the use of cleaner vehicles. LTP5 will help to improve air quality by reducing harmful emissions if people and deliveries switch from motorised transport or to cleaner vehicles. This will help deliver the objectives and actions set out in the council's Air Quality Action Plan, such as enabling greater use of alternatives to the car for some journeys. Creating less dangerous and more attractive environments through, for example, public realm schemes, will improve individual and

community health and quality of life, and contribute to the wider objectives of the Joint (council/NHS) Health and Wellbeing Strategy.

Supporting Documentation

1. Appendices

1. 'Developing a new Transport Plan for Brighton & Hove' consultation document (September 2021)
2. Consultation Report – LTP5 Consultation (February 2021)
3. Consultation responses to LTP5 Priority Areas
4. Consultation responses to LTP5 Interventions
5. General responses to LTP5 consultation document
6. Proposed amendments to priority areas and interventions

2. Background documents

None.

Developing a new Transport Plan for Brighton & Hove









September 2021

Brighton & Hove City Council











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Foreword

Brighton & Hove is a wonderful city and a place I'm proud to call my home. A vibrant, diverse and welcoming place, loved by residents and visitors, where businesses large and small can thrive in a growing economy now beginning to recover from a global pandemic.



Councillor Amy Heley
Chair, Environment, Transport and Sustainability committee
Brighton & Hove City Council

This document is setting out a vision for how we travel around this amazing city, connecting people with their communities, local businesses and each other in a way which is accessible, healthy and sustainable for all.

How we travel is changing. We saw during lockdowns that more journeys can be made actively and sustainably and we were given government funding to support this shift to walking and cycling. When our ability to go out whenever we wanted was taken away, we began to appreciate those opportunities to exercise and enjoy our local surroundings even more. Many of us worked from home for long periods and we began to see the potential of remote working going forward.

But our biggest challenge is still ahead of us. We're facing a climate emergency and need to act now to create a liveable city which can be carbon neutral by 2030. We also need to improve air quality for our health and wellbeing, as well as the environment, especially around our local neighbourhoods and schools. Residents taking part in the city's first Climate Assembly strongly supported taking action on how we travel.

Our fifth Local Transport Plan will be based on key principles that will build on the work that we've already done. We want to reduce the need for people to travel, change how they travel and create more transport that is low or zero emission and powered by renewable energy.

We need to provide people with the support they need to change their travel habits. Only by having an infrastructure which supports active and inclusive travel will we encourage and enable people to walk and cycle more or to use our excellent public transport network of buses, trains and taxis.

By supporting more people to leave their cars at home, we free up space for those who do need them, such as Blue Badge holders, tradespeople and those who deliver goods to our shops and retailers.

We're already seeing examples of where innovation, technology and transport combine with great success. Our BTN BikeShare scheme means you can hire a bike at the touch of a button; we have a growing electric vehicle (EV) infrastructure to support the increasing number of EVs; eCargo bikes are making deliveries across the city and bus timetable information and tickets are available quickly and easily on our smartphones.

Through innovation and investment, by working with our partners and stakeholders and through consultation, conversation and engagement with our residents and businesses, we're determined to set new standards for travel and transport in our city to improve everyone's health and quality of life.

Introduction

Transport and travel play a vital role in improving our quality of life; connecting us from A to B within Brighton & Hove and beyond, whether it be for education or jobs, for leisure or health, or simply to be with each other.

We want Brighton & Hove to continue to be a welcoming place to visit, live and work, and to provide safe, secure and accessible neighbourhoods with a transport network that works for everyone.

As it grows, we need to create a more liveable city in which residents feel healthier, safer, more socially connected and included. Environmental sustainability and quality of life will be at the forefront of what we do as we reduce emissions and move towards becoming carbon neutral by 2030. A liveable city will also support our worldwide attraction to visitors.

To do this, we are developing our fifth Local Transport Plan (LTP5) for Brighton & Hove. The plan will set our vision and priorities for transport and travel across the city to 2030 and what we need to do to deliver them. LTP5 will support other plans and strategies such as those relating to air quality, accessibility, the economy and health, and our City Plan, which guides future development.

Our 2030 transport vision for LTP5 is:

Better connected residents, businesses and visitors, for an improved quality of life in a healthy, inclusive and carbon neutral city.

The city, along with the country and rest of the world, is in a very different place to where it was in early 2020. Covid-19 has brought many challenges and uncertainties, impacting on all of us in how we go about our daily lives. The rounds of lockdown and adjustments to how many of us work, shop or exercise means that we're seeing significant changes to our travel patterns.

Brighton & Hove City Council declared a climate and biodiversity emergency in December 2018 and has committed to becoming a carbon neutral city by 2030. This is an ambitious target and will need everyone's support and participation. Transport contributes to a third of the city's carbon emissions so changing the way we travel will be a key area in helping us reach our carbon neutral target.

Together, the climate crisis and Covid-19 have given us the opportunity to create a lasting legacy: to reconsider how we travel and to plan for a liveable city that is fairer, inclusive, and even more vibrant.

We would like to share with you our direction of travel for LTP5, highlighting our key principles, priorities and the range of projects that we are already delivering or exploring.

Brighton & Hove today

Our City

Brighton & Hove is one of the UK's most attractive and unique cities to live in and visit, welcoming over 12 million visitors every year. The population of the city is around 290,000 and is continuing to grow. The city is home to nearly 33,000 full time students over the age of 16, meaning we have a higher share of younger people in the city than across England as a whole.

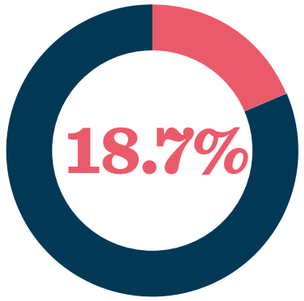
Our proximity to London and towns to the east and west results in thousands commuting in and out of the city each day. However, we expect to see increasing numbers of people to continue working from home, even after the pandemic

Our vibrant city thrives on innovation, collaboration and creativity, and is one of the most diverse in the country. However, this diversity includes large variations in levels of education, health, income and unemployment.

Social and Economic



One in five people **(19.5%)** are from **ethnic minority backgrounds**



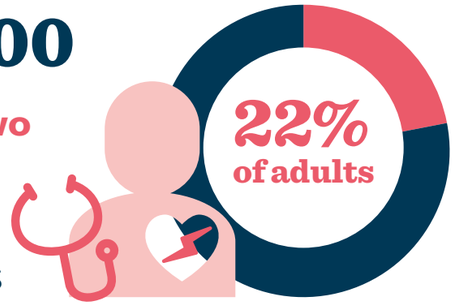


of **older people** have low incomes



People on low incomes are more likely to be from **ethnic minority backgrounds**

51,000 adults in the city have **two or more** long term health conditions

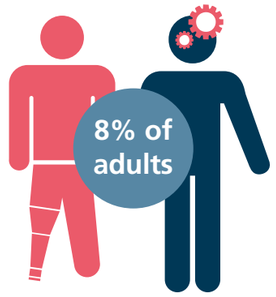


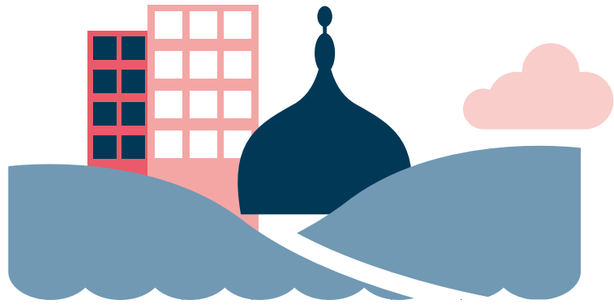
Around **1** in **6** adults and a third of young people **(aged 5 to 16)** are **physically inactive** (less than 30 minutes physical activity per day)



all data are pre Covid-19

19,000 adults in the city have **mental and physical disabilities**





50,000 **Brighton & Hove** residents live in one of the most deprived **20% of areas in England**

There is a strong link between



In deprived areas of the city, older people accumulate

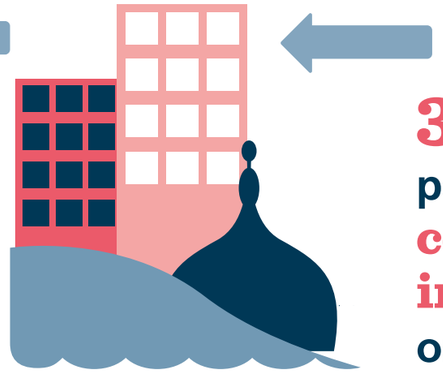
long term health conditions up to 15 years earlier



all data are pre Covid-19

Transport and Travel

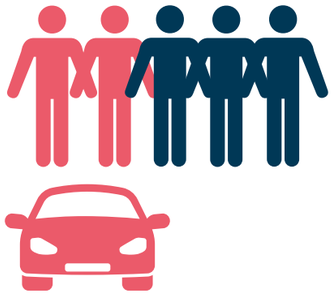
37,000
workers
commute out of the city on a typical day



32,000
people
commute into the city
on a typical day

More than half of residents **commute to work**
by foot, cycle or public transport





Two in **five** residents drive cars to work



More than half of
children
walk, scoot or cycle to primary and secondary schools



Over a third of households in the city
don't own a car
(or have one available)

all data are pre Covid-19

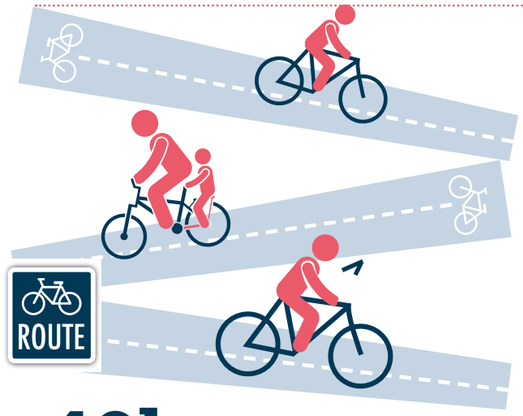
46 million
bus journeys
a year in the city





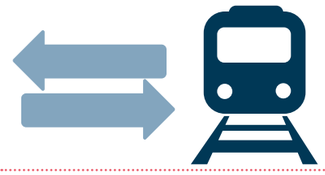
6,900
disabled concessionary
bus pass holders in the city

13,500
blue badge
holders in the city

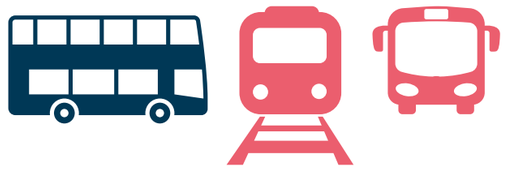


40km
of designated (permanent)
cycle routes
including the National Cycle Network

24 million
entries and exits a year at the **city's eight stations**



52% of visitors to the city arrive by
public transport
and 42% by private vehicles



all data are pre Covid-19

Transport Challenges

In many areas of the city, high levels of car use for short journeys – even for those of less than two miles – are contributing to problems including slow and unreliable journeys (by bus, taxi and car), and local air and noise pollution, which impacts on our health and wellbeing. Meanwhile, not enough residents are reaching recommended levels of physical activity, which can include walking and cycling.

Poor air quality is linked to heart disease, respiratory diseases (such as asthma) and some cancers. There has been an overall improvement in air quality across the city in recent years, however, monitoring shows that nitrogen dioxide continues to exceed legal limits in six areas, where Air Quality Management Areas are in place.

23,300 more people living in the city by 2030 (an 8% increase compared with 2017)

Around a **third more people aged 60 or more** by 2030 (compared to 2017)

Around **1 in 3 children** are currently **driven to their primary school** in the city

Airborne pollution is a strong contributor to the **170 early deaths each year** in Brighton & Hove

Bus journey times are increasing due to congestion, resulting in unreliable journey times and increasing bus operating costs, which impact on fares

House prices in the city are high meaning that many people are moving to nearby towns, putting additional pressure on the transport network

Around **3 people a year are killed** on the city's roads

Around **158 people a year are seriously injured** on the city's roads

More than **half of the people killed or seriously injured** on the city's roads are **pedestrians or pedal cyclists**

One in five people killed or seriously injured on the city's roads are **motorcyclists**

Around **1,500** reported **cycle thefts a year**

all data are pre Covid-19

Opportunities

A more inclusive city

Many residents currently face barriers to accessing education, health and employment. We have the opportunity to create an inclusive, liveable city for everyone including disabled people, those on low incomes, vulnerable residents and young people, who are often the ones most affected by a lack of available public transport, high costs of travel and poor air quality. Older people and infants are more vulnerable to airborne pollution, for example.

We need to improve access to frequent public transport services in the suburbs, from where journeys often require a change of buses in the city centre. The attractiveness of cycling some of these journeys can also be improved, with more cycle friendly routes. Our network of public rights of way (footpaths, bridleways, and byways) also provide important links between more suburban areas, and to our green and open spaces including the South Downs National Park.

The council has recently established the Active and Inclusive Travel Forum to work together with organisations across the city to develop initiatives, exchange knowledge and expertise, and share issues and experiences so that practical solutions can be put in place.

There is a need to fully understand and overcome physical and social barriers that prevent people from reaching essential and important facilities and services, including through pro-active engagement with equality, diversity and community groups in the city.

LTP5 needs to ensure that experiences and places can be enjoyed by the widest number of people and that they have equal access to their destinations of choice. This will enable people of all abilities and ages to travel confidently, easily, independently, and without extra cost; for many, travel is a significant share of living costs.

Bike project at the local women's refuge

During the pandemic the council's Sustainable Travel team, working in partnership with Cranks, Sustrans and RISE, has provided cycle training to women and children at the city's domestic violence refuge and provided them with reserviced bikes when they move on from the refuge.

The project has helped to empower and build confidence in both the women and children, as well as supporting them to get around the city and reduce travel costs.



"I can't afford the bus fare to the beach and it's too far to walk, I'm so excited I can now ride there."

Bike project user

Pedal People

Pedal People, a small independent Brighton charity, provides weekly, year-round rides to elders living in care, enabling them to interact with their community and experience wind in their hair!

It is the city's only disabled cycling provider, giving 2,000 rides a year. In 2021 it is expanding to all ages, with guided and co-piloted options allowing families, carers and friends to cycle together.

Accessible cycling is often easier than walking/using mobility aids for many and improves wellbeing, health and independence.

"I feel back in the land of the living." **Violet, 95**



"I loved it, just loved it. So nice to talk with so many people and the children and even the dogs! It's magic being on a bike outside with everyone!" **Reg 98 and Beryl, 90**

Healthwalks



Brighton & Hove Healthwalks has been providing daily volunteer-led social walks across the city for 18 years.

While the pandemic stopped group walks for much of the last year, Healthwalks helped to keep people motivated to walk in their local communities through its online walking challenges. Scores of local people participated and have collectively walked thousands of miles and logged millions of steps, by recording their daily walks for leisure or active travel.

Healthwalks also joined the virtual 2021 World Walking Challenge for mental health charity Mind, where walkers joined a virtual hike to Everest, collectively walking 11,000 miles.

A healthier and safer city

We are sixth highest in the country for percentage of physically active adults, but this varies significantly by age group and area. For example, over a quarter of adults in areas of Whitehawk, Bevendean and Hangleton are inactive, compared to less than 12% in areas of central Brighton.

Physical inactivity is responsible for one in six UK deaths (equal to smoking). Staying physically active is an essential way to look after your wellbeing, de-stress, stay healthy and manage long-term health conditions including some cancers, heart disease, type 2 diabetes and depression.

Active travel – such as walking, wheeling (wheelchair / mobility aid), cycling or scooting – has been identified as one of the best and easiest ways to build in daily physical activity. Twenty minutes of exercise per day cuts risk of developing depression by 31%. It helps improves mood, concentration and sleep. Active travel also gives you a feeling of wellbeing, freedom and independence.

It is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling. LTP5 needs a Vision Zero approach to road safety, that seeks to eliminate all traffic fatalities and severe injuries. Vision Zero recognises that all of us, whether we are travelling or managing the transport network, share a responsibility and a moral obligation to reduce danger and the fear it creates.

We need to improve the safety of all users of our streets, while reducing the fear of danger which can create barriers to switching to sustainable, active travel, particularly to cycling. Many people don't cycle because they don't feel safe and improving levels of confidence is key. Women, older people, people from ethnic minority backgrounds, and disabled people are all less likely to cycle and many have never been on a bike. Twice as many men (24% of men, 12% of women) currently ride a bike at least once a week in cities.

Share the Roads, Share the Responsibility

Failure to look properly is the main cause of collisions, whatever kind of road user you are in the city.

80% of the city's collisions and casualties happen within 20 metres of a junction.

The council runs road safety campaigns in partnership with many organisations on key risk factors. The Share the Roads, Share the Responsibility campaign aims to highlight the dangers of multitasking while driving, cycling or walking, and has included the use of printed banners on our pavements on the approach to junctions.



The Climate Emergency

Scientific evidence shows that the planet is warming, and that human activity is the main contributor. Carbon dioxide (CO2) accounts for the majority of greenhouse gas emissions from human activities, and we are already seeing the consequences of climate change in our city and around the world.

The national picture

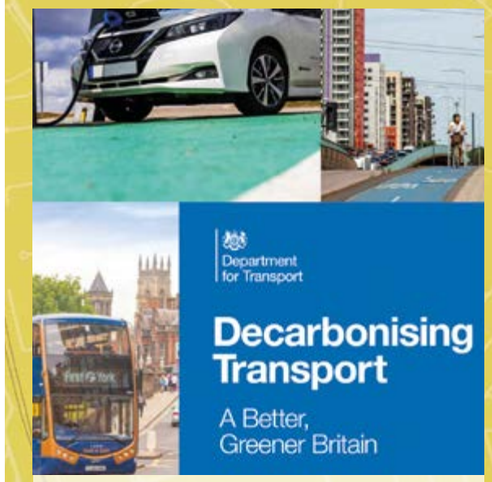
Transport is the fastest growing source of global greenhouse gas emissions. It is the UK's biggest polluting sector, responsible for around one third of domestic greenhouse gases emissions, the largest share of all sectors including energy, business and homes. Of this, cars (including taxis) are responsible for around 55% and HGVs or vans a further 33%.

The UK government has committed to reducing all greenhouse gas emissions to net zero by 2050. Many towns and cities across the UK, including Brighton & Hove, have committed to becoming carbon neutral much sooner. 'Carbon neutral' means that carbon emissions will be reduced, as far as possible, and those remaining will be offset through carbon sinks (a natural environment that absorbs carbon such as a forest) or carbon reduction projects.

Efforts are being made to reduce carbon emissions nationally. For example, a government ban on the sale of new petrol and diesel cars will be introduced from 2030. However, simply switching the current number of journeys to zero carbon vehicles will not be enough: we also need to cut the frequency and distance we travel.

In late 2020, the government launched a 10 point plan for a green industrial revolution, which includes a number of measures to encourage more walking, cycling, public transport journeys. It also aims to speed up the switch to zero and low emission vehicles including electric cars and vans. More sustainable transport and travel are a key part of supporting a low carbon economy.

Transport Decarbonisation Plan



The Department for Transport has recently published the government's first transport decarbonisation plan, Decarbonising transport: a better, greener Britain. This sets out the government's commitments and actions needed to decarbonise the entire transport system in the UK.

It includes:

- the pathway to net zero transport in the UK
- the wider benefits net zero transport can deliver
- the principles that underpin the approach to delivering net zero transport

The local picture

Brighton & Hove was one of the first cities in the country to declare a climate and biodiversity emergency, and the council has recently adopted a Carbon Neutral Programme to deliver our commitment to become carbon neutral by 2030. This sets the direction for action on climate change by the council, partners and residents across the city for the rest of the decade. We need to act fast: to reach our carbon neutral target the city's emissions need to fall by 12.7% annually. The more we do now, the less we'll have to do as we approach 2030.

A large share of this fall needs to come from transport, since this accounts for one third of total emissions. During recent years, emissions from transport have fallen much more slowly than for other areas such as energy, homes and industry.

Reducing carbon from transport by 2030 requires enormous changes in the way and frequency that people travel, in vehicle technology and fuel sources.

The council is working hard to reduce its own corporate carbon emissions but these amount to only 2% of the city's emissions. We have, so far, decommissioned oil boilers, installed solar panels on council buildings and upgraded street lighting. We are also gradually replacing our fleet with fully electric and petrol/electric hybrids.

You can find more information on climate change and our carbon neutral programme here.

Electrifying the council vehicle fleet

Since 2019, the council has been planning to move to a carbon neutral fleet. In November 2020, our fleet strategy was agreed, outlining our commitment and approach to achieving this.

To date, we have replaced 21 vehicles with fully electric ones and 14 vehicles with petrol/electric hybrids. Fully electric dustcarts are now in production for use in the city. As well as helping reduce carbon emissions, they are cost effective: an electric dustcart costs just £5 per day to charge compared to £65 per day to run a diesel dustcart. They are also extremely quiet.



To further reduce our carbon footprint, we will be looking to convert as many of our existing trucks and street cleaning vehicles as possible over to electric; and solar panels have been installed at our Hollingdean depot to help charge the vehicles.

The Climate Assembly

In autumn 2020, the city hosted a Climate Assembly which brought together a representative group of around 50 residents to discuss how we can reduce transport-related emissions over the next decade.

After hearing from expert speakers, the assembly members strongly supported taking action in a number of ways, recognising that wide-ranging changes to the way we travel will be both necessary and challenging.

The Climate Assembly members generated recommendations that focused on the need for a set of interventions to make travel more accessible, affordable, cleaner and safer, such as:

- **Reduced travel by private vehicles**
- **Increased active travel, and**
- **Improved public transport**

They also recommended actively consulting and engaging the city's residents when developing and implementing any changes.

A **youth climate assembly,** made up of 25 members aged between 12 and 25 was also formed.

This was established by a young climate activist, who wanted to ensure that the voice of younger residents of the city was also heard on the climate issues up for discussion.

The youth climate assembly was designed and organised to mirror the discussions and actions of the main assembly. Members supported taking action in a number of areas including cycling and public transport, for example safer cycle storage and more incentives to use local buses.

"It's very hard to think about how what you do will make a difference to climate change."

"I am really deeply concerned about the climate crisis. It's important to me that we shouldn't leave the future in a worse state than we inherited it."

"We need to be radical. It can't be a slow shift. We are, I don't want to be negative, but we are running out of time."

BTN BikeShare

The BTN Bikeshare scheme was launched in 2017; over 1.3 million trips have been made using the current fleet of 600 bicycles located at nearly 86 hubs across the city, with more to come. Over 3 million miles have been cycled by subscribed users. 80% of people using Brighton Bikeshare say they save time and their journeys are easier.



"After signing up for the yearly subscription, I've been using the bikes along the seafront cycle lanes to get to my studio come rain or shine! They've been invaluable over lockdown and allowed me to get a daily dose of exercise"

Toba, Brighton

The Smile Book – 5 ways to wellbeing



The Smile Book has been developed by the council's Public Health and School Travel teams.

The book is written for young children and their families, and is based around the '5 ways to wellbeing' - 5 steps you can take to improve your mental health and wellbeing.

'Smile' translates these steps into more child-friendly ideas for parents, carers and children to use and enjoy together.

The characters in the book practise the '5 ways to wellbeing' on their everyday journeys, while they are walking, scooting, cycling, travelling by bus or 'park & striding'. Families can then practise the '5 ways to wellbeing' on their own everyday journeys.

Nearly 30 schools across the city are using the book and a set of lessons with their reception children (4-5 year olds). Each lesson ends by encouraging the children to take the ideas on to their journey home.

Recovering from Covid-19

The consequences of Covid-19 have been devastating and it continues to be an extremely difficult and challenging time for many people. However, it has given us the opportunity to change and improve some areas of our lives. The pandemic has already changed how many of us work, shop, study, keep fit, socialise and enjoy ourselves. This has impacted on our travel patterns, how streets are being used, and how we access goods and services.

Impacts of Covid-19

During the first and subsequent lockdowns most people stayed at home, resulting in fewer cars on the roads, which helped residents enjoy cleaner air, quieter streets, discover more of their local area, and support local businesses that could remain open. A number of key routes in the city recorded up to a 60% fall in traffic levels in April 2020 compared to the same month in 2019.

Covid-19 has led to changes in behaviour and attitudes towards physical activity, with an increase in the public's desire to be more active, and a rise in popularity of cycling and walking. There have been more people walking, wheeling (wheelchair / mobility aid), running and cycling in our parks or on the Downs, and along our streets and seafront, as part of their daily exercise. This has helped many residents to maintain their health and mental wellbeing.

However, for others, Covid-19 has brought increased loneliness and/or poor mental health. It has particularly impacted on vulnerable residents including the elderly, homeless and people with long term health conditions. Younger residents have also suffered and have been hit by the increases in youth unemployment due to the disproportionate impacts on our strong creative, arts, retail, and visitor economy.

Government advice and personal health concerns have dented confidence in using bus and rail services. Although levels of bus and train use are now rising again, many residents, commuters and visitors to the city have returned to driving, meaning that traffic levels in the city have gradually crept back towards their normal levels. Traffic levels counted across a number of our key routes were only 9% lower in October 2020 compared to the same month in 2019.

Also, the increase in online shopping including food shops and takeaways has seen a greater use of delivery vans, which are generally diesel powered and contribute more to climate change and poor air quality.

A post-Covid-19 city supported by a greener economy

Covid-19 has provided an opportunity to think differently about how we do things, and an appetite for change. The city needs to grow back sustainably as it recovers from the pandemic so that we come back better and stronger than we were before. We need to improve the experience of everyone living, working in and visiting the city, from moving between places to visiting attractions and shopping areas.

As the city starts to recover from the impacts of Covid-19 we must try to capture the positives. Beyond the pandemic it is likely that some changes will not be fully reversed. Hybrid working (mixture of home and office working) could become the norm and the growth in online shopping, including for food, will likely continue.

As the city safely reopens, we need to improve the health and wellbeing of our residents by improving air quality, switching more space from vehicles to people, and supporting opportunities to use more active methods of travel. This will help to reduce congestion for vehicle users and enable more people to enjoy the most affordable ways of getting around.

We need to prioritise the use of active travel for shorter journeys and public transport for longer journeys (for all or part of the journey), while ensuring that all residents in the city can get around easily.

LTP5 needs to be flexible enough to adapt to changing priorities as the medium and longer term impacts of Covid-19 become better understood.

Local surplus food charity goes electric



The Sussex branch of national food charity FareShare has begun an exciting project to trial the use of electric vehicles to redistribute surplus food to people in need.

FareShare Sussex alleviates hunger and reduces food waste through the redistribution of surplus food to vulnerable people via its network of community organisations.

Since the pandemic, they have tripled the amount of food they normally deliver as numbers of people requiring emergency food has grown.

Access to external funding has enabled FareShare Sussex to purchase both an electric van and electric cargo bike.

"It is exciting to be involved in a project that is leading the way in the transition to zero emissions logistics, which we so greatly need in this climate crisis. The electric van has had a huge impact in reducing the emissions across our fleet, saving nearly 1,500kg of C02 in just three months."

Project Coordinator Nathan



The story so far

The city has a lot to be proud of when it comes to transport and travel; we have much more work to do but certainly have a head start over other parts of the country.

We have the highest levels of walking to school for at least three days a week. Levels of cycling to work are much higher than the average across England, supported by one of the most successful bike share schemes in the country. Brighton & Hove is one of the most physically active cities in the country.

We recognise that not everyone can walk and/or cycle, and it isn't always appropriate for longer journeys. To help, we have one of the best local bus networks in the country and the highest bus use in the UK outside of London. We also have eight railway stations providing frequent connections locally and further afield.

The council has been successful in securing external funding to work with partner organisations to deliver changes that support people to make journeys on foot (including use of wheelchair / mobility aid), by cycle, bus or train, improving access for disabled people, and encouraging the use of cleaner vehicles for motorised journeys. Here are some examples:

Encouraging zero-emission vehicles

Low emission vehicle drivers receive a



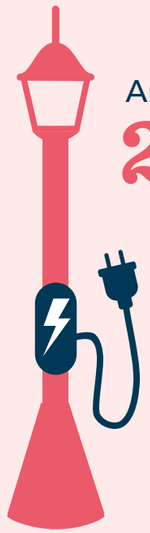
on parking permits

Brighton & Hove Buses has introduced over

50 extended range **electric buses.**



The Big Lemon launched the **UK's first solar-powered bus** in 2018, and currently has **12 electric vehicles** that are powered by **solar panels** on the roof of its bus depot.



An initial **200** new **lamp post charging points** for electric cars are available on streets across the city, as well as new rapid-charging hubs for electric and hybrid taxis



An **Ultra Low Emission Zone** (ULEZ) is in place for buses within the central areas of **Castle Square, North Street** and **Western Road to Palmeira Square**. The majority of buses already meet the emissions standard, well in advance of the required date of October 2024

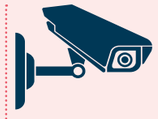


The council is supporting local businesses and organisations to switch to electric cargo (eCargo) bikes for deliveries of goods and services, including a **free loan of eCargo bikes**

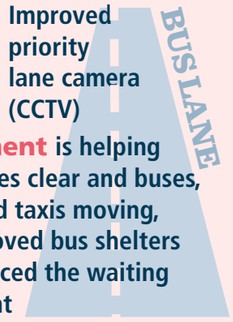
Encouraging reduced car use, and increased public transport use

Brighton & Hove's **City Plan** limits car parking, and encourages the **development of car-free and low parking developments**





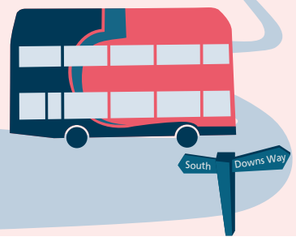
Improved priority lane camera (CCTV) enforcement is helping to keep lanes clear and buses, coaches and taxis moving, while improved bus shelters have enhanced the waiting environment



The **council** supports workplaces to **promote sustainable travel** to their employees and we provide personalised travel information to residents and community organisations



In partnership with the **South Downs National Park** and the **National Trust,** the council promotes the **Breeze up to the Downs** bus network.



Smarter payment options are available for buses and trains in the city, with smartphone ticketing, the Key Card, and contactless payments which cap fares at a daily limit



Encouraging and enabling active travel

We are working in partnership with **Sustrans,** a cycling and walking charity, on the national **'Bike It'** scheme which aims to get more young people cycling to school and for other journeys



BTN Bikeshare now has **600 bicycles** located at 86 hubs across the city, and is still expanding



The **Valley Gardens** area is being improved, providing more attractive public spaces and safer and more direct walking and cycling links

The council is working with schools to encourage healthier travel and has restricted traffic outside some schools at drop-off and pick-up times, via the School Streets initiative



We provide **financial support** for cycles and cycling equipment along with cycle training

In 2020 we delivered a large programme of Covid-19 transport response schemes across the city, focused on temporary walking and cycling improvements supporting active travel and physical distancing to help reduce the spread of Covid-19. In a city with such high bus use, providing safe active travel infrastructure was important to complement the temporary reduced public transport capacity, providing alternative travel options for some residents. We have secured additional funding to extend some of these measures, as well as permanently improve the options for active travel in other areas of the city. You can find out more about the Active Travel Fund measures at www.brighton-hove.gov.uk/travel-and-transport

Our vision and outcomes

Our vision statement is where we want to be by 2030

Better connected residents, businesses and visitors, for an improved quality of life in a healthy, inclusive and carbon neutral city



Outcomes

Our new transport plan will help to achieve our vision by focussing on delivering six key outcomes.

- **A sustainable, strong and fair economy,** where everyone has affordable access to education and employment opportunities, and benefits from a growing, open, talented, fair, and sustainable city
- **Safe, healthy and welcoming streets and neighbourhoods**, where everyone feels confident however they travel, and our streets and local centres become vibrant places to enjoy, relax and socialise
- **An accessible city with a transport network that everyone can use,** where affordable door-to-door journeys especially for disabled people and residents living in suburban areas, can be made with ease and certainty
- **Improved air quality to safeguard the health of our communities,** where the way we travel will ensure that people have the best opportunity to live a healthy, happy and fulfilling life
- R**educed carbon emissions to protect our global environment**, and contribute to reaching our 2030 carbon neutral target
- **Travel that respects our local environment,** by minimising the impact of transport on our natural, built and historic environment

What we need to do – our three key principles

To meet our outcomes for LTP5, the new transport plan needs to be built around **three key principles: Reduce, Shift and Clean.**

1 - Reduce the need to travel

- avoiding or reducing the frequency and length of trips we make by vehicles.

Although not suitable for everyone, we have seen during the pandemic how it is possible to study or work from home and have good online access to health, financial, retail and other services. This can have a huge part to play in avoiding the need to travel, especially where we can remove longer vehicle journeys, which have the largest impact on the environment and society.

To accommodate our continued population growth, we need to create more mixed use developments that enable people to exercise, play, shop, work or go to school locally, which are designed to prioritise disabled access and walking, and are located on principal cycling and public transport routes.

The need to travel by motor vehicles can also be reduced by the creation of **20 minute neighbourhoods** across the city, a concept where all of our day to day needs including schools, shops, cafes and leisure facilities are close by, e.g. a 20 minute return walk or short cycle.

These neighbourhoods would help people to shop locally and could include co-working hubs that provide shared office space, complete with meeting rooms and cafes. These allow residents to work away from home in a communal environment but without travelling to their normal place of work. The re-use of redundant office space, vacant shops and other buildings could help support 20 minute neighbourhoods.

Fibre to the Premises

Residents, visitors and businesses will soon benefit from faster and more reliable fibre based internet, with a number of projects delivering fibre to nearly all premises in the city. For example, work has begun on an £80m rollout of full fibre broadband throughout the city, beginning with Moulsecoomb & Bevendean ward.

This new fibre connectivity will mean faster and more reliable internet, with connections less prone to slowing down during busy times of the day or when several devices are connected at the same time. During the pandemic we have seen our need for good quality internet connections increase with children having to be home schooled during periods of lockdown, more people working from home and connecting with friends and relatives by video.

2 - Shift how people travel

– prioritising walking and cycling for shorter journeys, and public transport for longer journeys.

This is particularly important for us to be able to accommodate the additional travel generated by further planned growth and intensification of the city.

58% of car journeys across the country are under five miles; in urban areas, more than 40% of journeys are under two miles. For many people, these journeys are perfectly suited to cycling and walking. Some residents however, including disabled people in particular, will always need to use their cars for short journeys.

Switching to active travel options will help free up the roads for disabled people, deliveries, emergency services, local traders and others who need to drive, and will reduce the volumes of traffic people experience.

People often over-estimate distances and how long it will take them to walk, especially for local journeys. Taking into account time spent in traffic and to find a parking space, cycling and walking may be faster for short journeys. Short car journeys impact most on air quality and pollution levels can be higher inside cars than on the street.

To enable a switch from the car, streets need to be designed to put people first. The right balance has to be found between space for people and vehicles, which depends on the type of street or area of the city. We need to create more space for walking, cycling and public transport, by reducing the significant amount of space across the city taken up by cars, which on average spend around 96% of the day parked.

Redesigning streets will also allow us to give more space back to people through, for example, local community mini gardens or pocket parks, with trees or vegetation, or squares, to provide more space for relaxing, street markets or local events. These can also support the local economy: well-planned improvements in the walking environment can increase shopping footfall by up to 40%.

Last year the government launched Gear Change which sets out what is required for half of all journeys in towns and cities to be walked or cycled; it is currently around 29%.

It recognises that cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities, and easing congestion, while also helping to deliver clean growth.

A full double-decker bus can take 75 cars off the road





Car clubs



Car clubs offer car and van hire on an hourly and daily basis to their members, who normally pay a monthly or annual membership fee. Members book a vehicle in advance, which is picked up from a dedicated parking space on streets at around 80 locations in the city.

Research suggests that for each car club car, the need for between five and eight privately owned vehicles may be removed. Car clubs can help to reduce congestion and relieve the pressure on parking spaces in urban areas.

Plans are underway to create a new community-led electric car club for the city to supplement the existing scheme.

We are looking to make cycling and walking the natural choice for short journeys (or as part of a longer journey). Our Local Cycling and Walking Infrastructure Plan (LCWIP) is currently in development. It will enhance links between Brighton & Hove and neighbouring towns and areas, including the South Downs National Park. Wider benefits of the plan include greater connectivity, equality of opportunity, and improved public health and overall quality of life.

The plan will cover a 10 year period and will include strategic routes and areas for improvement. Residents, organisations and businesses will be able to comment on the LCWIP during the public consultation (in autumn 2021). We are aiming for the first LCWIP to be adopted in early 2022.

Motorcycles may also provide an option where active travel or public transport is not an attractive or practical alternative. They can provide an affordable and flexible means of travel, quicker journeys than by car, and help reduce congestion due to their size. Sections of bus lanes on some major routes into the city are already open to motorcycles.

A shared transport network also enables people to shift from private car travel. As well as public transport, options such as BTN Bikeshare and car clubs make it easier for everyone to have access to the most appropriate form of travel for their journey, without the costs and hassles of ownership.

3 - Clean vehicle travel

– vehicle travel to be low or zero emission, powered by renewable energy sources

The council will continue to support the switch to low or zero emission vehicles by assisting and providing incentives for residents and businesses to switch to electric, hydrogen or other clean energy. We will work with businesses, energy and transport companies and neighbouring authorities to provide the infrastructure required such as hydrogen refuelling stations.

The uptake of zero emission vehicles in the city is increasing but is still very low; there are currently less than 800 plug-in electric cars registered in Brighton & Hove, representing fewer than 1% of all cars in the city. In addition to better availability of charging points, the fall in the relative cost of electric vehicles over time will make them more accessible.

Although an important step, simply switching diesel or petrol car trips to cleaner low or zero emission vehicles is not enough: it will not tackle congested roads, physical inactivity or improve air quality. We also need to use vehicles more efficiently, including delivery vehicles.

There are currently fewer zero emission options when it comes to larger vehicles. Brighton & Hove Buses are trialling buses powered by hydrogen fuel cells, which allow the buses to travel further than what a fully charged battery offers in an electric vehicle. On the rail network, hydrogen passenger train trials are underway in the UK.

The council has a programme in place to switch its refuse collection and other large servicing vehicles from diesel to electric or other low-carbon fuels over the next 10 years.

There are also fewer options for the movement of goods, particularly larger deliveries such as those to industry, large retail stores and supermarkets. The government is looking at possible alternative fuels for heavy goods vehicles. An increasing emphasis on spontaneous ordering and same or next day orders creates an additional challenge for deliveries to be undertaken in an organised and more sustainable way.

For smaller goods transport and deliveries, low-carbon options include electric vans and electric cargo bikes or scooters, which are already being used by a number of businesses and organisations in the city.

Electric scooters are increasingly seen on the streets of our city and offer the potential for convenient, clean and cost-effective travel for some residents. However, privately owned e-scooters remain illegal for use on the public highway. Many towns and cities across the country are currently trialling e-scooter rental schemes, to assess the safety of their use on roads (in traffic lanes, not on pavements) and in cycle lanes. The outcome of this may be that they become a more common way of getting about in the city.

Pedal powered plumbers



The council supports local businesses and organisations to switch to eCargo bikes for deliveries of goods and services. Mittens Plumbing received impartial advice to help them select the best eCargo bike for their needs, large enough to transport all of the necessary tools and equipment for most customers.

The eCargo bike is used for the majority of city centre site visits and completes an average of 37.5 miles a week, previously conducted by a 4x4 diesel Ford Ranger.

Using an eCargo bike for completing home visits has offered:

- £350 monthly savings on fuel, insurance and parking
- Five weekly staff hours saved as riders spend less time in traffic and searching for parking
- Trips to clients are more enjoyable

How we get there
-Priority areas and interventions

In support of our three key principles, we have identified **six transport priority areas:**



Create an inclusive and integrated transport system



Reduce car use



Develop streets and places that encourage and enable active travel



Promote and facilitate the use of low and zero emission vehicles



Increase public transport use



Promote and use technology to reduce and manage travel

We have created an initial set of **proposed interventions** for each of these (see pages 36-38), many of which are already in place or under development in the city. To deliver these we will continue to work in close partnership with transport operators and providers, and organisations outside of the transport sector. These will be reviewed during the lifetime of the new transport plan.

Valley Gardens Phase 3 accessibility audit



The first two phases of Valley Gardens have seen improvements to reallocate road space and create new accessible open spaces and transport corridors between St Peter's Church and Old Steine, including new cycle lanes, priority lanes for public transport and landscaped spaces. Phase 3 covers the area from the Old Steine to the Palace Pier roundabout.

The council worked with Possability People, a user-led charity working with and for disabled people. They work to ensure disabled people can live independently, and that their voices are heard when services are planned or developed.

Possability People planned and conducted an accessibility audit of the Phase 3 area, to identify locations requiring improvements, either as a temporary measure during the scheme construction, or as part of the final scheme.

Further design workshops are being held as the Phase 3 design progresses and there is a commitment to carry out further accessibility audits during the three year monitoring period once construction is completed.



Create an inclusive and integrated transport system

Interventions to improve accessibility of the transport network and the integration between different forms of travel will benefit everyone and help support a shift from private car to more affordable and sustainable options. Lack of convenient access to alternatives to a car, and the inconvenience of switching between different methods of travel, are among the many reasons why people choose to drive for some journeys. An inclusive and integrated transport system will support a better customer experience for visitors arriving in the city.

The design of new transport schemes will fully consider the needs of disabled and elderly people, from providing dropped kerbs at road crossings to level-access boarding of buses, safely designed traffic-free areas, places to rest, and increased parking for blue badge holders. There is also a need to continue providing clear and accessible information on travel options for residents and visitors, and work closely with more vulnerable residents to give them the confidence, support and training that enables them to travel more affordably and independently.

Mobility hubs provide seamless interchange between different forms of travel, to integrate and encourage more widespread use of sustainable forms of travel. A network of hubs located throughout the city would make it easier for residents and visitors to make journeys into and around the city by more sustainable travel. They can be developed in a range of sizes and with the travel options available tailored to the areas or people they serve.



A **local mobility hub** would be located in a neighbourhood or at a suburban rail station and offer bus services, bike share, car club vehicles, 'click and collect' lockers and electric vehicle charging. They could also provide facilities such as a café, cycle repair, free Wi-Fi and a pocket park.



Develop streets and places that encourage and enable active travel

Our streets form the arteries of the city and need to be attractive, safe and healthy places, rather than clogged with vehicles. As well as enabling us to travel confidently, they are places to enjoy, play and rest for many residents, workers and visitors. They need to be attractive, easy to use and safe for everyone, from children to disabled people.

Developing a public realm (public spaces that are open to all) that encourages and enables active travel requires the reallocation of road space to walking and cycling, and improving the journey quality of these.

This will encourage more people to walk and cycle and provide a strong message to all road users that these ways of travelling are a central part of the city's transport offer. The Covid-19 transport response schemes have already presented an opportunity to test the impacts of reallocating road space.

Theft is an issue affecting owners of cycles (and motorcycles), limiting the attractiveness of using these. We need more secure on-street parking at homes and destinations to help address this.

A **Liveable City Centre** will create and support an attractive and vibrant central area by placing restrictions on vehicle access. These would improve air quality, reduce noise levels, create attractive and safer streets, and give more space to people to enjoy, relax in and shop. We are looking at different options for a Liveable City Centre area.

Exemptions would need to be in place for disabled people who rely on their car to access the city centre, and consideration given to other vehicles that would need access, including emergency services, residents living within the zone, local businesses, deliveries and servicing, taxis and buses.

There would be removal of pay & display on-street parking spaces (except spaces for Blue Badge holders which could be increased and better located) in the zone, but access to major off-street car parks would be retained.

A **low traffic neighbourhood** (LTN) is where motor traffic is greatly reduced in a group of residential streets to create more liveable places. It contains a range of measures to minimise the amount of 'rat-running' through residential areas.

LTN schemes maintain easy access for vehicles to homes and businesses and enable priority for emergency vehicles. They are carefully designed to ensure that traffic isn't simply displaced elsewhere.

Traffic is reduced by installing 'filters' such as bollards and planters. This can transform areas dominated by vehicles and open up streets so that more people can travel on foot, cycle, wheeling or by public transport.

A group of residents from Hanover asked the council to set up a pilot low traffic neighbourhood scheme in their area, which is currently being developed.

School Streets support the safe movement of children to and from school by creating streets that allow for more walking, cycling or scooting. They reduce vehicle congestion around the school gates, improve road safety and encourage active, sustainable travel on the school journey.

Motor vehicle access to streets near school entrances is restricted during school opening and closing times. Vehicle access remains for those who need it, including disabled children and Blue Badge holders.

School Streets closures were delivered at nine schools in September 2020, to support a safe return to the classroom during the Covid-19 pandemic. The council is now working in partnership with schools to develop a School Streets programme which would see the implementation of six new School Streets closures each year.

School Streets – St Luke's Primary School

St Luke's Primary School was the first school in the city to trial a School Streets closure in March 2019. The success of the pilot scheme means that different measures, including infrastructure, are now being trialled at some schools to determine which model works best to sustain School Streets closures over the long term.



"School Streets has been transformational in terms of its positive impact on drop off and pick up at St. Luke's. What was once a time of pressure and anxiety for many children and parents/carers alike has now become a time for the community to meet safely together free from their previous fears of traffic and pollution.. It is clear from talking to parents/carers that many more families are now walking or scootering more regularly into school and they have quickly grown to love their School Street."

Jonathan Cooper, Headteacher

Increase public transport use

Increasing public transport use, including taxis, will support a reduction in private car use. Measures should seek to improve coverage of the public transport network and accessibility to it, make these options faster and more punctual, and increase reliability, efficiency, and affordability for those on lower incomes or families travelling together.

In support of increasing bus use, the government has recently launched a national bus strategy to deliver better bus services for passengers across England. This is intended to support the Covid-19 recovery and will require the council to establish even stronger partnership working with local bus operators and for us to prepare a Local Bus Service Improvement Plan. This will build on our current bus network review and set out a number of improvements including ambitious priority schemes in congested locations.

Larger than local mobility hubs, a **strategic mobility hub** could provide a transport interchange on the outskirts of the city where Park & Ride enables people to switch from cars and coaches to bike share (including eBikes), buses and taxis to reach the city centre or other final destination.

It could incorporate other facilities such as electric vehicle charging, and freight delivery hubs, from where the last few miles can be made by smaller electric vehicles including eCargo bikes.

Reduce car use

Alongside providing alternative options for some journeys, a reduction in car use could be achieved through a range of measures including limiting or charging for car use on the city's roads. This could be based on vehicle or fuel type, emissions standards, distance driven, time of day, day of the week or geographic location. Exemptions could be in place for those who need to use a car, including disabled drivers. Any proposed measures would be thoroughly explored and consulted on as part of a national scheme. A 'pay as you drive' charge is being considered by the government, which is likely to replace the current fuel duty.

Managing demand for car parking through, for example pricing and number of spaces, including in new housing and office developments, will also influence travel decisions and contribute to reducing car use. Lift sharing, for example on the commute, also helps to reduce the overall number of car trips. Building on measures that are already in place, we can aim to reduce the number of people who use the car as their primary form of transport, while ensuring that those needing to use a car, such as disabled people, are prioritised in allocating parking spaces.



Promote and facilitate the use of low and zero emission vehicles

Encouraging and enabling people to shift to low and zero emission vehicles will play an important role in reducing the carbon emissions of transport and improving local air quality. To ensure maximum uptake of electric vehicles, delivery of more infrastructure (e.g. charging points) must be accompanied by measures to encourage electric vehicle use, including eBikes, eCargo bikes and mopeds/scooters.

It also requires promotion of the use of low or zero emissions goods and servicing vehicles, and reducing the need for some goods vehicles to enter the city centre at all. This is done by providing facilities that enable changes in delivery practices and allow for more sustainable 'last mile' deliveries.

An **expanded Ultra Low Emission Zone** (ULEZ) would encourage the use of cleaner vehicles by extending the current bus only ULEZ in central Brighton to cover a much larger area of the city and to apply it to other vehicles.

This could involve a charge if drivers use a vehicle that does not meet minimum emission standards, and would have similar principles to the Low/Zero Emission and Clean Air Zones already in place or planned for in London, Oxford, Cambridge, Bristol, Birmingham and Bath. Exemptions would need to be considered for disabled drivers and certain types of vehicles, and residents of the city could be exempt from the charge for a number of years following the introduction of the scheme.

To provide more options to travel to the city centre by alternative means, and give visitors the confidence that they are still able to travel easily into the city, an expanded ULEZ (and a Liveable City Centre) would need to be supported by improvements to other forms of travel and financial incentives to make it easier for residents and local businesses to upgrade to cleaner vehicles.

Hydrogen Sussex

Local authorities, businesses and organisations from across the city and wider area have formed a new energy group called Hydrogen Sussex. The group aims to position 'green' hydrogen as a mainstream energy carrier to help the drive to become a zero carbon economy. The most likely early applications in Sussex are to power heavy vehicles such as buses and refuse vehicles, and mobile fuel cells providing 'shore power' to ships while in harbour. Brighton & Hove Buses is already working on a project to convert existing buses to be powered by hydrogen fuel cells.



Promote and use technology to reduce and manage travel

Advances in technology have the potential to reduce the need to travel for business, commuting, leisure and other trips including freight and deliveries. The UK's response to Covid-19 has necessitated a reduction in travel with a significant increase in home working for those who are able to. Supporting the development of high speed digital connectivity will help to 'lock in' this change.

When we do need to travel, technology can keep us better informed about door to door travel options including routes, journey times, interchanges, step-free provision, costs/ fares and carbon footprint. It can also assist during our journeys with live information on bus stop or platform departures, seating availability, delays or incidents, traffic congestion, and parking space availability. Smarter infrastructure (such as signals) can also help manage the flow of vehicles more efficiently.

The government is working with the transport and technology sectors to trial **connected and autonomous vehicles.** These vehicles are able to 'talk' to each other, to other road users including pedestrians and cyclists, and to the infrastructure around them such as traffic signals. This could help to keep traffic flowing and make our roads safer by reducing human errors that can lead to collisions.

Automated vehicles could also improve travel options for those unable to drive or make their journey by active travel or public transport. While the reality of fully autonomous vehicles on our roads is some way off, the council will need to work with partners to ensure that they support the delivery of all our transport priorities.

BetterPoints

Joining many cities worldwide, the council has recently launched the Move for Change campaign through the BetterPoints smartphone app and online platform, which rewards residents and commuters for using active and sustainable travel in the city. The points can be converted into vouchers, money off or credit which can then be spent at local high street shops.

Proposed interventions



Create an inclusive and integrated transport system

- More step-free access
- Safer road crossings
- Local mobility hubs
- Improved bus and rail interchanges
- More secure on-street motorcycle parking
- More disabled parking bays
- Integrated journey planning and payment
- Promoting and supporting community transport services

Bremen, Germany – mobility hubs

The Municipality of Bremen has been creating a network of mobility hubs since 2003, offering on-street interchanges between car sharing, public transport and cycling. The network currently consists of more than 40 *mobil.punkt* locations, a mixture of larger, centralised hubs and smaller micro-hubs in neighbourhoods where daily trips start. The hubs have increased motivation for reclaiming public street space and it has been proven that each station-based car share vehicle removes 16 vehicles from the roads. Mobility hub pilot projects are now under development in towns and cities across the UK.



Develop streets and places that encourage and enable active travel

- Improved walking routes
- More wayfinding signs and information
- Liveable City Centre – a more attractive and vibrant centre
- More pedestrian priority areas
- Strategic cycling network
- Improved public rights of way network
- More secure on-street cycle parking at homes and destinations
- Extension of BTN BikeShare including eBikes – more bikes and locations
- Vision Zero approach to road safety
- Greening and climate proofing of public realm including tree planting
- Active travel and public health behaviour change campaigns
- Low traffic neighbourhoods to create more liveable streets
- School Streets to create healthier school zones
- Better designed and more mixed use neighbourhoods
- Enforcement of vehicle speed limits, pavement parking, street works and moving traffic offences



Increase public transport use

- Strategic mobility hubs
- Priority measures at 'pinch points' including extensions to bus lanes or changes at junctions
- Red routes – restrictions on vehicles stopping to park or load/unload on key routes
- More affordable bus travel
- Greater Brighton mass transit – express bus-based system connecting Brighton to Shoreham and Worthing
- Rail improvements to achieve faster and more reliable journeys



Reduce car use

- Behaviour change incentivisation campaigns
- Delivery of adult cycle training and maintenance skills courses
- Bespoke cycle training courses for underrepresented groups in cycling
- Workplace parking levy – a charge on employers who provide workplace car parking for staff
- Controlled Parking Zones in more areas of the city
- More car-free or low car developments including housing and offices
- Personalised travel planning
- School and workplace travel plans
- Road user charging (national scheme)

Nottingham – workplace parking levy

Nottingham has committed to becoming a carbon neutral city by 2028. A workplace parking levy was introduced in the city in 2012. It places a charge on larger businesses (with 11 or more parking spaces) for each space that they own and use for their employees, business vehicles or visitors. The annual charge, which some employers pass onto staff, is currently £428 per space.

The revenue collected is used to fund sustainable transport improvements including improved rail station interchanges and electric buses, and provide initiatives and facilities at workplaces that encourage staff to switch to more sustainable travel.



Promote and facilitate the use of low and zero emission vehicles

- Emissions-based parking charges
- Expanded Ultra Low Emission Zone – an emissions-based charge for vehicles
- More electric vehicle charging points at homes and destinations
- Financial incentives to switch to electric vehicles
- Behaviour change campaigns to switch to electric vehicles
- Better provision for eCargo bikes on the cycling network
- Freight delivery hubs
- Council fleet and contractors to use zero emission vehicles
- More electric shared transport vehicles – buses, car club, private hire and taxis
- Low emission bus corridors
- Hydrogen refuelling stations for buses and other larger vehicles



Promote and use technology to reduce and manage travel

- Full fibre network and broadband infrastructure
- 'Click and collect' delivery points
- Co-working hubs to provide shared office space
- Supporting employers and service providers to provide remote access
- Smart traffic signalling
- Live travel information

Bath – Clean Air Zone



The first Clean Air Zone (CAZ) outside of London was launched in Bath in March 2021, in a bid to cut nitrogen dioxide (NO_2) emissions to legal levels. Daily charges, from £9 for smaller vehicles to £100 for larger higher emission vehicles, apply to enter central Bath for vehicles that do not meet the required emission standards, including taxis, vans, goods vehicles, buses and coaches. They do not apply to private cars and motorcycles. Nearby Bristol is planning to introduce a similar CAZ scheme next year with the same charges, which will also apply to private cars.

How do we pay for this?

Transport improvements in the city, including maintenance of the existing network, are funded mainly by a combination of central government grants, national and regional funds (dependent on successful bids), surplus parking revenues, contributions from developers, and investment by local bus, rail and other transport providers.

Transforming how the city is connected by 2030 requires a significant increase in the amount of funding available to us and our partners, including local transport operators. It will also require a step-change in the decisions we make, the development and delivery of measures across the city and also the capacity of our teams.

The council has been successful on a number of occasions in securing funding for sustainable transport initiatives and will continue to bid for national and regional funds. We will continue to work with our partners and stakeholders, and lobby the government for those additional funds.

We also need to explore other ways of raising additional funds locally, as already happens in London. Some other UK cities are already operating in this way, for example Nottingham has had a workplace parking levy since 2012, to help fund public transport improvements. Cambridge, Leicester and Oxford are also considering the introduction of a workplace parking levy, whilst Bath has recently introduced clean air or low emission zones, soon to be followed by Bristol.

Have your say

The successful delivery of the new transport plan will depend on everyone in the city.

Public consultation will be open from 30 September to 15 November 2021, to hear your views on our emerging priorities for LTP5 and how we have suggested we could achieve them.

Feedback from this consultation will support us in developing the right combination of interventions required to meet the key outcomes we have set out.

We will then develop the draft LTP5 document which will set out more detail of the proposed interventions, including timescales. We aim to consult on this in spring 2022.

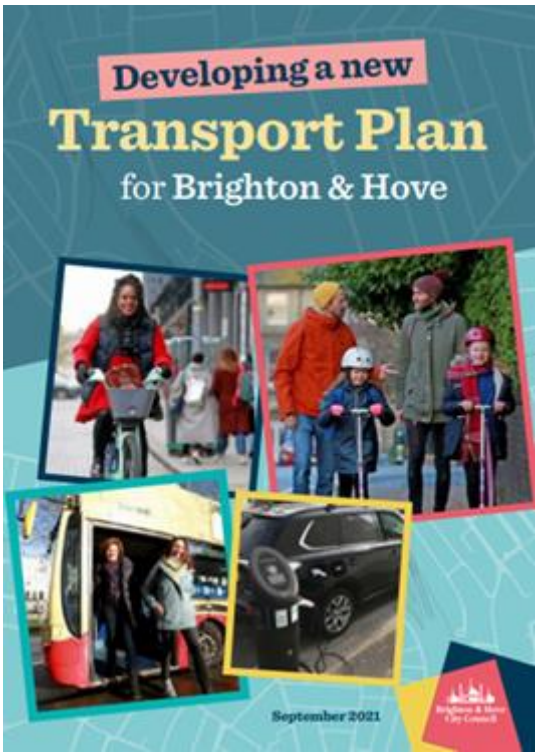
Further public consultation will be undertaken on individual interventions once they have been developed further.



7156 Brighton & Hove City Council Communications Team

Consultation report

Local Transport Plan 5 (LTP5) initial direction of travel document consultation - autumn 2021



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1. Summary

A public consultation was held by the council between 30 September and 15 November 2021, on two strategic transport documents:

- Initial direction of travel document for the new Local Transport Plan 5
- Draft Local Cycling and Walking Infrastructure Plan

The consultation was promoted at local events, advertisements on bus stops, advertisements on council screens such as libraries, through the council's website and social media, by sending posters to various organisations across the city, and by sending information via email to local stakeholder groups. A full list of events, poster distribution and workshops / focus groups is shown in Annex 1. Project managers also worked with local interest groups and schools in the city, and staged an exhibition and public drop-in sessions in Jubilee Library, to obtain as wide a coverage as possible. Focus groups were also held with specific groups – younger people, older people, Black, Asian and Minority Ethnic (BAME) people and disabled people.

An online survey was available on the council's consultation portal, Citizen Space. Consultation documents were available to read online or via paper copies.

The summary of engagement activity during the consultation is as follows:

- Approximately **250 people engaged via the four public events** at Jubilee Library
- **Eight focus group sessions** held, enabling more in-depth discussion of issues and feedback on proposals
- **Fourteen workshops / meetings with stakeholders** across the city, from general workshops with stakeholders to attending meetings such as the Equalities & Inclusion Partnership, Quality Bus Partnership, Local Access Forum and the Destination Experience Group to name a few (full list available in Annex 1)
- **Over 900 responses to online survey** – considered a very good response rate to an unsolicited consultation (ie information was not mailed directly to households)

Materials developed for the consultation included posters to promote the consultation, postcards to give out at events and to partners organisations, and paper copies of the consultation documents and questionnaire. Translations and large print / other formats of the documents were also available on request. Examples of consultation materials are shown in Figures 1 & 2.



Figure 1: Consultation postcard



Figure 2: Consultation poster

2. Public event feedback

2.1. Summary

Public events were held at Jubilee Library on 6, 8, 26 and 30 October – with times and dates incorporating evenings and weekends. In addition to the events, the event exhibition was in place for two weeks in the Jubilee Library foyer - for the week of 4 October and the week of 25 October. At the exhibition, members of the public were able to view information about the consultation, take information away, and contribute to the displays on the wall of the exhibition, even while staff were not present at the exhibition. Figure 3 shows the exhibition and public event taking place.



Figure 3: Public event / exhibition in Jubilee Library foyer

Members of the public were asked to put their views on Post-it notes on three key questions on the exhibition display, these questions also formed the basis for discussions with officers.

Across the four events approximately 250 people were engaged in conversations relating to the consultation, with further people handed postcards if they were unable to stop and talk to staff.

2.2. Feedback

Comments from the events were based around three key questions, responses have been sorted into themes which are summarised below.

Question 1 *- Do you encounter any problems with how you currently travel around the city? This could be by foot, cycle, mobility aid, bus, train, car or taxi or other means.*

Comment	Number of times mentioned
Road Safety: Dangerous roads / dangerous driving / delivery drivers	7
Road Safety: More 20mph areas / enforce / speeds too high	5
Road Safety: More restrict parking / enforce access restrictions	4
Road Safety: Cyclists jump traffic lights	1
TOTAL: Road Safety	**17**
Walking: Pavements in poor condition / narrow/ uneven / flooded	14
Walking: Less street clutter/ A-boards/ signs/ bins / diversions	11
Walking: Shared cycle lanes conflict with pedestrians	7
Walking: Pavement parking	7

Walking: E-scooters on pavements / should be licensed	4
Walking: City is overcrowded / summer	1
TOTAL: Walking	**44**
Cycling: Roads and cycle lane condition poor / potholes	13
Cycling: Illegal parking in cycle lanes / car dooring	9
Cycling: feels dangerous / unsafe vulnerable to cars / driver attitudes	6
Cycling: Cycle lanes not continuous / gaps in network	6
Cycling: Too many hills	4
Cycling: One-way systems confusing	2
Cycling: Difficult to make a junction turns as a cyclist	2
TOTAL: Cycling	**42**
Driving: Too much pollution / too much traffic	7
Driving: Car club is expensive and for longer journeys	3
Driving: Difficult to park	2
Driving: Parking is too expensive	2
Driving: Car required for work (care)	1
Driving: Pinch points	1
TOTAL: Driving	**16**
Bus: Fares are too expensive / cheaper to drive / want lower fares	25
Bus: Poor service / routes / frequency	14
Bus: Don't keep to schedule / unreliable /slow	9
Bus: More flexible bus tickets / discounts for carers / disability	4
Bus: Overcrowded / unclean	4
Bus: Difficult to board / alight with prams	2
TOTAL: Bus	**58**
Train: Tickets too expensive / want cheaper fares	4
TOTAL: Train	**4**

Question 2 - *Thinking about your local area, do you have any concerns about using the streets?*

Comment	**Number of times mentioned**
Stapley Road: Need crossing point / cut through	2
Downs Junior: Want zebra crossing	1
Fiveways: Improve crossing	1
Western Road: Crossing needed	1
Varndean school: More crossings	1
Nevill Road: Crossing needed	1
Upper North St: Want ped crossings	1
Balfour School: Better crossing needed	1
Surrenden Road: Zebra crossing needed	1
Blatchington Road: Need crossing	1
TOTAL: Pedestrian crossing requests	**11**
Sackville Road: Cycle lane needed	2
Lewes Road: Unsafe	1
Seven Dials: Unsafe for cycling	1

Ditchling Rd: Cycle advanced lights needed	1
Hollingdean: No cycle lane provision	1
Edward St: Dangerous bike lane at junctions	1
Preston Circus: Difficult for cyclists	1
London Road: Cycle safety	1
TOTAL: Cycling unsafe / no cycling provision	**9**
Lewes Road: Illegal parking / difficult to cycle	3
Dyke Road: Parking in cycle lane	1
Boundary Road: Illegal parking	1
Kings Esplanade: Reduce parking	1
TOTAL: Illegal / inconsiderate / too much parking	**6**
East Brighton: More BTN Bikeshare hubs	1
Queens Park Road: Cycle parking	1
Cycle parking: North St	1
TOTAL: Requests for more cycle parking	**3**
North St: Too much traffic	1
Varndean school: Lower traffic speed	1
New Road: Restrictions not enforced	1
Steyning Road: One way	1
Prestonville: Want Low Traffic Neighbourhood (LTN)	1
Porthall Street: Reinstate School Street	1
Stanford Junior: School Street	1
Old Shoreham Road: Reduce traffic speed	1
TOTAL: Want traffic calming / traffic restrictions / LTN / School Streets	**8**
A259 East: No lighting on road	1
The Level: Dangerous at night	1
TOTAL: Issues after dark	**2**
Cycle / ped conflict at pier junction / seafront / link to Valley Gardens	6
Cycle route to Lewes / stops / ped conflict	2
Surrenden: Cycle / pedestrian conflict	1
TOTAL: Cyclist and pedestrian conflict	**9**
Madeira Drive: Cyclists use pavement / narrow	1
Frederick St: Cyclist behaviour	1
TOTAL: Poor cycling behaviour	**2**
Old Shoreham Road: Reintroduce / prioritise cycle route	22
Madeira Drive: Preferred when traffic free	2
Hollingdean: Poor pavements / dropped kerbs	2
Boundary Road: Higher priority, needs more work	2
Elm Grove: Investment needed	1
Davigdor Road: Reintroduce scheme	1
TOTAL: Areas to be prioritised / reintroduce schemes / why have they been removed	**30**
Ditchling Rd / New England Road: Potholes	2
OSR: Poor Road surface	1

TOTAL: Poor road surfaces	**3**
Valley Gardens: better pedestrian routes needed	1
Ditchling Road: unsafe to walk	1
TOTAL: Unsafe walking / no provision for walking	**2**
Olive Road: Dangerous / rat run	2
Blatchington Road: Improve junction safety	1
TOTAL: Dangerous junctions / rat runs	**3**
County Oak school: Improve access	1
Improve seafront cycling/ lower prom access	1
TOTAL: Areas needing better access	**2**
Fleet Street: pollution	1
Valley Gardens: displacement of traffic	1
Stanford Ave: hilly	1
TOTAL: Misc Issues	**3**

Question 3 - *What would enable you to make some or more shorter journeys in the city by walking or cycling?*

Comment	**Number of times mentioned**
More plants and greenery	8
More seating and resting	1
TOTAL: Greenery / amenities	**9**
Better / more cycle routes	23
More cycle parking / secure cycle parking / less bike theft / easier to request	15
Clearer cycle routes / separation / better signage / coloured surface	7
Cheaper BTN Bikeshare	1
TOTAL: Cycling specific	**46**
More safe spaces / police presence / ped priority areas / more like Valley Gardens	12
Better lighting	7
Cycle friendly crossings	2
Emergency buttons at bus stops	1
TOTAL: Safety and Security	**22**
More crossing points / more time to cross / pedestrian priority at crossings	10
Increase walking / healthwalks	2
More walking routes	1
TOTAL: Walking specific	**13**
Make car free /pedestrianise / less traffic	14
Better cycling behaviour	4
TOTAL: Misc	**18**

Other comments outside of the above questions were as follows:

Comment	Number of times mentioned
Better bus routes to suburbs / beyond city / use minibuses	7
Want park and ride	5
Introduce trams / cable car	5
Bus service is good	4
Integrated public transport ticketing / contactless ticketing	1
Better lit bus stops / nighttime security	1
BTN bikeshare is good	2
TOTAL: Public transport	**25**
More promotion / comms / car free day / incentives	8
Specific comments on LCWIP document	6
Increase information / promotion on carbon neutral / reducing emissions	4
Need clearer wording in LTP5	3
More events to promote cycling / more workshops / buddy scheme	3
Consultation not wide or inclusive enough	2
TOTAL: Consultation / engagement / comms and promotion	**26**
Affordable e-bikes / e-bikes as part of BTN Bikeshare / financial help for Electric vehicles	5
More Electric Vehicle (EV) charging points	4
E-scooter hire	2
TOTAL: Electric vehicles	**11**
Map of motorbike parking spaces	2
Permit motorcycles in bus lanes	1
TOTAL: Motorcycles	**3**
Encourage car sharing	3
More car free developments	1
TOTAL: Reducing traffic	**4**
Outdoor gym equipment	1
Introduce public art	1
TOTAL: Facilities / public art	**2**
Clearer / better signage	5
Focus on outer areas not just the centre	2
TOTAL: Other	**7**

3. Workshop / focus group feedback

Two stakeholder workshops were held during the consultation, with a range of stakeholders across the city invited to attend, including elected members.

Additionally, officers attended 14 meetings / workshops to present on the consultation & proposals and collect feedback.

Focus group discussions were also held with specific groups, across eight sessions including schools & the Youth Council, disabled people, Black, Asian and Minority Ethnic (BAME) people and older people.

Full details of meetings attended and focus groups held are detailed in Annex 1.

Feedback from these sessions has been presented by theme below:

Interventions - general:

Stakeholder workshops:

- A 'mini Holland' approach could lead to walking and bus growth
- When talking about Low Traffic Neighbourhoods in future, important to note that these are not new and there are many examples of 'modal filters' in the city where vehicular access has been restricted e.g. off Old Shoreham Road
- Need to mention existing car club in the plan as this is a good service for shared mobility, it's not just about the newer solutions
- Support 20-minute / mixed use neighbourhoods, improving access to food and services for local people. Mixed use neighbourhoods would support communities being more resilient
- Neighbourhood facilities should reflect new work from home priorities seen since Covid-19
- Important to tackle everyday walking and cycling issues now as there are more pedestrians and cyclists and it's already difficult to walk around the city. Concerns include bins on pavements, signs, safety, lighting, conflicts, and enforcement
- Car journeys are still the default and we need to change behaviour
- Cycle routes often obstructed by vehicles (parked or driving)
- The plan looks generally good but some things are missing. Park and ride is not universally a good idea, there needs to be a strict criteria with less parking in the city centre for this to work (and for it not to create additional demand for driving) and the placement of the Mill Road trial site near the A23 will conflict with access to the National Cycle Network 20. it obstructs the National Cycling route 20.
- Need stronger emphasis in the document about 20mph zones and designing out speeding
- Street lighting and safety is not good enough at night and might affect the travel choices you make. The weather is also a factor

Schools:

- Suggest a limit number of cars (congestion charge)
- Encourage more supermarket deliveries – often the only time people use their cars is for the 'big shop'
- Suggestion of a tax on diesel and petrol cars via a ULEZ
- Support Park and Ride in city centre

Quality Bus Partnership:

- Consideration of congestion charging and city-wide ULEZ
- Mobility hubs are important and particularly for interchange – need to remember that walking is a key part of bus journeys. Mobility hubs are not the sole answer to connectivity issues
- A23 – could consider this as a sustainable transport corridor only for buses, pedestrians and cyclists with a strategic hub at the top?
- Questioned how Park & Ride is being taken forward following citizens' Climate Assembly recommendations
- Could a workplace parking levy subsidise bus fares for workers

Brighton & Hove Economic Partnership:

- Suggestion that ULEZ includes exemptions for business owners
- Mobility hubs – can these help with the growth in delivery vans resulting from more online deliveries?
- Difficult to get political support for Park & Ride and cycling schemes
- Is a Workplace Parking Levy appropriate for the city?

Destination Experience Group:

- Need for a balance between resident and visitor improvements
- Support for Park & Ride
- Most visitors are from outside the city; need to think about getting people in from public transport from a distance; there is a need for coach parking

Equalities & Inclusion Partnership:

- It is good to hear that accessibility is part of the plans, but groups will want to hear the detail of schemes and see accessibility coming through in the details of plans

Local Access Forum:

- Liveable City Centre – consideration needs to be given to reducing availability of car parking space in the city centre as a key part of this project. Car ownership in the city is already fairly low so this concept should be largely welcomed. Need to work on education and information as part of this project.
- Lots of successful interventions elsewhere that we can learn from e.g. LTNs in London
- 20-minute neighbourhood principle falls into areas really well. Need to focus on access to schools and do more around journeys to school. Focusing on local neighbourhoods will encourage local retail – this reduces the need to travel
- Mobility hubs - use of a fringe car park (for both park & ride into the city and access to SDNP) for the SDNP would tick boxes for the whole estate plan

Local Action Team (LAT) forum:

- Concern that Valley Gardens Phase 3 works will cut off St James's Street
- Valley Gardens bus gate causing diversion of traffic into North Laine

Taxi forum:

- How to actually reduce journeys? People need to travel
- How is the council's electric refuse truck performing and are there plans to introduce more?
- Worldwide, Uber are looking at how they can connect to active travel including adapting vehicles to carry bikes, would be interested in hearing more on interventions
- Is a Congestion Charge being considered?
- Where are Red Routes proposed? Concern that taxis would have difficulty dropping off on Red Routes
- Difficult for taxis to be part of integrated payment solutions for multi-modal travel – most cars accept card now and this makes things easier, but likely that taxi payment would remain separate to public transport
- Look at 15-minute neighbourhoods?

Transport Partnership:

- Low and zero emission vehicles, need to make sure we are promoting only for essential trips rather than them replacing walking & cycling for example
- Any future Mobility Hub / Park & Ride parking needs to replace city centre parking rather than cause additional parking / trips
- Park & Ride is often used by politicians who misunderstand active travel and believe they have to 'give back' something to drivers in exchange for better cycling facilities - which misses the point that better active travel = less congestion = better for motorists
- Park & Ride could be promoted by price to deter cars using city centre car parks. All day parking costs around £30 in many city centre car parks, P&R could significantly undercut these prices so reducing the need for car parks in the city centre.

Youth Council:

- Limit deliveries to certain times – night time etc?
- Bus emissions are a concern
- Buses are only low emission inside the ULEZ and not elsewhere
- Too much pollution in the city
- Need more car free areas
- Need more ULEZ areas
- Car free areas need to accommodate cycling too
- More restrictions on general traffic
- Deliveries – smaller vehicles in the city itself – larger vehicles deliver to the edge of the city

- Improving driver safety and awareness of cyclists
- Educating ALL road users
- Show full cost of driving! Help people see the difference between public transport and driving
- Bike awareness sessions – follow on from Bikeability
- Mobility hub / Park and Ride at Amex stadium / Falmer area?
- Out of city park and ride for tourists

Disabled people focus group:

- Inclusive travel needs to include travel for people with sight loss
- Considerations such as ability to access the city centre, accessing disabled parking, accessing BTN Bikeshare
- Local mobility hubs for deliveries wouldn't be useful for those who don't drive
- Consideration of targets and how to measure success of the plans and what access to active travel / Electric Vehicle (EV) charging will be for disabled people, many of whom have to travel the first leg of their journey by car but will be active travellers (e.g. wheeling) at some point in their journey
- Many barriers to EV uptake including cost (particularly for large vehicles required for specific needs) and the challenges of charging. Need for home EV charging
- Cycle training and enforcement needed (including enforcement of e-scooters)
- Have a visual impairment and can't drive - feel the focus is often on cycling and driving and not enough on walking and public transport

Older people focus group:

- Challenges of limited space and lots of different people needing to travel
- Challenges of having enough money to do everything needed
- Car clubs are a good idea. Will use this, more access to car clubs would be good

Black, Asian and Minority Ethnic (BAME) focus group:

- Park & Ride with a free bus service would be a good idea, with a city tram in the longer term, linking the outskirts and busy routes. The tram has changed Birmingham, which has introduced a Clean Air Zone
- Cycle training via the women's refugee cycling group has been great and enabled women to make more journeys by bike

Issues & interventions - public transport:

Stakeholder workshops:

- Suggestion of a shuttle bus (demand-responsive) around the Whitehawk area
- Some areas have limited transport connections. There are however issues with some routes not being commercially viable
- More orbital / cross-city bus routes should be considered
- Some passengers don't want express services as they want to get off mid-route e.g. 25X tends to be less busy than the 25 service
- Consider reducing number of train stations in the west of the city? Would improve rail journey times for longer journeys

Schools:

- Buses are expensive – need cheaper buses
- Need to wait a long time for the bus, it's not reliable
- Congestion on bus routes, bus delays
- Buses are really crowded, need additional buses on routes
- Buses are very crowded-I prefer to walk
- Bus journeys are delayed by drivers taking a break
- Bus drivers can be rude
- Buses are often dirty/messy
- Reliability of buses
- Unreliability of bus information screens – not always accurate. Would be good if they worked properly
- Bus stops further apart – encourage more walking

- More bus lanes
- More bus stops and routes
- Due to Covid, there has been more car use than buses due to the risk of catching covid from others on the bus – parents and pupils are concerned. Need to bring back masks on public transport
- Issues with bus payment and vouchers for refunds – vouchers aren't easy to spend, would be better to get money back or credit electronically
- Wifi on buses doesn't always work (young people don't always have data) – needs to be better
- Vandalism at bus stops
- Lack of lighting around bus stops
- Lack of bus stops in Saltdean, and not enough late services
- Lights and CCTV at bus stops, especially at night, at the back of Saltdean and in Whitehawk
- More sheltered bus stops, CCTV and lighting
- More obvious cameras on buses to stop antisocial behaviour
- Transport police – presence on buses
- Some students are afraid to use buses
- Drug users can congregate on buses
- Many bus stops are in dangerous areas to walk at night e.g. quite isolated – Saltdean/Whitehawk areas
- Tricky to walk to bus stops, especially in the winter when it's dark if you're travelling home following an after-school club
- Buses aren't regular in areas away from the main roads
- Make travel to school cheaper
- Lower cost of longer journeys by bus, increase cost of very short journeys, this would encourage walking and cycling. Also have a bus pass for people who can't walk and cycle
- Need more electric or biofueled buses
- Less dirty emissions
- More posters with bus times
- More buses to places where elderly people go
- Dedicated school buses and extra services
- Bus routes to school aren't direct or on time
- Train seats are very close together
- Train delays
- Promote more train usage

Disabled people focus group:

- Buses are often full – difficult for visually impaired passengers

Quality Bus Partnership:

- Need to review bus shelter locations as some are close together and possibly need to be rationalised
- The weather can make a huge difference, a lot more short trips are made by bus in bad weather

Bike It stakeholder meeting:

- Why are London's bus fares so much cheaper than elsewhere? Expensive here

Destination Experience Group:

- Issues raised with trains - number of carriages, frequency, reliability and timing (e.g. late evenings)
- We must also accept that there is, currently with COVID still with us, significant reluctance to using public transport

Equalities and Inclusion Partnership:

- Bus fares would come down with greater competition for buses in the city, currently a monopoly
- LTP5 be used to influence transport providers on accessibility?
- Asked about the use of trams in the city

Local Access Forum:

- No 1 bus through Whitehawk – reduced access to care home as no dropped kerbs near the bus stop

- I have a car but would prefer to use the bus more

Taxi forum:

- Taxis and private hire to have use of bus lanes
- Buses to be fully electric
- Need for additional taxi ranks including part time ranks

Transport Partnership:

- The interventions are really clear and come through well. Final version – need more on the bus network in terms of the highway, e.g. the importance of bus lanes etc. This is an ambition in the Bus Service Improvement Plan (BSIP) and the LTP5 needs to reflect this

Youth Council:

- Bus fares can be expensive – need to make buses more affordable
- Bus prices aren't clear, charge different amounts each time - make bus prices clearer
- Issues with proving age on the bus – Bus ID is helpful though
- Buses stop early on certain routes which means it's difficult to get home in the evening
- More diverse bus routes e.g. longer ones / residential places in Brighton to residential places in Hove
- More night buses
- More express buses (consider alternative routes for express buses)
- Maps and directions (touch screen) on street for destinations etc
- Not enough night buses for me to go home late – need more frequent bus routes at night
- Buses aren't frequent and often full
- Different bus route styles needed e.g. not always having to go through the city centre
- Need better real-time bus information on screens (buses disappear from screen and don't arrive), and paper posters at bus stops (keep up to date)
- Improved bus frequencies – difficult to visit friends currently e.g. number 2
- Buses can feel unsafe
- Bus app – issues with buying child tickets in the daytime / being asked for ID when buying child single – under 18's don't have ID
- Bus app isn't always correct
- Use of renewable fuels for buses e.g. cooking oil
- Make trains cheaper
- Buses and taxis need to be cleaner
- More bus, taxi and cycle lanes

Disabled people focus group:

- Bus journeys are easier for longer journeys, but bus stops are not always in the right places for shorter trips
- Negative experience of buses and with the challenging topography of Hollingdean, with the bus often not stopping to pick up
- Reliability of the bus service is important as it can put people off using public transport and using their cars instead
- Buses are often too full and are unreliable
- Can there be community transport options for access to the seafront – a shuttle bus was used during Disabled Pride to Hove Lawns
- There is limited access to the seafront on public transport
- Not being able to use a bus ticket on any bus operator service is a barrier to using public transport

Older people:

- Have problems with my feet and when using public transport I need to walk to the bus stop – only a 10 minute walk but this can be offputting
- Grand Avenue is great for buses, so many and can rely on them as can't walk far right now
- 'One goes where the buses go' – not always where you *want* to if difficult to get there e.g. two buses
- More public transport is needed in the city

- I'm new to the area and can't drive, I can get around easily enough on the buses which is great

Black, Asian and Minority Ethnic (BAME) focus group:

- Bus fares are expensive - walk most of the time to avoid these
- Some bus drivers are rude and not helpful (e.g. buggies) and can be racist (e.g. leaving people at the bus stop when space on the bus)
- Kids travel for free in London so why can't they here
- Bus tickets are costly for low-income families and larger families
- Suggestion to improve the bus ticketing system and make it cheaper.
- Bus drivers don't always have change so won't always accept money and will give a voucher back instead of change
- Often need to wait 30-40 mins for route 48 in Bevendean. Need a more frequent route 23 to the hospital
- Problems with buses being on time – can be late to appointments or picking children up from school
- Young people don't feel safe getting bus alone particularly females
- Buses need to be better prepared for summer, with air con; opening windows doesn't help as they don't open very far
- Sometimes have issues with buses the 2 / 2a is generally good and reliable though. Good access to buses in Western Road
- Bus routes 23/24/25/25X are often full when the unis are open; appointments are missed due to this. Suggests more buses from Lewes Road to the hospital
- Very low number of electric taxis compared to e.g. London – need more here

Dementia Action Alliance:

- Wolverhampton Wanderers FC use stickers on seat to help people remember where they are seated; could we do this on public transport?

Issues & interventions - walking and cycling - joint:

Stakeholder workshops:

- Seafront walking / cycling routes – there needs to be more clarity about where people need to be and less room for interpretation
- Need to separate cyclists and pedestrians and include tactile paving at all crossings

Schools:

- Needs to be more separation between cars, bikes and pedestrians
- Suggest adding more ramps for pedestrians in wheelchairs
- More lighting and cameras, including around bike parking
- Encourage more people to make more walking/cycling trips
- Make the streets safer to walk / cycle

Disabled people focus group:

- Cyclists make it more difficult for those with visual impairments to use the footway when it is shared space
- Need to be clearer on where bikes can come through places and where they can't
- Cycling on the pavement, bikes chained to railings, narrow spaces and bikes left in the entrance hall all cause difficulty when getting around on foot with a mobility impairment

Local Access Forum:

- New walking & cycling route Woodingdean to Falmer – lovely to have 3m width – but there are still issues with traffic and fumes on this route

Local Action Team (LAT) forum:

- The way the cycle network is currently set up is asking for trouble, too much conflict with pedestrians. Need for cyclists to be able to maintain speed and be separate from pedestrians. Needs an education campaign

Transport Partnership:

- Marina – not good for walking and cycling. Approach in and out has been made worse by temporary works at Black Rock, but once inside it's a case study on how not to design a pedestrian environment. Terrible to cycle through – one big car park.

Issues & interventions - walking:

Stakeholder workshops:

- Need to say more in the document to recognise the everyday problems that residents are facing now across the city, such as the need to remove obstructions for pedestrians, lower speed limits and safer pavements. Need to fit the everyday needs with the wider LTP vision

Schools:

- Walking feels dangerous
- Feel unsafe walking in the evening
- Pedestrian safety
- Trafalgar Street - hard to walk here, narrow pavements and cars come up from behind
- Pavements have lots of litter
- Pedestrianise areas
- Make it safer to walk in the dark
- Those living near to school should be encouraged to walk, those further afield get the bus
- School Streets needed outside Dorothy Stringer
- Lots of people walk to school, it's difficult to cross roads. More traffic lights are needed
- Many parents are not allowing pupils to walk to school as they don't feel it's safe for children
- The Vale – private road – students use this and it's muddy. It's a good alternative to the Falmer Road which is very busy
- Road safety e.g. crossing main roads, traffic levels
- More zebra crossings especially near schools
- Maps on-street to help people find their way around, and encourage people to go on nice walks in the area. Information in other languages to help tourists

Equalities and Inclusion Partnership:

- Connectivity of routes – accessibility – needs highlighting more – for some people only part of the journey may be possible by active modes currently

Local Access Forum:

- Issues re pavements. I have a car but would prefer to use the bus more. In some places pavements don't exist or are too narrow or have no dropped kerbs

Disabled people focus group:

- Some active travel schemes are making it difficult to walk, and walking needs to be considered more
- Need more places to sit and rest that don't require buying food or drink

Youth Council:

- More signage on walking times to key destinations
- Wider pedestrian crossings
- More zebra crossings on Dyke Road
- More zebra crossings / traffic lights
- Need more School Street closures like at Brunswick Primary School
- Safer junctions / crossings near schools
- Signs to indicate populated areas e.g. schools

Older people focus group:

- It's brilliant here, have lots on our doorstep and need to be able to walk there safely

Black, Asian and Minority Ethnic (BAME) focus group:

- Wide pavements are great but need to consider space for other modes too e.g. bikes

Issues & interventions - cycling (including e-bikes):

Stakeholder workshops:

- Useful that the LCWIP notes the use of a green colour for cycle lanes (when a colour is needed) as it makes it easily identifiable and therefore preventing parking in it and improving safety
- Raised the need for secure cycle parking in the city
- 100 new cycle hangars are not enough and should be able to get one like a car permit – equality issue in terms of this difference in parking for different modes of travel
- Not everyone is doing a long cycling route - there should be consideration of connecting routes where people might move to a branching route midway
- Issue of rising cost of housing in the city and people moving further afield and travelling back in for work / leisure. E-bikes can help with this in terms of covering longer distances / hillier areas. The use of e-bikes and e-scooters for these types of journey shows the need for a joined-up network of separated cycle routes

Schools:

- Bike storage is an issue
- Bike security is an issue
- More e-bikes needed
- More cycle lanes, and make them a lot wider
- Instead of more roads, make more cycle lanes
- More BTN Bikeshare – make it cheaper, electric and in more locations, consider helmets and encouraging safe riding
- More cycle lanes
- More secure cycle parking – home and at the shops etc
- Cycle parking hubs around the city
- Tricky junctions – not safe for cyclists
- More secure bike racks needed
- Cycle lanes should not be on pavements
- Instant payment needed for BTN Bikeshare
- BIG cycle lanes
- Bikes should have right of way
- Bikes should have a separate lane so they can travel more safely
- Cycle lanes on every road
- Better bike security and parking
- Make it as easy to cycle as it is to drive
- Dutch roundabouts
- It's scary to cross roads on a bike
- May get tired (e.g. older people) on bikes, so e-bikes are needed
- Solar powered e-bikes

Disabled people focus group:

- Cycle training is needed to educate cyclists
- Need different colour cycle lanes
- Could the BTN Bikeshare scheme be made more accessible with electric vehicles and trikes. This could help support a healthy lifestyle and support those who don't have access to a bike

Black, Asian and Minority Ethnic (BAME) focus group:

- Cycle training needs to be publicised more – specific women's cycling project also available and has been very valuable
- Would cycle if there were more cycle lanes
- When trying to learn cycling and take it up as a hobby, protected lanes are valuable and essential
- Cycling is too dangerous, it's scary / difficult cycling with other vehicles, especially when not confident on the road

- Sometimes there is no lane for bikes on the road and is concerned about cycle accidents with vehicles, including by Sainsbury's Lewes Road and on London Road by the shops, these areas need more space for bikes
- Pavements are often very wide but there is no room for cycling, suggesting the need to make room for cyclists too, needs to be 50/50
- Does the council does risk assessments of new cycle lanes and noted the new Seafront cycle lane making traffic lanes narrow
- Many cyclists don't follow the rules - poor cyclists are a very bad influence on new cyclists, Deliveroo / JustEat cyclists can be a particular problem as well as delivery motorcycles
- Issue of lack of safe cycle parking – when shopping this is an issue as bikes can be stolen

Quality Bus Partnership:

- A23 / A259 concerns with regards to space for both cycle paths and buses

Bike It stakeholder meeting:

- It's really important to get the infrastructure right, and to build it well e.g. London cycle superhighway examples. Need to take schemes to communities early on and take them with us on the scheme development
- Concern about dangerous junctions for cyclists and that cycle paths often give up at difficult junctions. There needs to be a shift of priorities to active travel. It is good to have a LTP5 and LCWIP. It is important to get the infrastructure right, aligned to Gear Change, particularly around junctions using the government junction tool
- Need to do more on the principle of sharing space better between modes. Cycle network is currently very piecemeal. But with this work it feels like we are turning a real corner and there is reason for hope, for the first time in many years
- Give consideration to providing child sized bikes as part of the bike share scheme

Destination Experience Group:

- Cycle lanes are becoming quite dangerous due to the pavement width (when shared). The management of cyclists needs consideration including speed and behaviour

Local Access Forum:

- Cycle parking is really important – e-bikes are becoming more popular and are very expensive. Need residential bike parking like in London – cycle hangars, with charging points in them for e-bikes

Taxi forum:

- Is cycling proficiency still happening and are the council giving out free or subsidised helmets?
- Concerns about encouraging cycling without secure storage

Transport Partnership:

- Support new BTN Bikeshare hubs but need to consider how these reinforce the objectives – e.g. Need to attract new users. Need to target areas of the city to actively reduce car use

Youth Council:

- Lewes Road – bikes need priority by Coldean and BACA
- Worried to cycle on street without clearly marked cycle lanes
- Bike lane needed on Portland Road
- Cycling – need more Advanced Stop Lines (ASLs) and clearer routes to get to the front of the traffic to get into the ASL
- More differentiation of cycle lanes -like Madeira Drive
- Better separation / marking of cycle lanes
- More cycle lanes
- Safer roads by putting in cycle lanes -residential areas to key destinations
- Bike stop repair stations

- Cycle / driver conflict
- Dangerous junctions to cycle through when travelling to Blatchington Mill School and BHASVIC
- Safety on bikes – dangerous drivers and leaving little space for bikes to manoeuvre
- I was knocked off my bike by a car, luckily moving slowly, turning left at a junction
- Some junctions are difficult to cross
- Hove Park Tavern / OSR junction - dangerous and poor indication from drivers here
- Clearer rules for cyclists on the road
- BTN bikeshare needs better cleaning – used for the naked bike ride!!
- More BTN Bikeshare in the suburbs
- E-bikes on BTN Bikeshare – either make it slightly more for e-bike journeys, or raise cost of all journeys by a smaller amount to take account of this

Older people focus group:

- Covid transport measures – we have been affected by these. Old Shoreham Road cycle lane caused congestion
- Are you measuring cycling levels? Need to keep an eye on routes that aren't used. What if cycling doesn't take off in the way you expect? It might not
- Before Covid I used to cycle, but parts of it were stolen while locked up on-street. Need to do more for bike storage
- Tried an e-bike once and gave it back, couldn't get used to it
- Someone has repainted the Old Shoreham Road cycle lane and it's unsafe

Issues & interventions - e-scooters:

Stakeholder workshops:

- Need to allow for passengers taking e-scooters on the bus
- Comments on legality of e-scooters and how they will be dealt with in the LTP5

Schools:

- License on e-scooters
- More e-scooters needed

Taxi forum:

- What is the council position on e-scooters?

Disabled people focus group:

- Are e-scooters / micro mobility taken into consideration in the LTP?

Youth Council:

- Allow e-scooters in bike lanes

Older people focus group:

- E-scooters riding on pavement are an issue. They come up from behind and can be very scary where you don't see them coming and then they nearly knock you over
- E-scooters need to be the same as a car, test and registration etc
- Seafront – saw a lady on an e-scooter riding with a young child – very dangerous

Issues & interventions - Electric Vehicles (EVs):

Brighton & Hove Economic Partnership:

- There is a need for more EV charging points, noting that 25% of cars will be electric in 2025. Also noted the need for a more collective effort to deliver the plan

Schools:

- Not enough places to charge EVs
- More EV charging points needed
- More encouragement of EVs needed
- Different electric cars need different chargers – too many companies and it's too confusing
- Non-EV cars parking in EV charging bays

Local Access Forum:

- EV charging is a massive issue, narrow streets, cables trailing, etc. Even where there are proper charging points on the pavement, this presents issues for pedestrians, taking up space that is already restricted. EV chargers need to be on the carriageway not the pavement. Need a policy around this, as this is a huge issue happening now, and is only going to get worse

Transport Partnership:

- Need consideration of EVs in the city centre – simply moving to EVs won't help congestion issues

Disabled people focus group:

- What access to active travel / EV charging will be for disabled people, many of whom have to travel the first leg of their journey by car but will be active travellers (e.g. wheeling) at some point in their journey. Many barriers to EV uptake including cost (particularly for large vehicles required for specific needs) and the challenges of charging. Need for home EV charging

Issues & interventions - vehicles:

Schools:

- Too many cars on the road
- Parking – not enough space for all vehicles
- Noisy motorbikes
- Less dirty emissions
- More car parking needed around green spaces
- Tax on purchasing new petrol / diesel cars
- Signal countdown at traffic lights for drivers to reduce cars still running and burning fuel
- No cars at all?
- Stop drivers beeping at cyclists
- Need less fumes
- People who need to use their cars - make them pay more for petrol
- Better road safety education
- Permits to be able to use cars
- Filtration system for vehicle fumes
- Less angry drivers
- Noise cameras
- Concerned about CO2 emission problems

Disabled people focus group:

- Car use / journeys have been side-lined and residents have limited parking options at destinations, often driving to Eastbourne or Worthing for trips out as it is considered easier

Older people focus group:

- There is only finite space on our roads, for many different users
- Need to treat the artery roads different to other routes, these roads carry a lot of traffic

- Loss of parking can be an issue

Youth Council:

- Driving license checks every 10 years
- Improve driver attitudes and driving culture

Transport Partnership:

- Simply moving to EVs won't help congestion issues, need to do more

Local Action Team (LAT) forum:

- Need to stop some driving and bad parking

Local Access Forum:

- City centre car parking needs to be reduced. Consideration of selling central car parking space in order to fund schemes? At the moment the amount of car parking in central Brighton encourages car use, as pricing in itself only does so much – need a further restriction mechanism

Destination Experience Group:

- Concerns about the replacement of the Palace Pier roundabout with a junction as part of Valley Gardens Phase 3 since it won't allow for u-turns

Black, Asian and Minority Ethnic (BAME) focus group:

- The road lane layout can be difficult for drivers; easy to end up in the bus lane and be fined (Lewes Road)
- Problem on traffic congestion on the Seafront, noting that the main car parks are located here e.g. the lanes, Regency Square
- The congestion is creating more carbon, especially with slow-moving traffic waiting to reach city centre car parks
- It's difficult for visitors to navigate across the city, so they head for the main car parks and the seafront
- Difficulties in finding a place to park in Zone C, even with a resident permit, especially when coming home from work late at night. Questioned why permits are issued when there's not enough space and concern about the large increase in permit costs
- Difficulty in driving along some roads due to people parking on both sides, also the difficulty for pedestrians especially those with buggies or wheelchairs.

Issues & interventions - disabled parking:

Equalities and Inclusion Partnership:

- Consideration of disabled parking not only in the city centre but across the city

Disabled people focus group:

- Suggestion of a map for disabled car parking locations in the city
- Need more of a focus for disabled parking in areas where services are located e.g. Morley Street which is near several health-related destinations
- The topography of the city needs to be considered and that disabled parking spaces on hills such as the one at the hospital are not ideal as it is difficult to get in and out of the car safely
- Best practice for locating disabled bays should be embedded into the plan
- If disabled bays need to be closed, a temporary alternative must be put in place as people rely on these
- Need enough room in disabled parking bays to open doors and manage equipment
- Suggestion for drop off and pick up priority bays for taxis and disabled passengers - would be helpful in the city centre as often you don't need to park
- Issue of people with mobility issues who are not blue badge holders - need to be considered in 'car free' areas considered by the council as not everyone who needs to drive has a blue badge but may still

legitimately need access. Awareness of these people is necessary as it's not always a clear issue. Is there a way the council could assess access requests for things like the Liveable City Centre and open to more than blue badge holders?
- Suggestion that Brighton & Hove become a destination city for disabled people
- The attitudes towards disabled drivers is shocking, e.g. drivers pulling in 'just for five minutes' and becoming abusive when politely asked to move as the space is needed

Older people focus group:

- Car journeys in the city can be difficult. Parking can be difficult when I don't have my husband with me (who has a blue badge). I avoid central Brighton as get lost in the one-way systems, Hove is ok though

Operational (maintenance / enforcement / obstructions / pavement parking / lighting):

Stakeholder workshops:

- Maintenance is an issue – need to keep up the basics
- Need to build in the expectation of less traffic once routes are installed, and incorporate into messaging
- Pavement lighting and surfacing issues
- Street clutter is an issue, council needs to adhere to accessibility standards e.g. new RNIB guidance
- Pavement parking is an issue

Schools:

- Roads are busy and the paths are muddy when in school uniform
- Short cuts can be very poorly lit
- Pavements can be broken, uneven and difficult to walk on
- Concerns about elderly people e.g. seen some fall on pavements
- More lighting, also on London Road
- Make pavements more even to encourage walking

Equalities and Inclusion Partnership:

- Need to look at a joined-up approach with issues like weeds, bins on the pavement and maintenance incorporated. Need to look at what we already have
- Important to ensure the width of pavements provide for everyone. At least 1.5m passing space is needed, currently there are many obstructions

Local Access Forum:

- Pavement parking on Wilson Avenue is a problem

Local Action Team (LAT) Forum:

- Sydney Street / Gardner Street – problems caused by parked delivery vans obstructing pedestrian movements

Taxi forum:

- Enforcement of taxi ranks is a big issue – particularly for part time bays (e.g. Church Street) – lots of abuse by private vehicles. Better signage could help – e.g. the type of signage used at Hove station. Could enforcement officers finish later in the evening?

Transport Partnership:

- Pavement quality and provision is an issue
- Need to get the basics right e.g. traffic speeds stopping people from walking and cycling, reducing speeds and enforcing speed limits

Youth Council:

- Need better maintenance – lots of overgrown, dirty alleyways
- Cars blocking pavements and pedestrian routes
- More street lighting needed in darker areas, better street lights needed

Disabled people focus group:

- Conditions of pavements are an issue when getting around the city – uneven surfacing, broken kerbs. topography
- Pavement obstructions and obstructions in parking bays e.g. skips are a problem
- Enforcement of disabled bays is an issue
- The reality of using some disabled bays in practice is difficult e.g. Sydney Street / Gardner Street with obstructions from pedestrians and café tables / chairs. Issue of street licensing – while understanding the need to support the economy, there have been issues with compliance by businesses, and enforcement by the council. Many businesses are encroaching on pavement space e.g. The Ivy blocking the pavement – very difficult for mobility scooters to find a way around. The law is clear but in reality it's a different story and not adhered to
- Enforcement needed for those cycling where they shouldn't – e.g. George Street Hove

Older people focus group:

- Pavements in Hove – awful surface quality – bumpy when pushing a wheelchair. Big issues in particular around the greyhound stadium
- Need something done about the weeds on the pavements – they are an issue when walking with a wheelchair
- One participant recently had surgery on their foot and has had difficulty getting around – more difficult when pavements are bumpy / obstructed
- Need to get the basics right for maintenance of pavements

Black, Asian and Minority Ethnic (BAME) focus group:

- Pavements in Moulsecoomb are not level and the plants on Lewes Road are not looking nice or welcoming to visitors and residents
- Concerns about the road surface quality causing vehicle damage
- Obstructions on roads can be an issue – parked or loading vehicles etc. This also impacts on buses. Suggestion to only have parking on one side of narrow roads e.g. Hodshrove Road
- Pavement parking is a problem, particularly for disabled people and carers

Dementia Action Alliance:

- Signage on streets should be simple and kept brief

Local Transport Plan 5 (LTP5) consultation document:

Stakeholder workshops:

- Welcome the document but it doesn't go far enough
- Enforcement should be included as a theme
- The outcomes could reflect 20-minute neighbourhood concept better – e.g. minimising the need to travel by placing services closer to residential areas / closer together

Transport Partnership:

- 'Develop streets and places' intervention – missing the point about existing issues / problems – need to get the basics right e.g. traffic speeds stopping people from walking and cycling, reducing speeds and enforcing speed limits
- Principle two (shift how people travel) – needs more focus on freight – people AND goods
- Need to highlight the importance of public transport for short journeys in the second principle
- What is the realistic capability of BHCC and its partners to deliver the full list of interventions by 2030? Raised expectations need to be managed, or disappointed - else it's worthy but disempowering. is there a delivery plan coming?
- Reduce the need to travel – do we mean reduce the need to drive? Need to be clearer

- Use of word ‘vehicle’ – should be ‘motor vehicles’ as cycles are a vehicle?
- Rather than try and get everything in the key principles, we could cover these points in accompanying text
- Clarification on short / long journeys as part of ‘shift’ principle – need to reframe this principle as need to explain this too much e.g. to people in this session. Keep it simple
- Drop short / long journeys element in principles wording.
- Need to prioritise those who have the option
- First principle – we do want more ‘shared’ private vehicles and this needs to be made clear - we need the word ‘private’ in there somewhere to differentiate this, especially given the increase in shared transport options in recent years
- Add to wording – safe and ‘enjoyable’ (and for LCWIP)
- Need to keep ‘short’ in the context of short car trips needing to be reduced – clarify this in the ‘reduce’ principle
- ‘Reduce’– it’s important to talk about reducing across the board – as one cycle journey one day could be a car journey tomorrow
- Need cooperation with causes of journeys e.g. planning and school selection processes, employment patterns
- Need to mention health in principles
- Use of terminology e.g. mixed use neighbourhoods – needs to be clearer
- 3rd principle – cleaner vehicles – needs to be about walking and cycling as well. Need to reduce congestion as this is a big issue. E.g. the new Falmer – Woodingdean walk / cycle path – it’s great but there is still the issue of pollution from the busy road here. Walking close to traffic should be a no-no. Need to take routes away from traffic
- Need more mention of visitors
- It’s confusing where we talk about ideas and principles, then talk about other plans
- Nothing about cycle lanes / better bus stops
- Need to draw out the LCWIP / BSIP principles in the LTP document and rural to urban connectivity
- Need to normalise inclusivity within the document – not have it as its own section. Need to make it mainstream
- Need to see more about celebrating small businesses, economy, local shopping streets, with clearer messaging to get support from them
- Most important thing for targets is to keep it simple, SMART and review targets regularly. Don’t do outputs, need outcomes. Find out what people are doing, what they think, how they use things. Got to be much more open about data – need to do better. Even WSCC have open source traffic count data which is available in real-time
- Need to gather data now, not just when we put schemes in
- How will carbon impacts be assessed? This will be critical to showing the necessary progression towards 2030
- Need to say somewhere in the principles about safer streets, as road danger is a big concern locally
- Need to think about safer roads, not just crossings

Quality Bus Partnership:

- ‘Shift how people travel’ principle - many will make short journeys by public transport and this needs to be considered
- The priority areas, and 2030 carbon reduction commitment, are really bold, so if we are serious about these and the 2030 carbon neutral commitment we need to increase public transport routes significantly to achieve these

Equalities and Inclusion Partnership:

- Messaging also needs to be clear that it is safe for disabled people
- Link with this work and the Accessible City Strategy
- How will the document be governed and the will residents be updated? Is there a commitment to ongoing communications and reassurance?

Bike It stakeholder meeting:

- The LTP5 could link more with the Carbon Neutral agenda and be more explicit about the contribution that cycling and walking will make. How will the plan be measured and will targets be set as part of the process?

Destination Experience Group:

- Safety needs to be included as an outcome
- LTP5 has too much emphasis on walking and cycling – need to consider visitors coming from outside the city and supporting them using public transport / coach parking
- Need for more comprehensive engagement including with the Brighton Tourism Alliance
- We will face difficulty and the devil is in the detail. Suggested highlighting the consequences of not doing something

Local Access Forum:

- Pollution and congestion – until we get cars out of the city centre this will continue. EVs can help, but still leave particulates from tyres, which are dangerous. Need priorities, targets and timescales for this
- At night time, my wife and daughter don't feel safe walking around – safety is a big issue. Need recognition of safety in the document as this is a big issue. Could consider projects such as women only buses, security guards walking women to their cars at a Park & ride site in future, etc, noted the university example of 'safety buses' for women at night

Local Action Team (LAT) forum:

- Important to consult widely
- Consultation – difficult to engage on such broad topics, suggest tweaking to make more local
- Need to work with football club. Problems with parking here. Add to stakeholder list
- Add St James Business Alliance to list
- Residents will want to use their cars – needs to be about more than just bikes
- Safe spaces needed, need to involve others e.g. community support, enforcement

Taxi forum:

- Support for the principles and would like information on the detail of schemes

Disabled people focus group:

- Need to be mindful of the wording used in publicity and documents so not to alarm disabled people
- The council should consider a statement on accessibility in the LTP5 / LCWIP which says that no-one will be left behind when it comes to travel in Brighton & Hove, also setting out what active travel means for disabled people
- Some disabled people might be concerned by the headlines of the plan and not read the small print. The messaging needs to be considered carefully
- The document has too much ableist language/wording and that there needs to be an awareness of the language used, this currently sends out a negative message
- Suggestion for a page in the document on what Active Travel means for disabled people
- How will schemes be carried out going forward, and do we have funding?
- Consideration of targets and how to measure success of the plans

Older people focus group:

- The council is doing the right thing and things will be great in about 10 years – lots will change in the end, but it's the next 10 years or so that will be difficult.

Dementia Action Alliance:

- Need a simpler version of the documents/priorities, without the use of acronyms - a simplified version of the priorities and proposals for people affected by dementia to comment on. For many with language or cognitive impairment, the full documents could be too heavy, acronyms can be a problem too. For example - "Brighton Council wants to improve paths and walkways across the city. What challenges do you have when walking? What would make it easier for you to walk around Brighton?"
- The council is also developing an Age and Dementia Friendly Action Plan

Other:

Stakeholder workshops:

- Other plans and strategies don't have adequate consideration of transport e.g. Hove station Neighbourhood Plan
- Need to consider the impact of future funding on the decision on the temporary Old Shoreham Road cycle lane

Schools:

- Suggestion of helpers on street e.g. for deaf and blind people and those with mobility issues
- No car rallies
- No aeroplanes

Quality Bus Partnership:

- Questioned the promotion of reducing travel by working from home when this can have a higher environmental impact (heating etc) – there is an argument against this?

Bike It stakeholder meeting:

- Provide more accessible versions of surveys in future to engage better with young people filling in the survey

Taxi forum:

- Asked about the central pedestrian refuge strip included in the proposed Western Road improvements and felt it could be a trip hazard

Youth Council:

- Better communication is needed for travel schemes in the city
- More circular economy projects needed in the city

Older people focus group:

- People used to be law abiding, now this is disappearing rapidly, the respect has gone

4. Online survey feedback

Respondents were invited to answer a series of questions on general travel habits, principles, priorities and interventions proposed for LTP5, as well as make suggestions for further interventions. Paper copies of the consultation documents and the questionnaire were also available on request.

- The consultation ran from 30 September to 15 November 2021.
- 912 responses were received which is a very good response rate to an unsolicited consultation (ie information was not mailed directly to households). 910 (97.8%) were received online and 2 were received by mail (2.2%).

Headline Results

General background

Some general questions about travel habits were asked before moving onto questions specific to the LTP. General questions covered a wide range of topics such as choice of transport mode for different journey purposes and concerns about transport related issues in the city.

Everyday travel:

- Walking is particularly high in local neighbourhood areas at 80.2% of respondents and 73.8% of respondents walk to local shops.
- The car is used by 12.3% of respondents to travel around the local neighbourhood
- 64.5% of respondents are using the car to leave the city into neighbouring areas compared to only 28.7% by train, 45.7% of respondents are also using the car to do the weekly food shop

Respondents are mostly using sustainable modes for journeys around the local neighbourhood and into the city centre. Car or van use for journeys in the local neighbourhood is low, rising to nearly 20% for journeys into the city centre so there is potential to encourage more sustainable modes for local trips.

Concerns:

- Over 70% of respondents are concerned with climate change (70.6%), air pollution (73.3%) and road safety (70.3%)
- Females generally have higher levels of concern about the transport related issues than males, in particular relating to air pollution, climate change and personal safety.

Local Transport Plan initial direction of travel

Transport Priorities: At least 70% of respondents said that all of our transport priorities are important[1], with the exception of 'promote and use technology to reduce and manage travel' (59.1%).
Key Principles: At least 70% of respondents said that they have already avoided, or reduced the length of, trips made by car or van and changed some or more of their short journeys to walking, wheeling or cycling.

Views on walking and cycling in the city:

- 55% of respondents expressed levels of dissatisfaction[2] with the walking environment in the local area. This shows that we need to make improvements. The top 3 comments relating to this refer to the condition of pavements, obstructions and clutter on pavements, and pavement parking.
- 54% of respondents show levels of dissatisfaction with the cycling environment in the city. This shows that we need to make improvements. The top 3 comments are: a lack of safe cycle routes, cycle lanes end abruptly, and there are gaps in current cycle network / routes.

[1] Important or very important
[2] Dissatisfied or very dissatisfied

Your travel

Q Which method of travel do you MOST use for each of the following journey purposes? [3]

Respondents were asked to choose one main method of travel, used for the longest distance part of the journey.

	Walk		Wheelchair or mobility scooter		Cycle		Bus		Taxi or private hire vehicle		Community transport		Train		Car/ van as driver		Car/ van as passenger		Motor-cycle or moped	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Commuting to/ from work	169	18.5	1	0.1	204	22.4	93	10.2	10	1.1	3	0.3	106	11.6	168	18.4	33	3.6	9	1.0
Travel as part of work (eg deliveries or visits)	79	8.7	1	0.1	96	10.5	51	5.6	12	1.3	2	0.2	59	6.5	133	14.6	28	3.1	6	0.7
Getting to school/ college/ university or training	82	9.0	0	0	73	8.0	27	3.0	4	0.4	2	0.2	20	2.2	51	5.6	13	1.4	0	0.0
Local shops (eg bakery, convenience store, green grocer)	668	73.2	9	1.0	142	15.6	43	4.7	4	0.4	0	0	1	0.1	90	9.9	29	3.2	1	0.1
Food shopping (weekly shop)	187	20.5	2	0.2	98	10.7	55	6.0	6	0.7	0	0	1	0.1	335	36.7	82	9.0	0	0.0
City Centre shopping	260	28.5	3	0.3	190	20.8	276	30.3	14	1.5	0	0	27	3.0	98	10.7	38	4.2	1	0.1
Visiting parks, play-grounds or open spaces	615	67.4	7	0.8	195	21.4	71	7.8	4	0.4	3	0.3	22	2.4	165	18.1	53	5.8	2	0.2
Visiting health facilities	370	40.6	7	0.8	174	19.1	99	10.9	14	1.5	2	0.2	7	0.8	197	21.6	59	6.5	3	0.3
Visiting leisure / sports facilities	238	26.1	5	0.5	214	23.5	91	10.0	8	0.9	2	0.2	15	1.6	216	23.7	51	5.6	4	0.4

[3] Respondents were advised to only choose one option, but some indicated more than one mode for each type of journey, therefore percentages may not add up to 100

	Walk		Wheelchair or mobility scooter		Cycle		Bus		Taxi or private hire vehicle		Community transport		Train		Car/ van as driver		Car/ van as passenger		Motor-cycle or moped	
Meeting friends or relatives / socialising	383	42.0	7	0.8	227	24.9	200	21.9	67	7.3	1	0.1	103	11.3	244	26.8	87	9.5	4	0.4

Other travel modes: Online shopping x11, run x2, socialise online x1

A number of respondents stated that they don't make these type of journeys (top 5):

I don't make this type of journey	Number	%[4]
Getting to school/ college/ university or training	338	37.1
Travel as part of work (eg deliveries or visits)	259	28.4
Commuting to/ from work	200	21.9
Food shopping (weekly Shop)	82	9.0
Visiting leisure / sports facilities	67	7.3

Main transport modes used, by journey purpose[5]

- Walking: 73.8% to local shops, 8.7% travel as part of work (eg deliveries or visits)
- Cycling: 24.9% meeting friends or relatives / socialising, 8.0% getting to school/ college/ university or training[6]
- Public transport:
  - Bus: 20.3% for city-centre shopping, 3% getting to school/ college/ university or training
  - Train: 11.6% commuting to/ from work, 0.1% for each of local shops and food shopping (weekly shop),

[4] % respondents

[5] Highest and lowest percentage of respondents

[6] Low numbers of Under 25s responded to the survey – 0.8% were aged 16 and under and 1.9% were aged 17-24 compared to 17.2% and 15.0% respectively at the 2011 Census

- Car/ van as driver or passenger: 45.7% food shopping (weekly shop), 7% Getting to school/ college/ university or training

Low numbers of young people responding does not give a clear picture of how they are travelling. Knowing how hard it can be to engage with young people, the project team held meetings with the Youth Council and held sessions with four local secondary schools to seek out and engage with younger people. A summary of these discussions can be found in section 3 of this report where the workshop and focus group feedback is summarised.

Q Which method of travel do you MOST use for each of the following journeys?[7] (Respondents were asked to choose ONE main mode for each journey type)

	Walk		Wheelchair or mobility scooter		Cycle		Bus		Taxi or private hire vehicle		Community transport		Train		Car / van as driver		Car/ van as passenger		Motorcycle or moped	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Around your local neighbourhood	731	80.2	11	1.2	120	13.2	18	2.0	2	0.2	1	0.1	1	0.1	85	9.3	27	3.0	5	0.5
Into the city centre	262	28.7	2	0.2	229	25.1	283	31.0	32	3.5	2	0.2	24	2.6	134	14.7	38	4.2	8	0.9
Getting across the city (eg Patcham to Portslade)	17	1.9	1	0.1	208	22.8	246	27.0	26	2.9	0	0.0	20	2.2	331	36.3	71	7.8	7	0.8
Leaving the city into neighbouring areas	11	1.2	0	0.0	76	8.3	99	10.9	14	1.5	4	0.4	262	28.7	470	51.5	119	13.0	8	0.9

Other modes include e-scooter/ skateboard x3, Car club x1

Numbers of respondents not making these journeys are very low: (less than 2% of all respondents for all categories.

[7] Respondents were advised to only choose one option, but some indicated more than one mode for each type of journey. Percentages given are of the total number of respondents to the survey.

Main transport modes used for different distance journeys[8]

- Walking: 80.2% around the local neighbourhood, 1.2% outside of the city into neighbouring areas
- Cycling: 25.1% into the city centre, 8.3% leaving the city into neighbouring areas
- Public transport:
  - Bus: 31% into the city centre, 2% around the local neighbourhood
  - Train: 28.7% leaving the city into neighbouring areas, 0.1% around the local neighbourhood
- Car/ van as driver or passenger: 64.5% leaving the city into neighbouring areas, 12.3% around the local neighbourhood

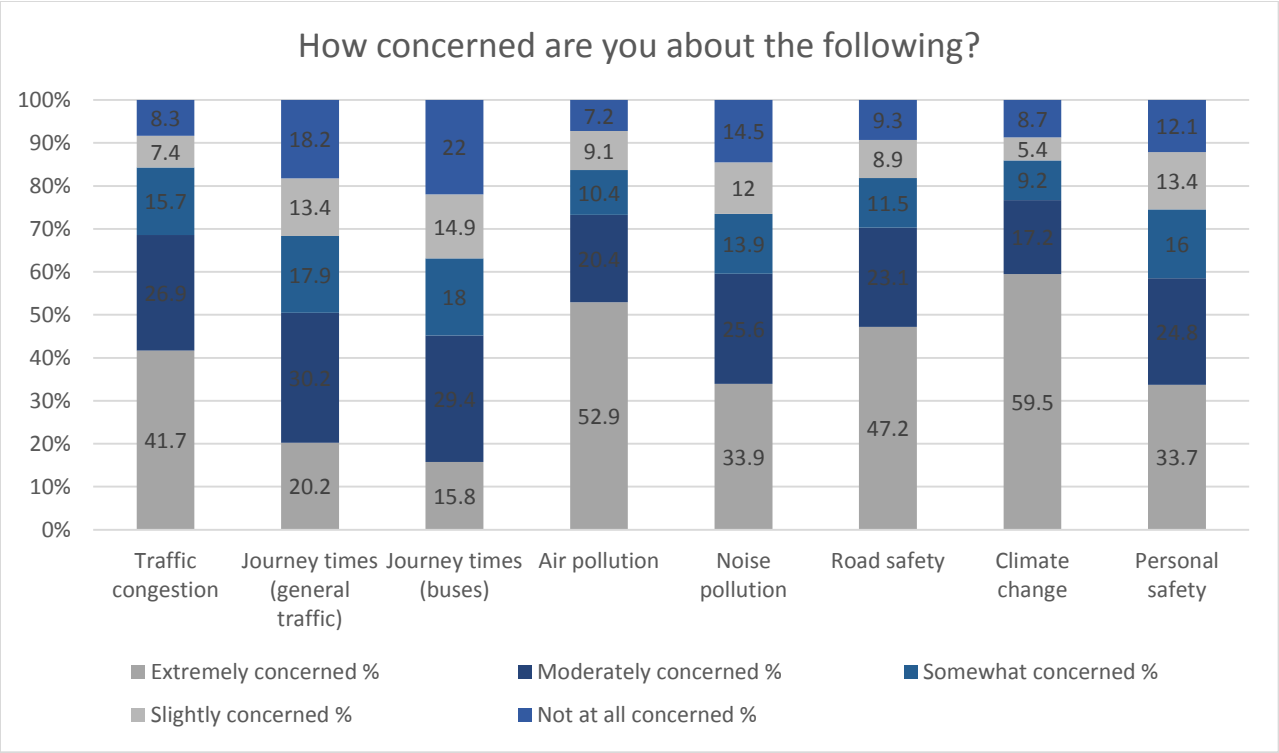
Your concerns and ease of travel

Q How concerned are you about each of the following in the city?

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
	No.	%	No.	%	No.	%	No.	%	No.	%	Total [9]
Traffic congestion	365	41.7	235	26.9	137	15.7	65	7.4	73	8.3	875
Journey times (general traffic)	172	20.2	257	30.2	152	17.9	114	13.4	155	18.2	850
Journey times (buses)	124	15.8	231	29.4	142	18.0	117	14.9	173	22.0	787
Air pollution	463	52.9	179	20.4	91	10.4	80	9.1	63	7.2	876
Noise pollution	297	33.9	224	25.6	122	13.9	105	12.0	127	14.5	875
Road safety	414	47.2	203	23.1	101	11.5	78	8.9	82	9.3	878
Climate change	521	59.5	151	17.2	81	9.2	47	5.4	76	8.7	876
Personal safety	296	33.7	218	24.8	141	16.0	118	13.4	106	12.1	879

[8] Highest and lowest percentages

[9] Excludes those who answered 'don't know'



Levels of concern:

Highest levels of concern overall relate to climate change 672 (76.7%)[10] and lowest levels of concern relate to journey times (buses) 290 (36.8%) [11]There were some variations in the level of concerns according to the type of journeys undertaken by respondents, including[12]:

- Respondents who travel longer distances[13] are more concerned about traffic congestion than those travelling more locally
- Air pollution, noise pollution, climate change and road safety are of least concern to those respondents using a car or van for all distance journeys.

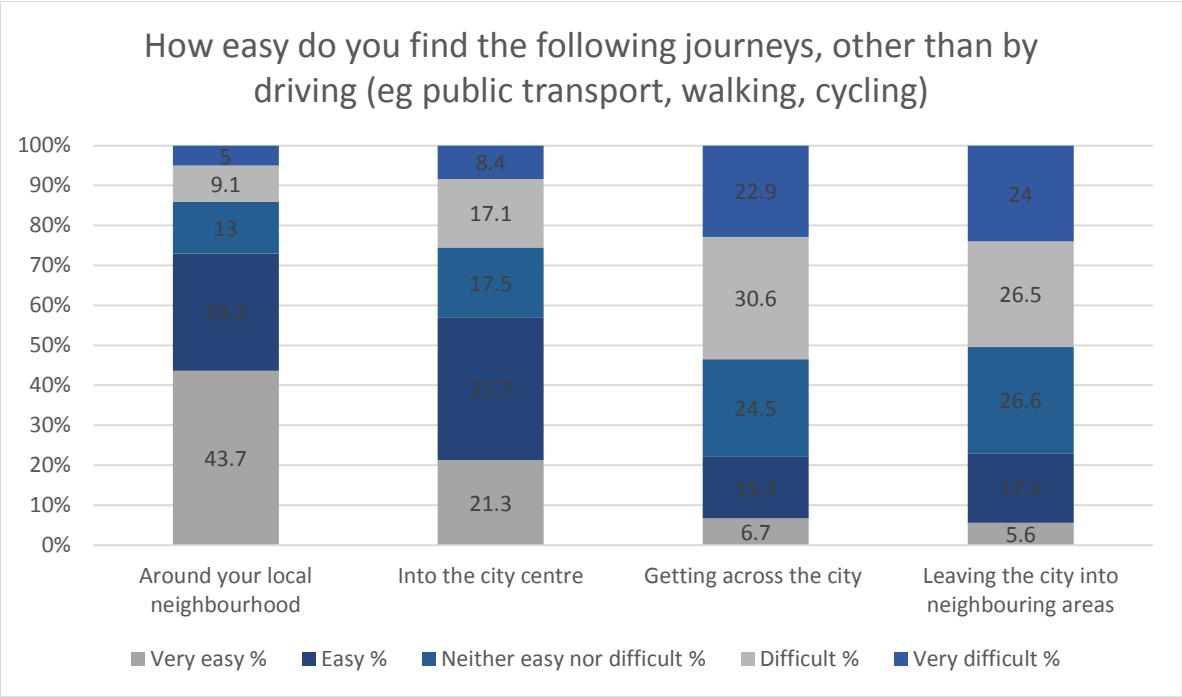
[10] Extremely or moderately concerned
[11] Slightly or not at all concerned
[12] See cross-tabbed graphs in Annex 2
[13] Getting across the city or leaving the city into neighbouring areas

- Personal safety is of most concern to respondents who walk or cycle for all journeys lengths asked about (around local neighbourhood, into city centre, across the city and leaving the city).
- Females generally have higher levels of concern than males, in particular relating to air pollution (7.2 percentage points more females extremely or moderately concerned), climate change (7.0 percentage points more) and personal safety (13.1 percentage points more).
- Respondents saying that they have a disability generally show lower levels of concern about the issues listed in the table above; the main exceptions being journey times for general traffic and personal safety. Respondents who do not have a disability expressed similar levels of concern for all concerns listed in the table above.

Q How easy do you find making the following journeys by methods other than driving (eg public transport, walking, cycling)?

	Very easy		Easy		Neither easy nor difficult		Difficult		Very difficult		Total[14]
	No.	%	No.	%	No.	%	No.	%	No.	%	
Around your local neighbourhood	379	43.7	254	29.3	113	13.0	79	9.1	43	5.0	5.0
Into the city centre	183	21.3	306	35.7	150	17.5	147	17.1	72	8.4	8.4
Getting across the city	55	6.7	127	15.4	203	24.5	253	30.6	189	22.9	22.9
Leaving the city into neighbouring areas	47	5.6	146	17.4	223	26.6	222	26.5	201	24.0	24.0

[14] Excludes 'I don't make this type of journey'



This group of respondents (who are not driving for these journeys) find getting around the local neighbourhood to be the easiest[15] 633 (72.9%), whereas getting across the city and leaving the city to neighbouring areas are almost equally difficult[16] 442 (53.4%) and 423 (50.4%) respectively.

Respondents are mostly using sustainable modes for journeys around the local neighbourhood and into the city centre but we also know from the table above (method of travel by journey distance types) that the number of journeys using a car or van in the local neighbourhood is low, rising to 18.9% into the city centre so there is potential to encourage more sustainable modes for local trips.

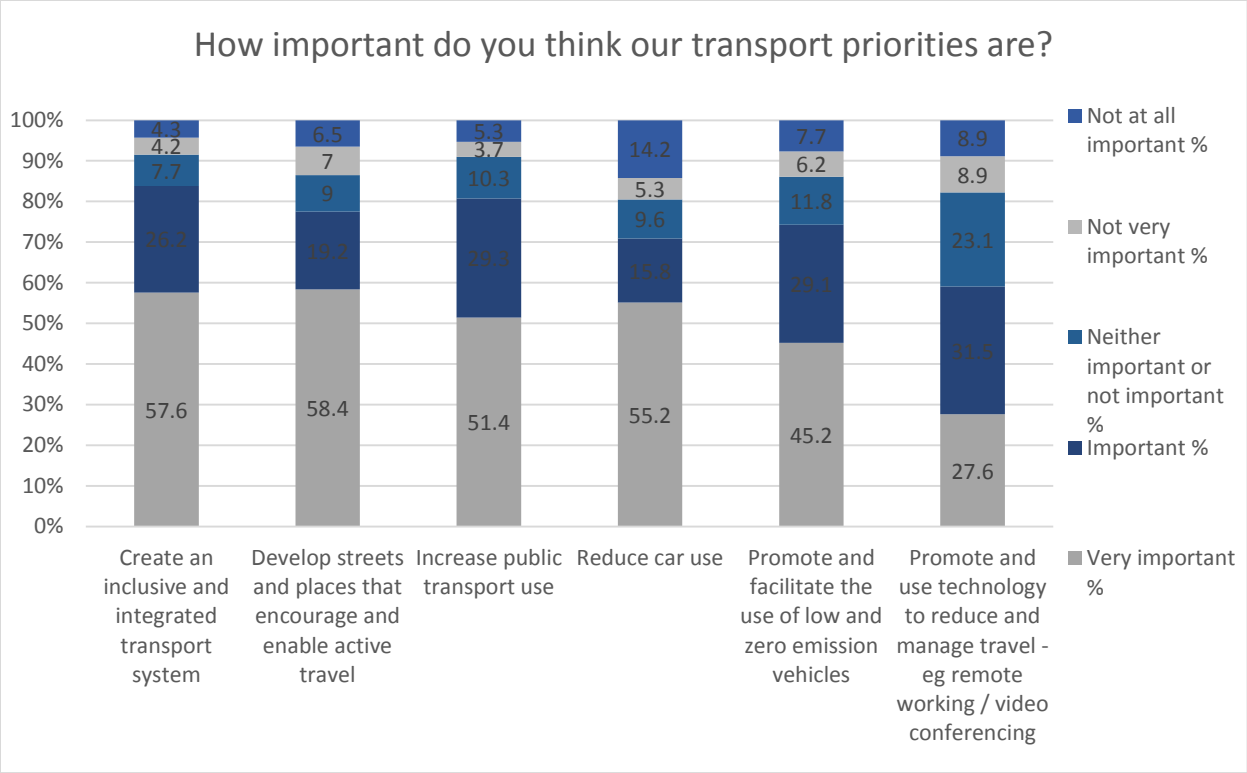
[15] Very easy and easy
[16] Difficult and very difficult

Local Transport Plan 5

Q How important do you think our transport priority areas are?

	Very important		Important		Neither important of not important		Not very important		Not at all important		Total[17]
	No.	%	No.	%	No.	%	No.	%	No.	%	No.
Create an inclusive and integrated transport system	499	57.6	227	26.2	67	7.7	36	4.2	37	4.3	866
Develop streets and places that encourage and enable active travel	502	58.4	165	19.2	77	9.0	60	7.0	56	6.5	860
Increase public transport use	449	51.4	256	29.3	90	10.3	32	3.7	46	5.3	873
Reduce car use	480	55.2	137	15.8	83	9.6	46	5.3	123	14.2	869
Promote and facilitate the use of low and zero emission vehicles	392	45.2	253	29.1	102	11.8	54	6.2	67	7.7	868
Promote and use technology to reduce and manage travel - eg remote working / video conferencing	235	27.6	268	31.5	197	23.1	76	8.9	76	8.9	852

[17] Excludes 'Don't Know'



At least 70% said that they are all important or very important, with the exception of ‘promote and use technology to reduce and manage travel’ (59.1%).

Q Which of these key principles could you easily contribute to?

	I already do/ have done this		I could do this in future		I could do this in future with support		I could not do this in future		Total[18]
	No.	%	No.	%	No.	%	No.	%	
Avoid or reduce the length of trips made by car or van	569	70.0	56	6.9	55	6.8	133	16.4	813
Change some / more of my short journeys to walking, wheeling or cycling	641	75.9	45	5.3	49	5.8	110	13.0	845
Make some / more of my longer journeys by public transport	409	48.3	149	17.6	103	12.2	185	21.9	846
Change my car or van to a zero or low emission vehicle	122	18.3	172	25.9	254	38.2	117	17.6	665

The survey asked respondents which of the key principles people could easily, or already are, contributing to. The following is a summary of the responses:

- At least 70% said that they have already avoided, or reduced the length of, trips made by car or van and changed some or more of their short journeys to walking, wheeling or cycling. Almost half (48.3%) said that they already do, or have made some or more, of their longer journeys by public transport, and nearly one in five (18.3%) have changed their car or van to a zero or low emission vehicle.
- 38.2% said they could change their car or van to a zero or low emission vehicle with support; the most common support suggested was less expensive electric vehicles (145 comments), easier access to charging / dedicated charging bays (79 comments) and car club / shared electric vehicles (11 comments).
- 12.2% said they could make some or more of their longer journeys by public transport with support; the most common support suggested was cheaper/ free public transport (41 comments) and a range of improvements to services (36 comments) including more direct bus routes, improved integration of public transport, improved journey times, reliability, and outer/orbital bus service provision.
- The most commonly suggested type of support by the 5.8% who said that they could change some / more of their short journeys to walking, wheeling or cycling was more / improved cycle lanes and network (21 comments), and more / better cycle parking provision (10 comments).

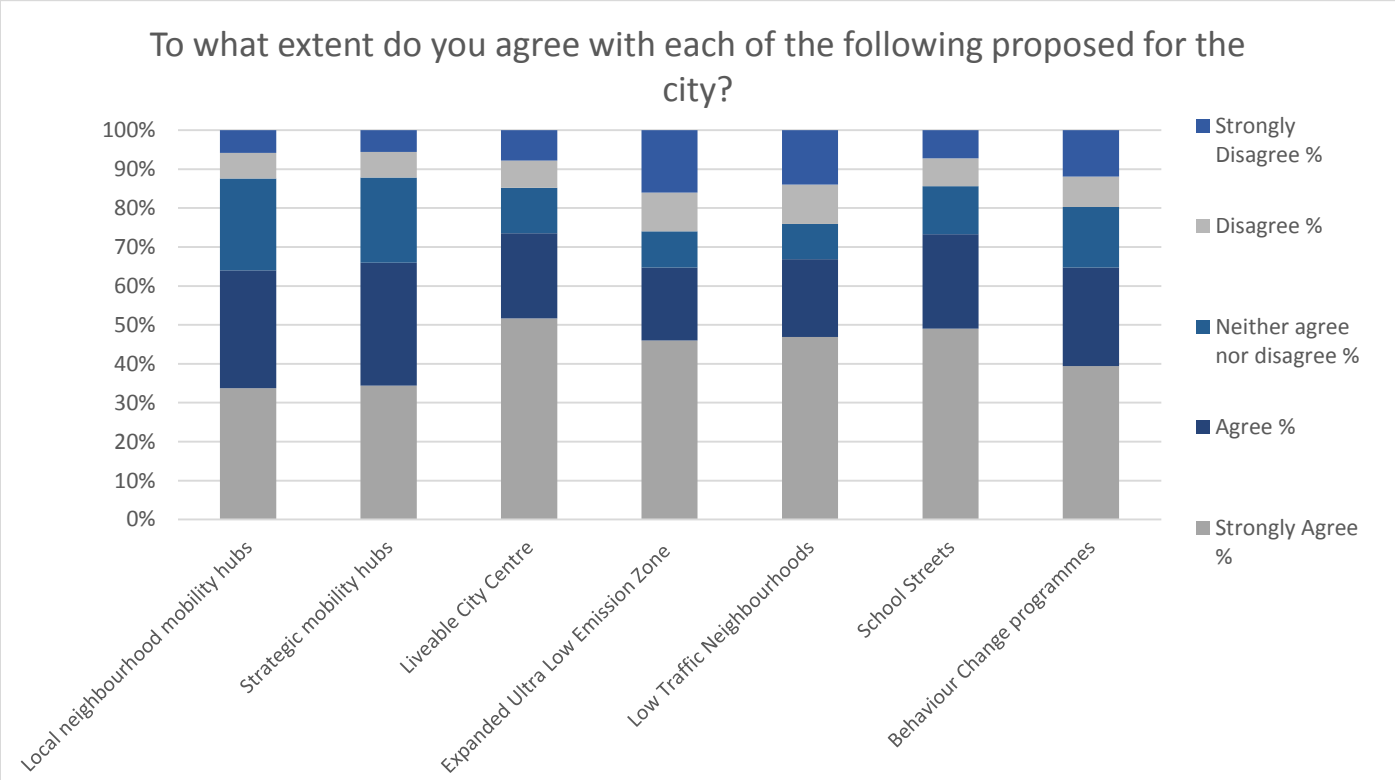
[18] Excludes 'Not applicable'

Q If you answered "I could do this in future with support" please tell us what type of support would enable you to make these changes

Key Principle		Comment	No. of times raised
Avoid or reduce the length of trips made by car or van		School Buses Inadequate/ have to drive	1
		Park and Ride	1
		Driving: cost of car club hire	1
		Concerns about Covid	1
Change some / more of my short journeys to walking, wheeling or cycling	Cycling	Cycle lanes: Better/ more/ protected/ enforced/ joined up	21
		Cycle parking: more/ secure/ at stations	10
		Access to a cargo/ e-cargo bike	4
		Extend BTN Bikeshare	1
		Too much pollution	1
	Walking	Better/ more/ maintained pavements	8
		Better/ more crossings	2
		Safer routes	2
		Less street clutter	1
	Walking & Cycling	If I had better health	1
Make some / more of my longer journeys by public transport		Cheaper/ free	41
		Better/ integrated/ more reliable / faster/ express/ outlying areas/ orbital routes/ journeys take too long/ all buses into centre/ more direct routes	36
		Accessibility/ difficult for people with disabilities	5
		Want more bike carrying on trains/ buses	5
		Unsafe due to Covid-19	3
		Too much to carry	2
		Unsafe anti-social behaviour	1
		More frequent local trains	1
		Better interchanges: cycle/ train/ bus	1
Change my car or van to a zero or low emission vehicle		Electric Vehicles (EVs) are expensive	145
		Easier access to charging/ dedicated charging bays	79
		Car club/ shared electric vehicles	11
		EVs with increased range	4
		Greener options / hydrogen / worried about impact	2
		Govt scrappage scheme/ incentives	2
		Wheelchair accessible EVs/ Motability	1
		Larger EVs/ vans	1
		Not changing car for a few years	1
		Not enough repair/ maintenance places	1

Q To what extent do you agree with each of the following projects proposed for the city?

	Strongly Agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree		Total[19]
	No.	%	No.	%	No.	%	No.	%	No.	%	No.
Local neighbourhood mobility hubs	277	33.7	249	30.3	194	23.6	54	6.6	48	5.8	822
Strategic mobility hubs	277	34.4	255	31.6	176	21.8	53	6.6	45	5.6	806
Liveable City Centre	430	51.7	181	21.8	97	11.7	58	7.0	65	7.8	831
Expanded Ultra Low Emission Zone (ULEZ)	394	46.0	160	18.7	80	9.3	86	10.0	137	16.0	857
Low Traffic Neighbourhoods	402	46.9	172	20.0	77	9.0	87	10.1	120	14.0	858
School Streets	415	49.0	206	24.3	104	12.3	61	7.2	61	7.2	847
Behaviour Change programmes	331	39.4	213	25.3	131	15.6	66	7.8	100	11.9	841



At least 64% of respondents stated that they strongly agree or agree with all priorities, with over 70% for School Streets (73.3%) and Liveable City Centre (73.5%). Fewer than 20% either disagree or strongly disagree with all measures except Low Traffic Neighbourhoods (24.1%) and the expanded Ultra Low Emission Zone (ULEZ) (26%).

[19] Excludes 'Don't know'

Q What else could the council and transport providers do to help you travel more safely, sustainably, and easily?

Respondents tended to not answer the question as written but comments have been coded into the following themes:

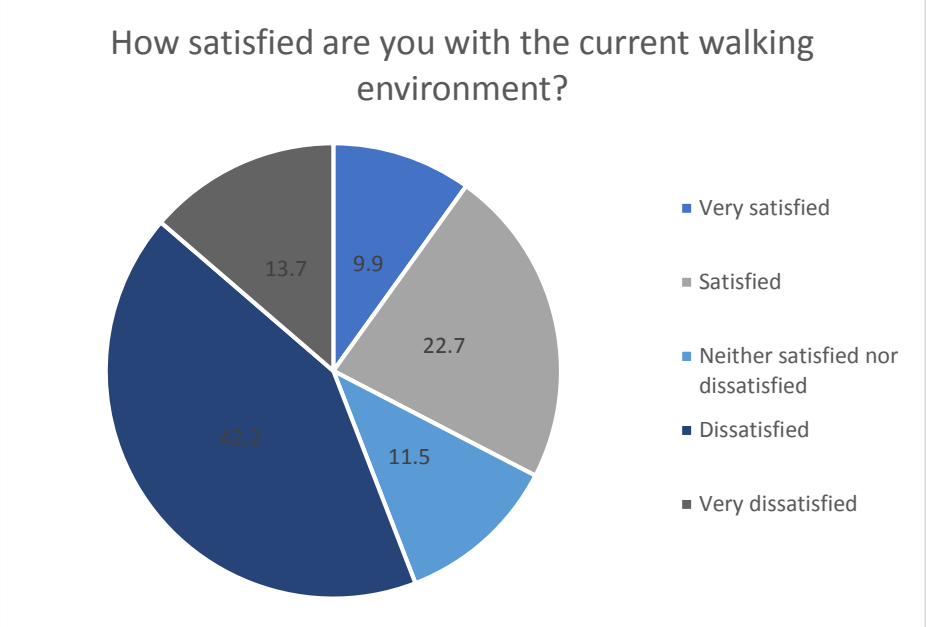
Mode	Comment (top 10 for each mode)	No. of times raised
Cycling	Cycle lanes: More/ safe/ segregated/ better routes/ quieter routes/ joined up/ better planned/ improve links to South Downs	147
	Cycle parking: more/ secure/ adapted bikes/ cycle hangars/ e-cycle parking/ city centre/ reduce cycle theft	48
	Enforce cycling regulations/ cyclists need training/ helmets/ insurance/ number plates/ pay road tax/ must use lane if there is one	30
	Cycle lanes: waste of money/ no more/ in wrong place/ remove/ negative comments about the A259 cycle lane	27
	Reinstate / keep / install Old Shoreham Road cycle lanes	18
	E-scooters: keep off roads/ pavements/ cycle lanes, clarity needed/ regulate/ hire scheme, no skateboards	15
	Enforce parking in cycle lanes/ remove obstacles	15
	BTN Bikeshare: e-bikes/ e-cargo/ cargo bikes needed/ e-scooters	9
	Don't remove cycle lanes (general)	8
	Don't remove cycle lanes (Old Shoreham Road)	8
	Cycle maintenance or training: free / cheap/ taster days/ community-based	8
	It's dangerous to cycle in the city/needs to be safer for children	7
	Encourage e-bikes/ for deliveries/ e-bike charge points	7
	Support the removal of the Old Shoreham Road cycle lanes	6
Driving	Reduce/ charge/ restrict cars/ into city/ traffic free city centre/ EV's only/ install Low-Traffic Neighbourhoods (LTNs)/ stop prioritising cars/local traffic calming	68
	Park & Ride: with free bus pass /stop tourists driving into city	34
	Congestion: blocking off routes / Rottingdean/ improve traffic flow/ into city centre/ through routes just for cars / LTNs cause congestion	27
	Speeding: enforce/ more 20mph areas/ traffic calming	26
	EV charging points: more/ free / at Park & Ride	18
	Have to drive / for work/ disability/ late at night/ carrying heavy goods/ schools	10
	Parking: want cheaper / more parking / less CPZs	9
	Parking: enforce illegal parking	9
	Reduce car/ cycle conflict/ educate drivers how to share the road	9
	More car club vehicles/ e-car club vehicles	5
	EVs: Promote/ incentivise	5
	Don't reallocate road space for walking and cycling	5
Public Transport	Buses: expensive/ subsidise/ free (for school children)/ cheaper for Electric buses	87
	Buses: frequency/ reliability/ to outer areas/ orbital routes/ nearby towns/ schools/ universities	48
	Buses: too slow/ trams/electric trams/ express buses	21

Mode	Comment (top 10 for each mode)	No. of times raised
	Bus station needed/ don't want all buses into the centre/ remove buses from North Street/ restructure routes/ want seafront route	16
	Step free access at rail stations/ Preston Park station	14
	Multi-modal ticketing/ include bikeshare/ more ticket outlets needed	11
	Better interchange at bus stops/ train stations and journey links	7
	More bus lanes/ bus priority/ enforcement	7
	Better/ more bike carrying on trains and buses	6
	Nationalise/ Local Government run public transport/ pay for from council taxes	5
	Buses unsafe: Covid/ masks	5
	Train fares are too expensive	5
Walking	Pavements: better/ safer/wider /more/ weeding/ maintain/ dementia friendly	56
	Pavements: remove street clutter/ bins/ scaffolding	23
	Crossings: better/ safer/ at junctions/ pedestrian priority/ wheelchair users/ more dropped kerbs	19
	Pavement parking: enforce/ stop	18
	Personal safety: CCTV/ streetlights/ with sensors/ underpasses/ pedestrian bridges/ The Level/ women	17
	Pedestrianise city centre/ more areas/ like New Road/ Rottingdean High Street	11
	Keep vehicles/ cycles/ e-scooters off pavements/ seafront/ undercliff	7
	More walking routes/ segregated/ away from pollution/ greener	6
	Subsidise walking equipment for people eg jackets and shoes	4
Misc	Greener streets/ more trees/ planting	25
	Consider everyone: young people/ elderly/ people with disabilities/ with low incomes	11
	Manage road works	11
	Water taxis/ electric cable car system/ automated personal transport	9
	More consultation: with disabled/ outlying areas/ Old Shoreham Road cycle route needed more consultation	6
	Transport: holistic/ better planned	5
	Active travel: prioritise/ fund/ promote / financial incentives	5
	Reduce the need to travel/ more local amenities/ 15-minute neighbourhoods	4
	Support School Streets	4
	Subsidise travel for disabled	5

Views on walking and cycling in your local area

Q How satisfied are you with the current walking environment in your local area?

	No.	%
Very satisfied	87	9.9
Satisfied	199	22.7
Neither satisfied nor dissatisfied	101	11.5
Dissatisfied	370	42.2
Very dissatisfied	120	13.7
Total	**878**	**100**



Q If you answered SATISFIED or VERY SATISFIED why do you feel this way about the current walking environment in your local area?[20]

	Number	%
The condition of pavements is good	113	12.4
Pavements are wide enough	171	18.8
Good quality crossings	109	12.0
Pedestrian crossings are where I need them	137	15.0
Routes have enough seating and resting points	36	3.9
Routes have enough greenery	119	13.0
Routes are joined up and take me where I need to go	154	16.9
I feel safe walking in my local area	220	24.1
Routes are well lit	97	10.6

[20] Respondents could choose more than one option

Walking routes are away from the busy roads	49	5.4
Other includes: Green space/ sea nearby Air quality is good Roads are attractive	43 6 1 1	4.9

Q If you answered DISSATISFIED or VERY DISSATISFIED above why do you feel this way about the current walking environment in your local area? [21]

	Number	%
The condition of pavements is poor	402	44.1
Obstructions on pavements (eg bins, seating, signage)	350	38.4
Pavements are not wide enough	238	26.1
Parking on pavements	304	33.3
Vehicles are inconsiderately parked	280	30.7
Not enough dropped kerbs	114	12.5
Poor driver behaviour towards pedestrians	233	25.5
Poor cyclist behaviour towards pedestrians	192	21.1
Difficult to cross the roads at junctions	228	25.0
Not enough pedestrian crossings	190	20.8
Pedestrian crossing signals take too long	143	15.7
Poor street lighting	181	19.8
Not enough routes to where I need to get to	52	5.7
Traffic is too fast	231	25.3
Feel unsafe walking in my local area	91	10.0
Poor air quality	206	22.6
Traffic noise	198	21.7
Traffic congestion	195	21.4
Not enough seating or resting points	115	12.6
Not enough greenery or planting	200	21.9
Not enough travel information / maps on street	52	5.7
Local shops/ services/ schools are too far to walk to	38	4.2
Other includes (top 5): Litter / dog mess / weeds/ tree roots/ unkept pavements / obstructions Difficulties crossing roads Conflict with scooters/ cyclists/ mopeds Routes: lack of/ disjointed/ no pavement Anti-social behaviour / fear of crime/ not enough lighting	95 47 17 15 14 11	10.4

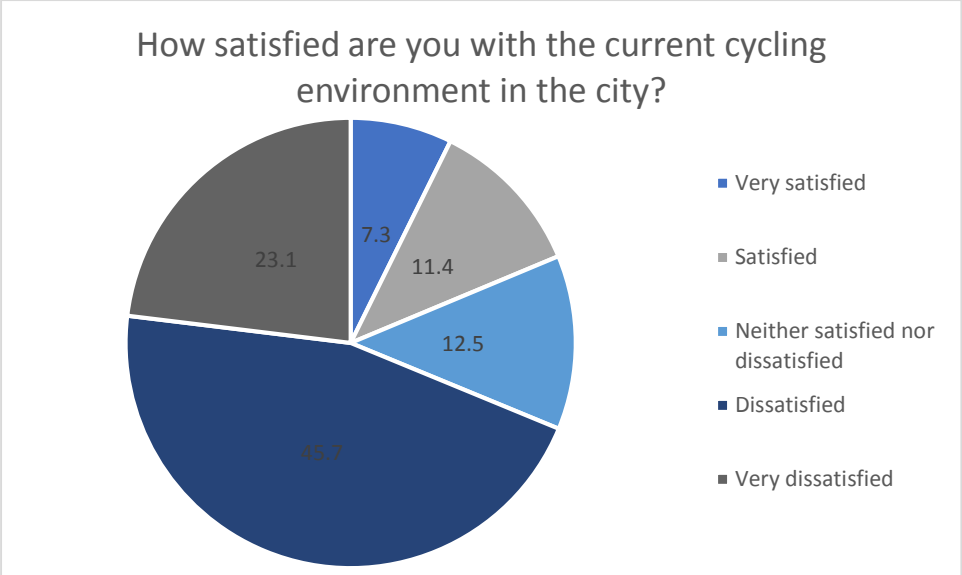
[21] Respondents could choose more than one option

55% of respondents who express levels of dissatisfaction[22] with pavements in the local area. This shows that we need to make improvements. The top 3 comments relating to this refer to the condition of pavements, obstructions & clutter on pavements and pavement parking.

Conversely, 286 respondents show satisfaction with the local walking area. Their top 3 comments relate to respondents feeling safe walking in their local area, pavements are wide enough, and routes are joined up and take me where I need to go

Q How satisfied are you with the current cycling environment in the city?

	No.	%
Very satisfied	52	7.3
Satisfied	81	11.4
Neither satisfied nor dissatisfied	89	12.5
Dissatisfied	325	45.7
Very dissatisfied	164	23.1
Total	**711**	**100**



[22] Dissatisfied or very dissatisfied

Q If you answered SATISFIED or VERY SATISFIED why do you feel this way about the current cycling environment in the city?[23]

	Number	%
Cycle routes have good quality surfaces	80	8.8
Cycle lanes are wide enough	78	8.6
Good separation of cycle lanes from traffic	50	5.5
Cycle routes are safe	64	7.0
Routes are joined up and take me where I need to go	37	4.1
Good amounts of cycle parking near to routes	32	3.5
Cycle routes are away from busy roads	26	2.9
Other includes:	55	6.0
City Centre/ Valley Gardens/ seafront routes are good	5	
Many roads/ side streets are for safe cycling	4	
I know how to cycle safely	2	
Good Bikeshare scheme	1	
Pre-Covid routes are good	1	
There are lots of cyclists around	1	

Q If you have answered DISSATISFIED or VERY DISSATISFIED why do you feel this way about the current cycling environment in the city? [3]

	Number	%
Lack of safe cycle routes	402	44.1
Driver behaviour towards cyclists	351	38.5
Conflict with pedestrians	206	22.6
Junctions that are dangerous for cyclists	310	34.0
Cycle lanes end abruptly	388	42.5
Traffic speeds are too high	227	24.9
Feel unsafe cycling in the city	226	24.8
Cycle lanes are too narrow	218	23.9
Cycle lanes are not protected	296	32.5
Parked cars/ loading in the cycle lanes	346	37.9
Poor street lighting	75	8.2
Poor air quality	211	23.1
Traffic noise	124	13.6
Traffic congestion	192	21.1
Current cycle routes don't go where I need to get to	293	32.1
Gaps in current cycle network/ routes	387	42.4
Barriers on routes eg bollards/ railings	85	9.3

[23] Respondents could choose more than one option

	Number	%
Not enough cycle parking at destinations I need to get to	222	24.3
Not enough secure cycle parking near my home	161	17.7
Not enough BTN Bikeshare hubs	55	6.0
Fear of cycle theft	258	28.3
Poor road surfaces	286	31.4
Poor signage	86	9.4
Other includes: Cyclists don't obey Highway Code/ jump red lights/ need training/ need ID Remove cycle lanes from pavements Don't remove cycle lanes/ bring back Old Shoreham Road cycle lane Hills Cycle lanes cause displacement traffic/ congestion	88 16 6 8 5 5	9.6

489 respondents show levels of dissatisfaction with the cycling environment in the city. Their top 3 comments relating to this are: that there is a lack of safe cycle routes, cycle lanes end abruptly, and gaps in current cycle network / routes. Conversely, 133 people are satisfied with the cycling environment. Their top 3 comments are that cycle routes have good quality surfaces, lanes are wide enough and cycle lanes are safe.

About you

Q How have you heard about this consultation?[24]

	No.	%
I read about it on the council's website	111	12.2
I read about it on social media	386	42.3
I heard about it by word of mouth	139	15.2
I read about it in the local press	37	4.1
I heard about it at an event (eg Car Free Day)	9	1.0
I saw a poster	17	1.9
Other - Top 5: Local councillor School Local group Employer/ at work Jubilee Library	177 40 27 23 15 14	19.4

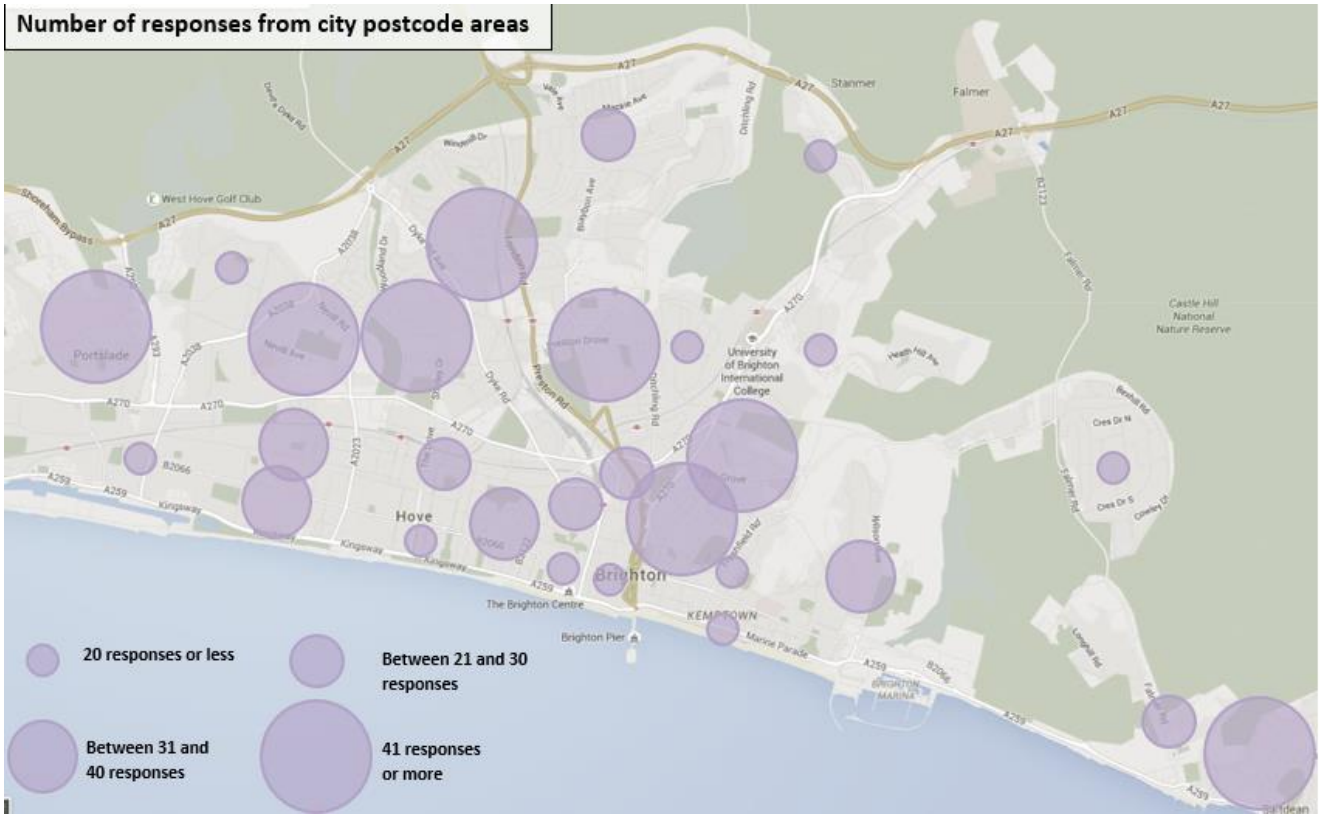
Q How are you responding to this consultation

- 824 people responded as individuals
- 29 people responded as a representative of a business, organisation or group

Comments received from organisations that took part in stakeholder workshops have been added to that report and not reported on here.

[24] Respondents could choose more than one option

Postcode map of respondents



Equalities Monitoring information

Gender	No.	%	Citywide %[25]
Female	363	48.9	50.2
Male	368	49.5	49.8
Non-binary	8	1.1	-
Other	4	0.5	-
Total	**743**	**100**	**100**

Age	No.	%	Citywide %
16 and under	6	0.8	17.2
17-24	14	1.9	15.0
25-34	82	11.0	16.4
35-44	158	21.1	16.0
45-54	179	23.9	13.1
55-64	178	23.8	9.3
65-74	104	13.9	6.4
75 and over	27	3.6	6.7
Total	**748**	**100**	**100**

Ethnicity		No.	%	Citywide %
Arab	Arab	0	0.0	0.8
Asian/ Asian British	Bangladeshi	1	0.1	0.5
	Chinese	1	0.1	1.1
	Indian	3	0.4	1.1
	Pakistani	0	0.0	0.2
	Any other Asian background	0	0.0	1.2
Black/ Black British	African	3	0.4	1.1
	Caribbean	2	0.3	0.3
	Any other black background	3	0.4	0.2
Mixed	Asian and white	4	0.6	1.2
	Black African and white	1	0.1	0.7
	Black Caribbean and white	3	0.4	0.8
	Any other mixed background	16	2.3	1.0
White/ White British	English / Welsh / Scottish / Northern Irish	565	79.5	80.5
	Irish	20	2.8	1.4
	Gypsy or Irish Traveller	0	0.0	0.1
	Any other white background	81	11.4	7.1
Other	Any other ethnic group	11	1.5	0.7
Total		**711**	**100**	**100**

[25] 2011 Census

Disability	No.	%	Citywide %
Yes, a little	108	14.2	7.5
Yes, a lot	59	7.8	8.8
No	591	78.0	83.7
Total	**758**	**100**	**100**

Disability type[26]	No.
Physical impairment	100
Sensory impairment	26
Learning disability/ difficulty	6
Long standing illness	44
Mental health condition	33
Developmental condition	0
Autistic spectrum	12
Other	55

[26] Respondents could choose more than one disability type

Annex 1 – List of events, workshops and poster distribution

Public events

Public events were held at the Jubilee Library on:

- Wednesday 6 Oct - 10am-5pm
- Friday 8 Oct - 10am-5pm
- Tuesday 26 Oct - 12pm-7pm
- Saturday 30 Oct - 10am-5pm

The consultation was also promoted at the following wider events:

- Car Free Day – Wednesday 22 September
- Road Safety Awareness, Old Steine – Saturday 23 October
- Various local events to promote the Hanover & Tarner Liveable Neighbourhood project in October 2021

A public exhibition was also in place at the Jubilee Library on:

- Monday 4 October – Saturday 9 October 2021
- Monday 25 October – Saturday 30 October 2021

Workshops

Stakeholder workshops were held on:

- Tuesday 12 October
- Thursday 28 October

Additional meetings also attended by officers:

- City Management Board – Tuesday 5 October
- Quality Bus Partnership – Thursday 7 October
- Local Action Team (LAT) Forum – Tuesday 12 October
- Destination Experience Group – Wednesday 13 October
- Dementia Action Alliance meeting – Monday 18 October
- Brighton & Hove Economic Partnership – Monday 18 October
- Sustrans Bike It stakeholder meeting – Tuesday 19 October
- Equality & Inclusion Partnership – Wednesday 20 October
- Transport & Public Health Group – Thursday 30 October
- Transport Partnership – Tuesday 2 November
- Local Access Forum – Thursday 4 November
- Taxi forum – Thursday 25 November

Focus groups facilitated by officers:

- Youth Council – Saturday 16 October
- Disabled people – Thursday 28 October

- Cardinal Newman school – Wednesday 10 November
- Dorothy Stringer school – Wednesday 10 November
- Older people – Wednesday 10 November
- Longhill School – Thursday 11 November
- Black, Asian and Minority Ethnic (BAME) people – Thursday 11 November
- Brighton Aldridge Community Academy – Tuesday 16 November

Poster distribution

Posters for the consultation were posted to the following organisations with a letter asking the recipients to display in their premises where possible. Postcards were also distributed to some larger venues eg leisure centres:

- Brighton Met College, Pelham Street
- University of Brighton, Grand Parade
- Amex
- Police Station, John Street
- Regency Surgery, Old Steine
- Prince Regent Swimming Pool
- Brighthelm Centre
- Morrison's St James's St
- King Alfred Leisure Centre
- Moulsecoomb Leisure Centre
- Withdean Leisure Centre
- St Luke's Swimming Pool
- Stanley Deason Leisure Centre
- Portslade Sports Centre
- Old Steine Café
- YHA
- Hollingdean Community Centre
- Hangleton Community Centre
- The Level Community Centre
- Kemptown Crypt Community Centre
- Royal Sussex County Hospital
- Brighton General
- Legal and General
- BUPA Brighton Clinic
- Lloyds North Street
- Sussex University
- University of Brighton
- Amex Stadium
- New England House
- Sainsbury Lewes Road
- Tesco Hove
- Asda Hollingbury
- Asda Marina
- Hanover Community Centre
- Racecourse
- Café at the level
- Chalet Café Preston park
- Rotunda Café, The Rose Garden Preston Park
- YMCA
- Brighton Youth Centre
- Trust for Developing Communities

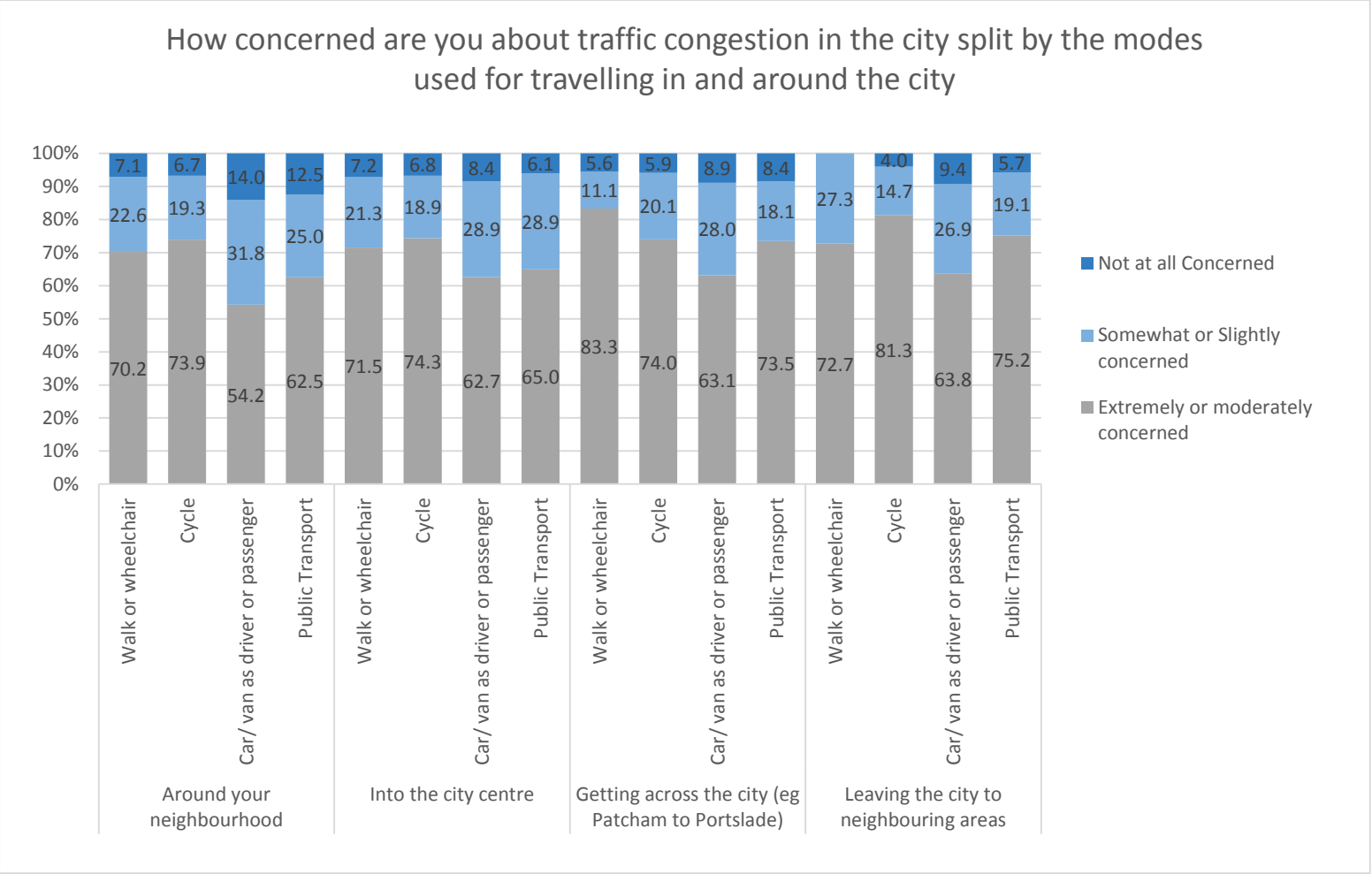
Annex 2 – Cross-tabulations from survey data

Q How concerned are you about each of the following in the city?

Results are shown split by the journey modes respondents use for travelling in and around the city.

Concerns - Traffic Congestion:

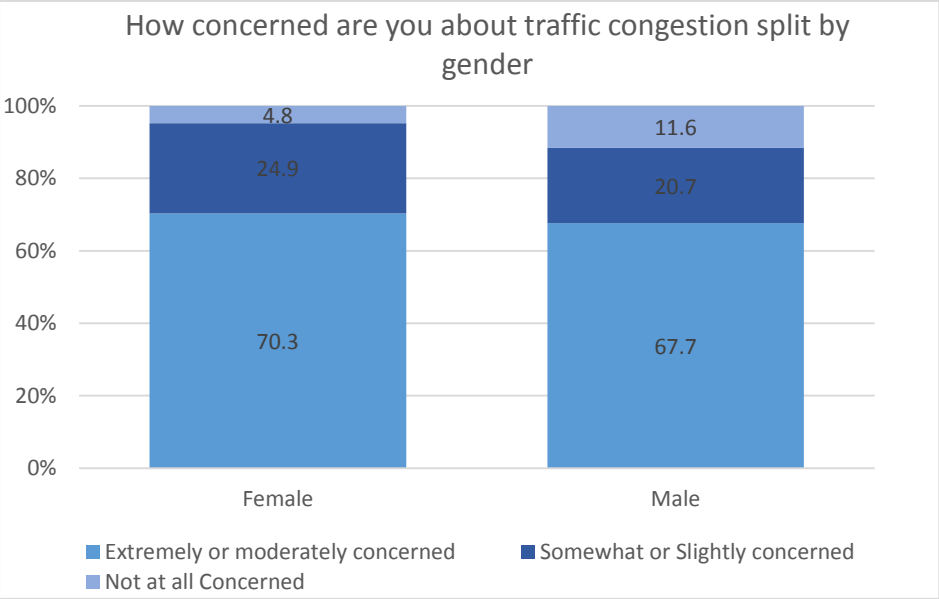
Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	308	42.2	204	28.0	115	15.8	50	6.9	52	7.1	729
	Cycle	59	49.6	29	24.4	16	13.4	7	5.9	8	6.7	119
	Car/ van as driver or passenger	40	37.4	18	16.8	21	19.6	13	12.1	15	14.0	107
	Public Transport	4	25.0	6	37.5	2	12.5	2	12.5	2	12.5	16
Into the city centre	Walk or wheelchair	113	43.0	75	28.5	39	14.8	17	6.5	19	7.2	263
	Cycle	105	47.3	60	27.0	28	12.6	14	6.3	15	6.8	222
	Car/ van as driver or passenger	63	38.0	41	24.7	31	18.7	17	10.2	14	8.4	166
	Public Transport	114	36.7	88	28.3	62	19.9	28	9.0	19	6.1	311
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	11	61.1	4	22.2	1	5.6	1	5.6	1	5.6	18
	Cycle	100	49.0	51	25.0	30	14.7	11	5.4	12	5.9	204
	Car/ van as driver or passenger	140	35.6	108	27.5	74	18.8	36	9.2	35	8.9	393
	Public Transport	118	47.4	65	26.1	24	9.6	21	8.4	21	8.4	249
Leaving the city to neighbouring areas	Walk or wheelchair	6	54.5	2	18.2	2	18.2	1	9.1	0	0.0	11
	Cycle	41	54.7	20	26.7	9	12.0	2	2.7	3	4.0	75
	Car/ van as driver or passenger	212	36.7	156	27.0	100	17.3	55	9.5	54	9.4	577
	Public Transport	167	47.6	97	27.6	50	14.2	17	4.8	20	5.7	351


How concerned are you about traffic congestion in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
7.1
22.6
70.2
6.7
19.3
73.9
14.0
31.8
54.2
12.5
25.0
62.5
7.2
21.3
71.5
6.8
18.9
74.3
8.4
28.9
62.7
6.1
28.9
65.0
5.6
11.1
83.3
5.9
20.1
74.0
8.9
28.0
63.1
8.4
18.1
73.5
27.3
72.7
4.0
14.7
81.3
9.4
26.9
63.8
5.7
19.1
75.2
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

56

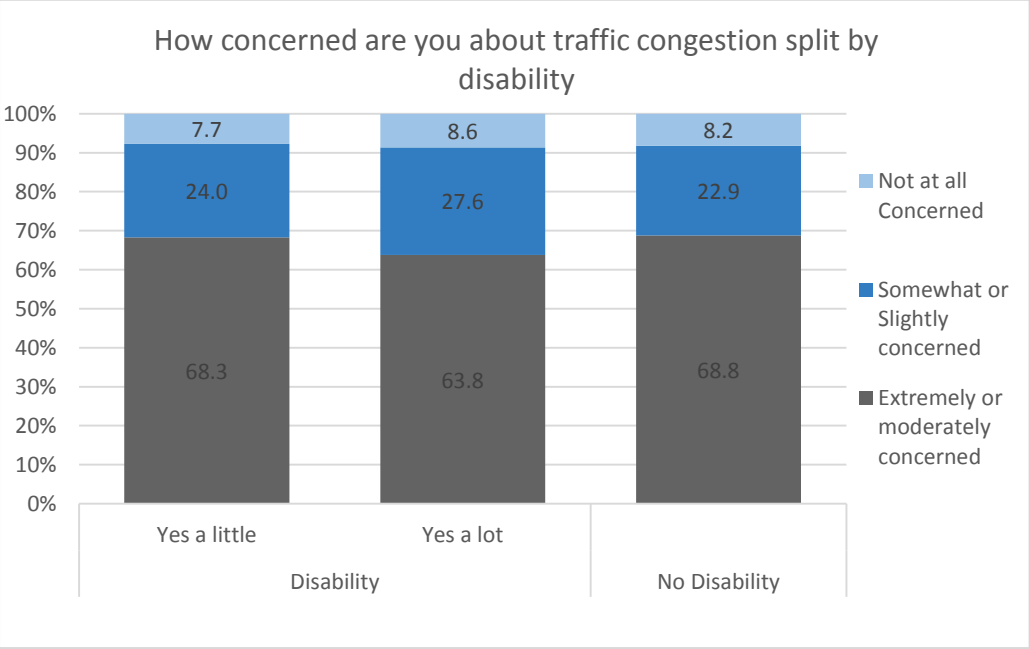
Concerns with traffic congestion split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	163	45.7	88	24.6	62	17.4	27	7.6	17	4.8	357
Male	139	38.4	106	29.3	49	13.5	26	7.2	42	11.6	362



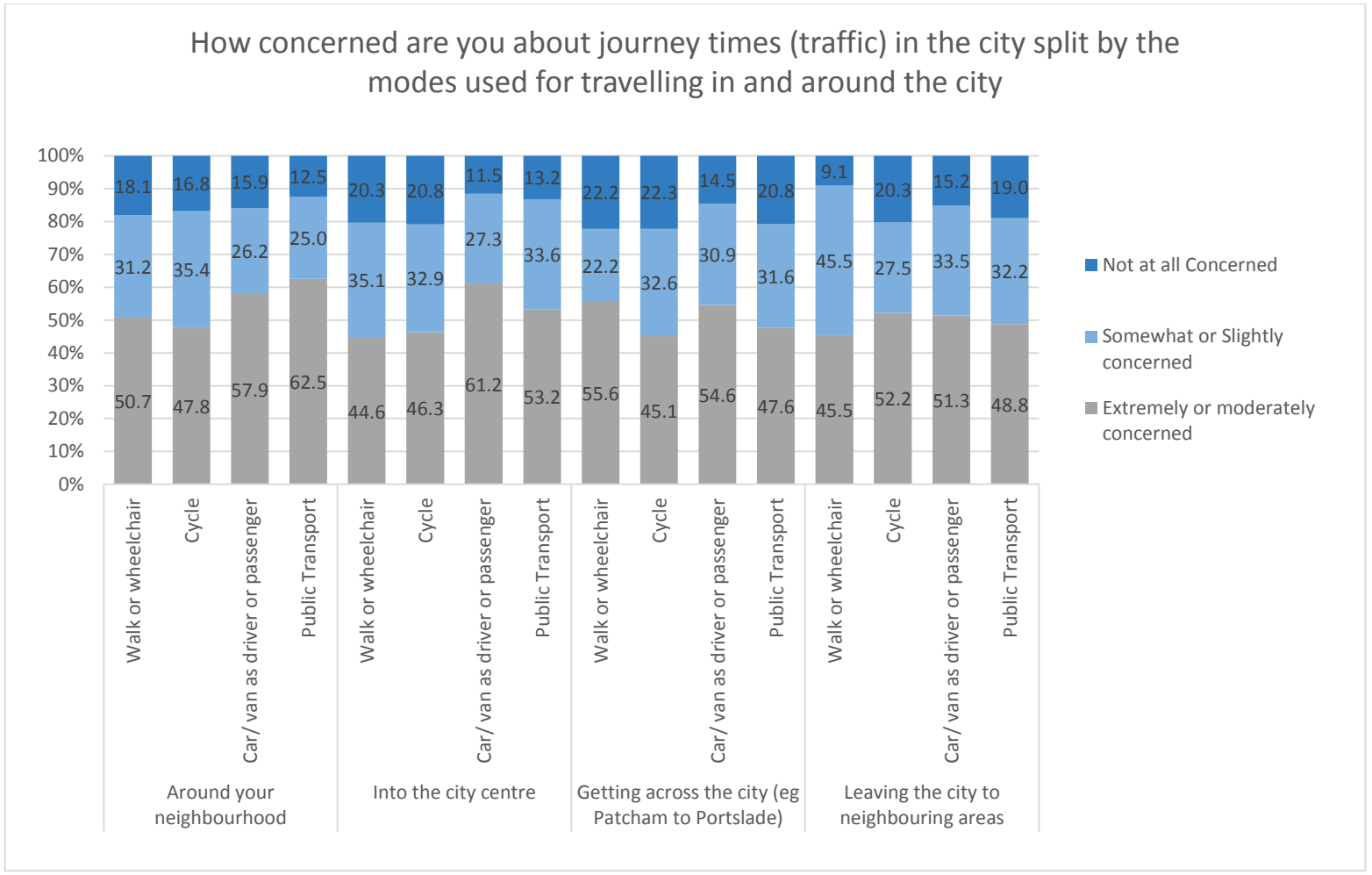
Concerns with traffic congestion split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	41	39.4	30	28.8	18	17.3	7	6.7	8	7.7	104
	Yes, a lot	24	41.4	13	22.4	10	17.2	6	10.3	5	8.6	58
No disability	No	248	42.5	154	26.4	90	15.4	44	7.5	48	8.2	584



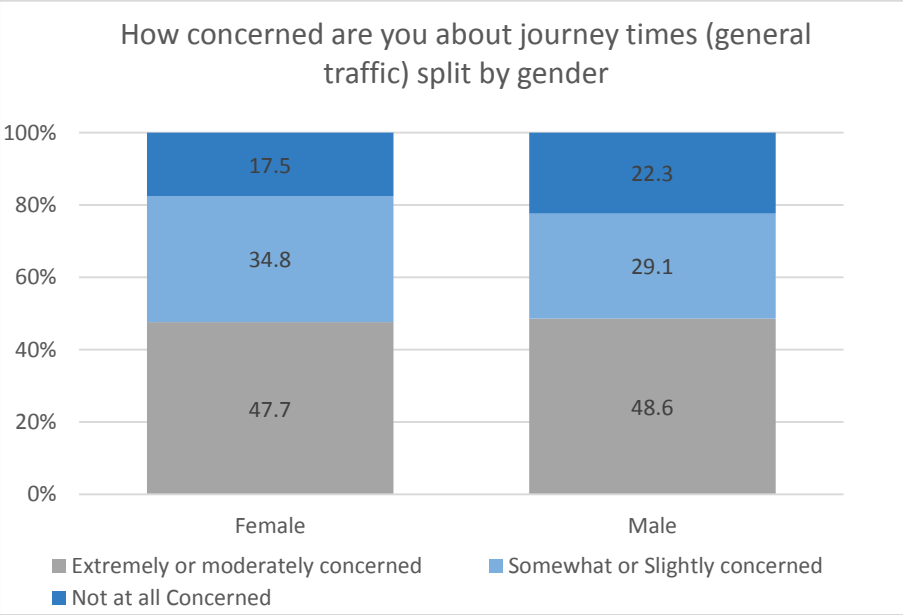
Concerns - Journey times (general traffic):

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	133	18.8	226	31.9	131	18.5	90	12.7	128	18.1	708
	Cycle	29	25.7	25	22.1	25	22.1	15	13.3	19	16.8	113
	Car/ van as driver or passenger	35	32.7	27	25.2	14	13.1	14	13.1	17	15.9	107
	Public Transport	5	31.3	5	31.3	0	0.0	4	25.0	2	12.5	16
Into the city centre	Walk or wheelchair	42	16.7	70	27.9	42	16.7	46	18.3	51	20.3	251
	Cycle	33	15.3	67	31.0	45	20.8	26	12.0	45	20.8	216
	Car/ van as driver or passenger	50	30.3	51	30.9	25	15.2	20	12.1	19	11.5	165
	Public Transport	57	19.3	100	33.9	62	21.0	37	12.5	39	13.2	295
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	6	33.3	4	22.2	1	5.6	3	16.7	4	22.2	18
	Cycle	28	14.5	59	30.6	36	18.7	27	14.0	43	22.3	193
	Car/ van as driver or passenger	89	22.7	125	31.9	70	17.9	51	13.0	57	14.5	392
	Public Transport	44	17.6	75	30.0	41	16.4	38	15.2	52	20.8	250
Leaving the city to neighbouring areas	Walk or wheelchair	3	27.3	2	18.2	1	9.1	4	36.4	1	9.1	11
	Cycle	15	21.7	21	30.4	9	13.0	10	14.5	14	20.3	69
	Car/ van as driver or passenger	119	20.8	174	30.5	117	20.5	74	13.0	87	15.2	571
	Public Transport	60	18.1	102	30.7	64	19.3	43	13.0	63	19.0	332


How concerned are you about journey times (traffic) in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
18.1
31.2
50.7
16.8
35.4
47.8
15.9
26.2
57.9
12.5
25.0
62.5
20.3
35.1
44.6
20.8
32.9
46.3
11.5
27.3
61.2
13.2
33.6
53.2
22.2
22.2
55.6
22.3
32.6
45.1
14.5
30.9
54.6
20.8
31.6
47.6
9.1
45.5
45.5
20.3
27.5
52.2
15.2
33.5
51.3
19.0
32.2
48.8
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

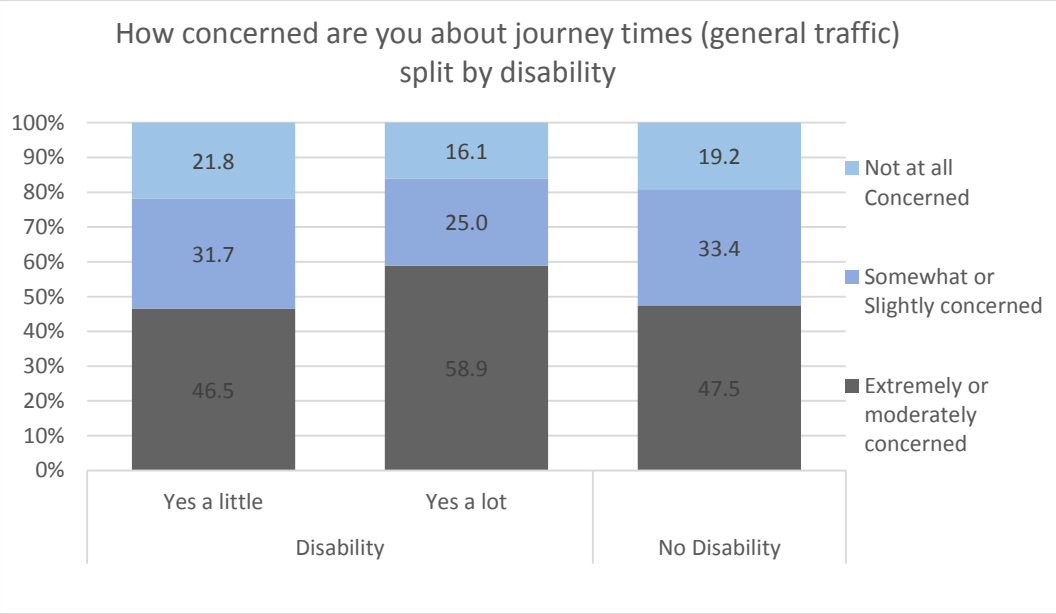
Concerns with journey times (general traffic) split by gender

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	64	18.7	99	28.9	68	19.9	51	14.9	60	17.5	342
Male	62	17.3	112	31.3	60	16.8	44	12.3	80	22.3	358



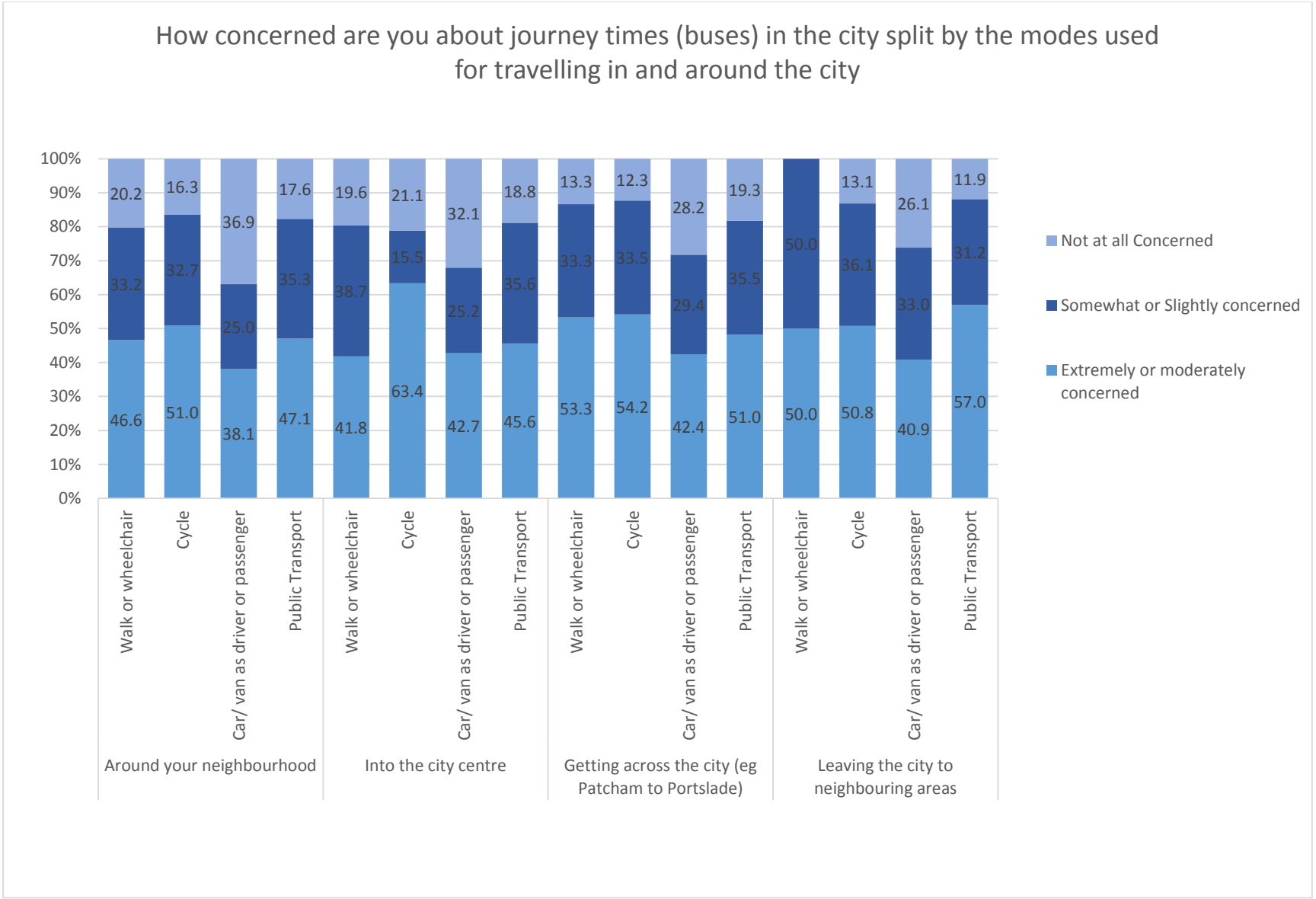
Concerns with journey times (general traffic) split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	17	16.8	30	29.7	23	22.8	9	8.9	22	21.8	101
	Yes, a lot	17	30.4	16	28.6	6	10.7	8	14.3	9	16.1	56
No disability	No	99	17.4	171	30.1	107	18.8	83	14.6	109	19.2	569



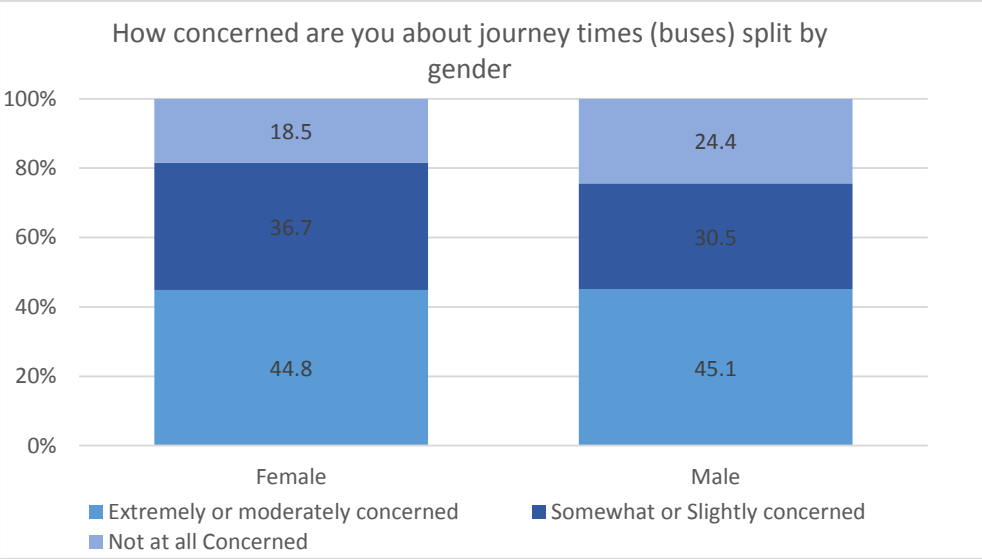
Concerns - Journey Times (buses):

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	102	15.3	208	31.3	119	17.9	102	15.3	134	20.2	665
	Cycle	22	21.2	31	29.8	18	17.3	16	15.4	17	16.3	104
	Car/ van as driver or passenger	16	19.0	16	19.0	14	16.7	7	8.3	31	36.9	84
	Public Transport	3	17.6	5	29.4	4	23.5	2	11.8	3	17.6	17
Into the city centre	Walk or wheelchair	25	11.1	69	30.7	45	20.0	42	18.7	44	19.6	225
	Cycle	31	19.3	71	44.1	16	9.9	9	5.6	34	21.1	161
	Car/ van as driver or passenger	25	19.1	31	23.7	23	17.6	10	7.6	42	32.1	131
	Public Transport	55	18.5	81	27.2	56	18.8	50	16.8	56	18.8	298
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	2	13.3	6	40.0	2	13.3	3	20.0	2	13.3	15
	Cycle	19	10.6	78	43.6	30	16.8	30	16.8	22	12.3	179
	Car/ van as driver or passenger	53	15.6	91	26.8	60	17.6	40	11.8	96	28.2	340
	Public Transport	41	15.8	76	29.3	51	19.7	41	15.8	50	19.3	259
Leaving the city to neighbouring areas	Walk or wheelchair	1	12.5	3	37.5	0	0.0	4	50.0	0	0.0	8
	Cycle	8	13.1	23	37.7	12	19.7	10	16.4	8	13.1	61
	Car/ van as driver or passenger	71	13.9	137	26.9	90	17.7	78	15.3	133	26.1	509
	Public Transport	68	20.2	124	36.8	62	18.4	43	12.8	40	11.9	337


How concerned are you about journey times (buses) in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
20.2
33.2
46.6
16.3
32.7
51.0
36.9
25.0
38.1
17.6
35.3
47.1
19.6
38.7
41.8
21.1
15.5
63.4
32.1
25.2
42.7
18.8
35.6
45.6
13.3
33.3
53.3
12.3
33.5
54.2
28.2
29.4
42.4
19.3
35.5
51.0
50.0
50.0
13.1
36.1
50.8
26.1
33.0
40.9
11.9
31.2
57.0
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

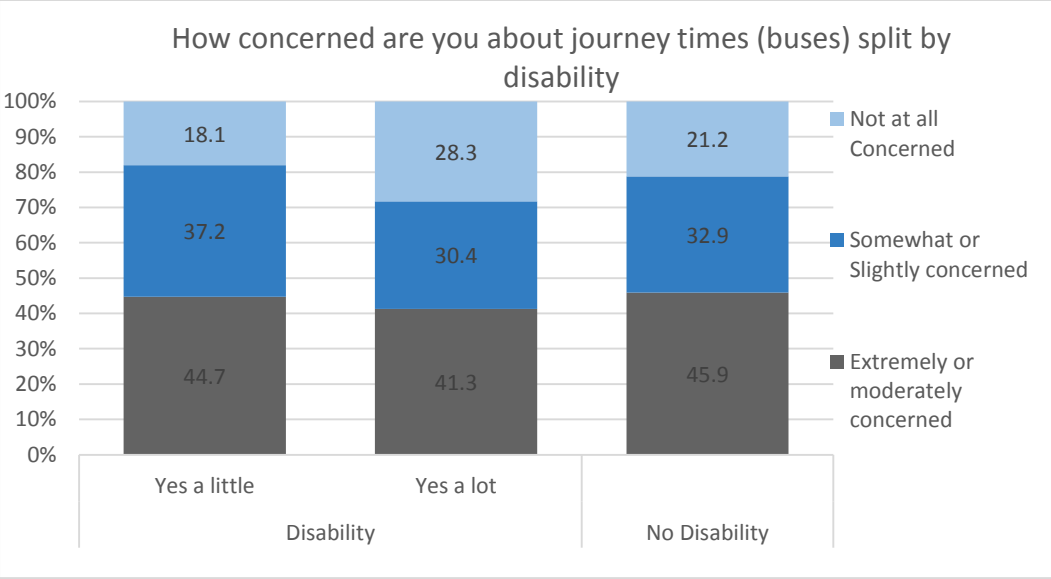
Concerns with journey times (buses) split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	46	14.4	97	30.4	65	20.4	52	16.3	59	18.5	319
Male	52	15.9	96	29.3	55	16.8	45	13.7	80	24.4	328



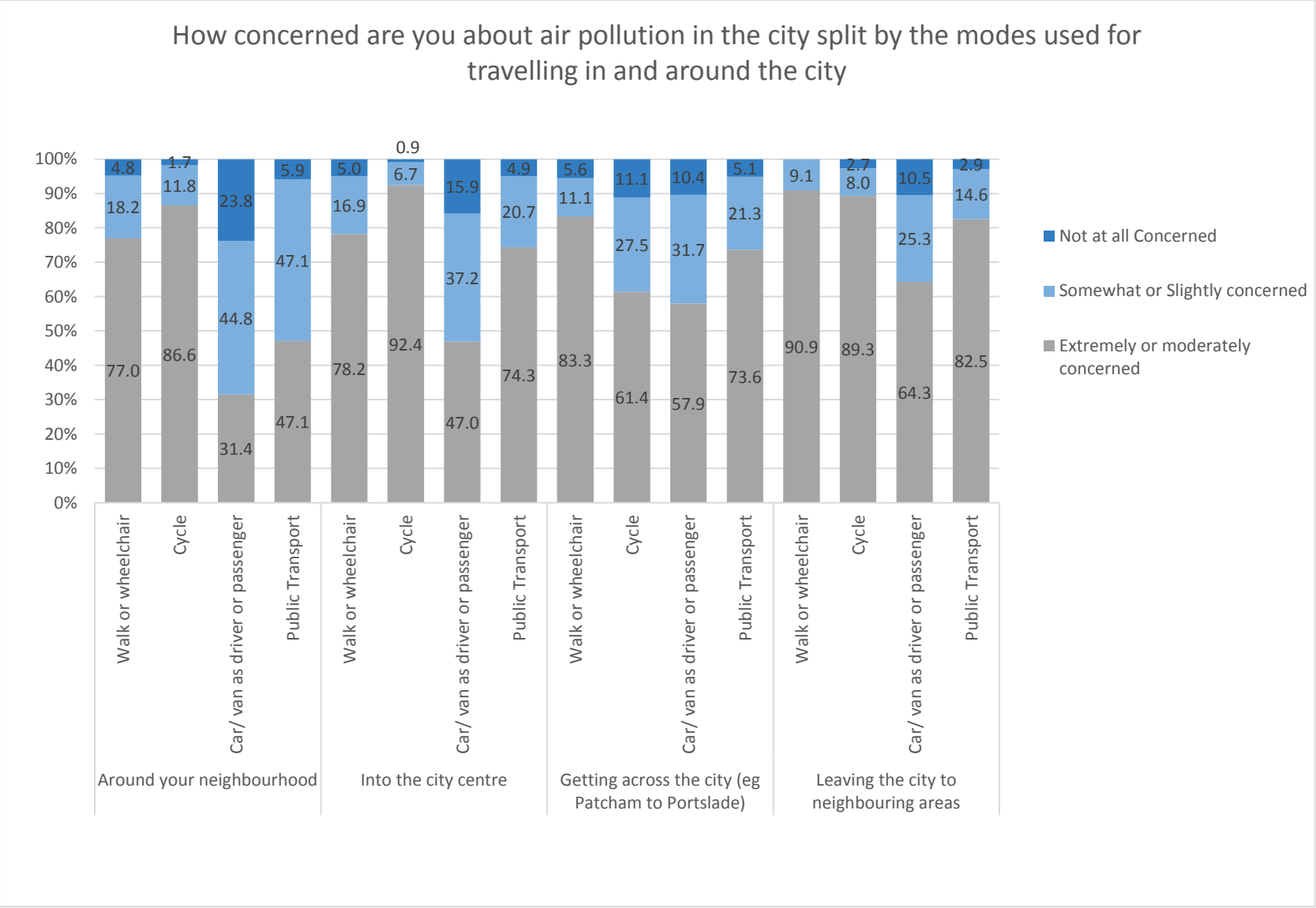
Concerns with journey times (buses) split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	12	12.8	30	31.9	24	25.5	11	11.7	17	18.1	94
	Yes, a lot	10	21.7	9	19.6	10	21.7	4	8.7	13	28.3	46
No disability	No	81	15.3	162	30.6	92	17.4	82	15.5	112	21.2	529



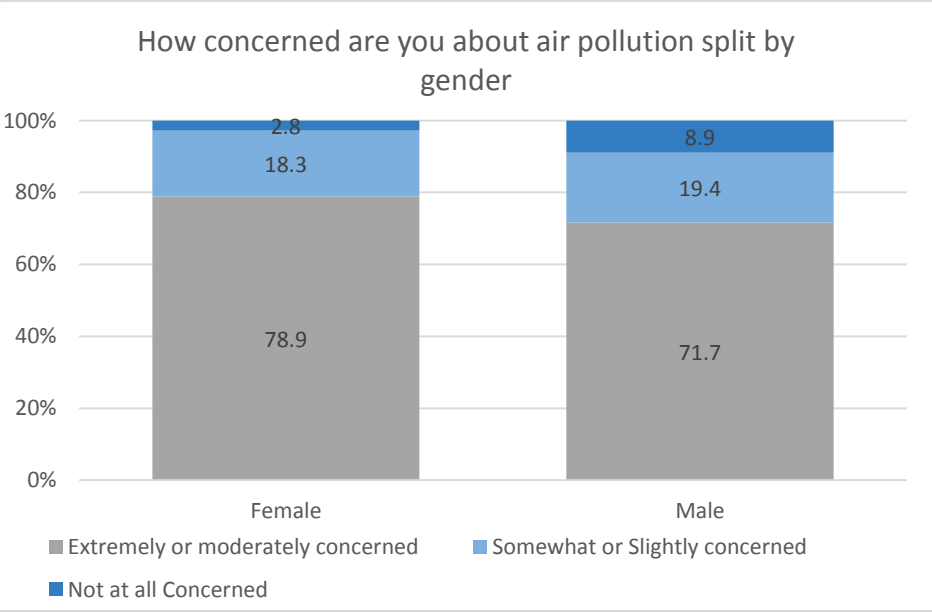
Concerns - Air Pollution:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	401	55.0	160	21.9	76	10.4	57	7.8	35	4.8	729
	Cycle	84	70.6	19	16.0	7	5.9	7	5.9	2	1.7	119
	Car/ van as driver or passenger	21	20.0	12	11.4	19	18.1	28	26.7	25	23.8	105
	Public Transport	6	35.3	2	11.8	3	17.6	5	29.4	1	5.9	17
Into the city centre	Walk or wheelchair	146	55.9	58	22.2	19	7.3	25	9.6	13	5.0	261
	Cycle	166	73.8	42	18.7	13	5.8	2	0.9	2	0.9	225
	Car/ van as driver or passenger	47	28.7	30	18.3	25	15.2	36	22.0	26	15.9	164
	Public Transport	157	51.6	69	22.7	40	13.2	23	7.6	15	4.9	304
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	13	72.2	2	11.1	2	11.1	0	0.0	1	5.6	18
	Cycle	156	43.3	65	18.1	46	12.8	53	14.7	40	11.1	360
	Car/ van as driver or passenger	147	38.2	76	19.7	60	15.6	62	16.1	40	10.4	385
	Public Transport	151	51.0	67	22.6	39	13.2	24	8.1	15	5.1	296
Leaving the city to neighbouring areas	Walk or wheelchair	10	90.9	0	0.0	0	0.0	1	9.1	0	0.0	11
	Cycle	58	77.3	9	12.0	3	4.0	3	4.0	2	2.7	75
	Car/ van as driver or passenger	255	44.4	114	19.9	72	12.5	73	12.7	60	10.5	574
	Public Transport	222	63.6	66	18.9	32	9.2	19	5.4	10	2.9	349


How concerned are you about air pollution in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
4.8
18.2
77.0
1.7
11.8
86.6
23.8
44.8
31.4
5.9
47.1
47.1
5.0
16.9
78.2
0.9
6.7
92.4
15.9
37.2
47.0
4.9
20.7
74.3
5.6
11.1
83.3
11.1
27.5
61.4
10.4
31.7
57.9
5.1
21.3
73.6
9.1
90.9
2.7
8.0
89.3
10.5
25.3
64.3
2.9
14.6
82.5
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

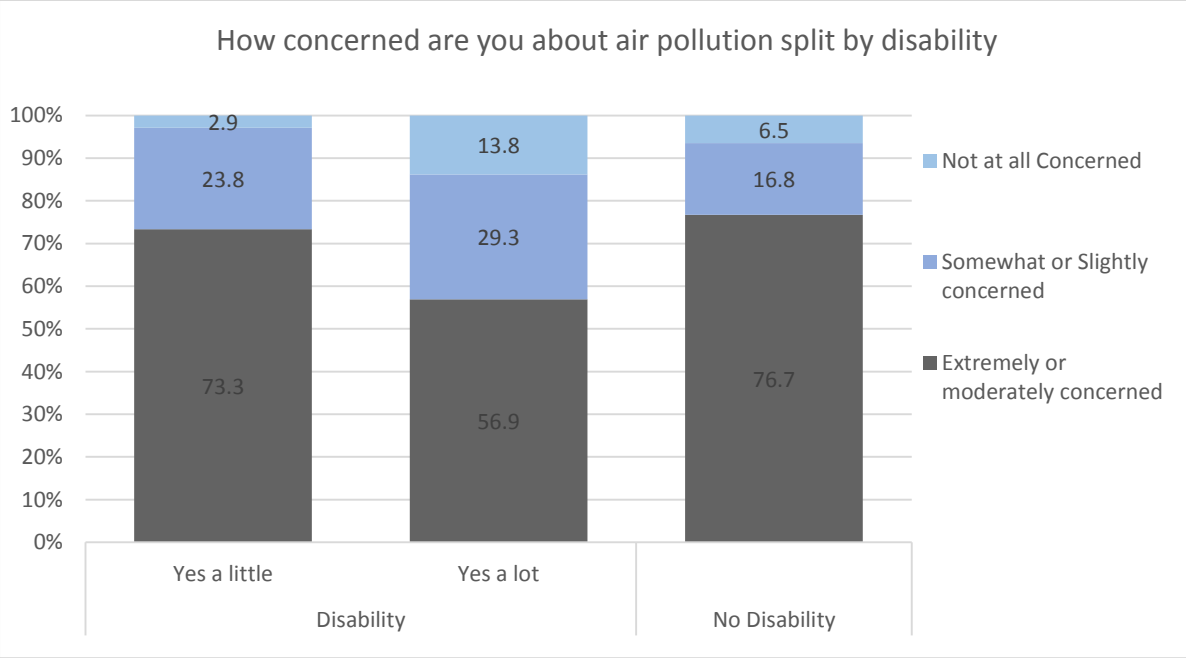
Concerns with air pollution split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	212	58.9	72	20.0	37	10.3	29	8.1	**10**	**2.8**	360
Male	182	50.6	76	21.1	40	11.1	30	8.3	**32**	**8.9**	360



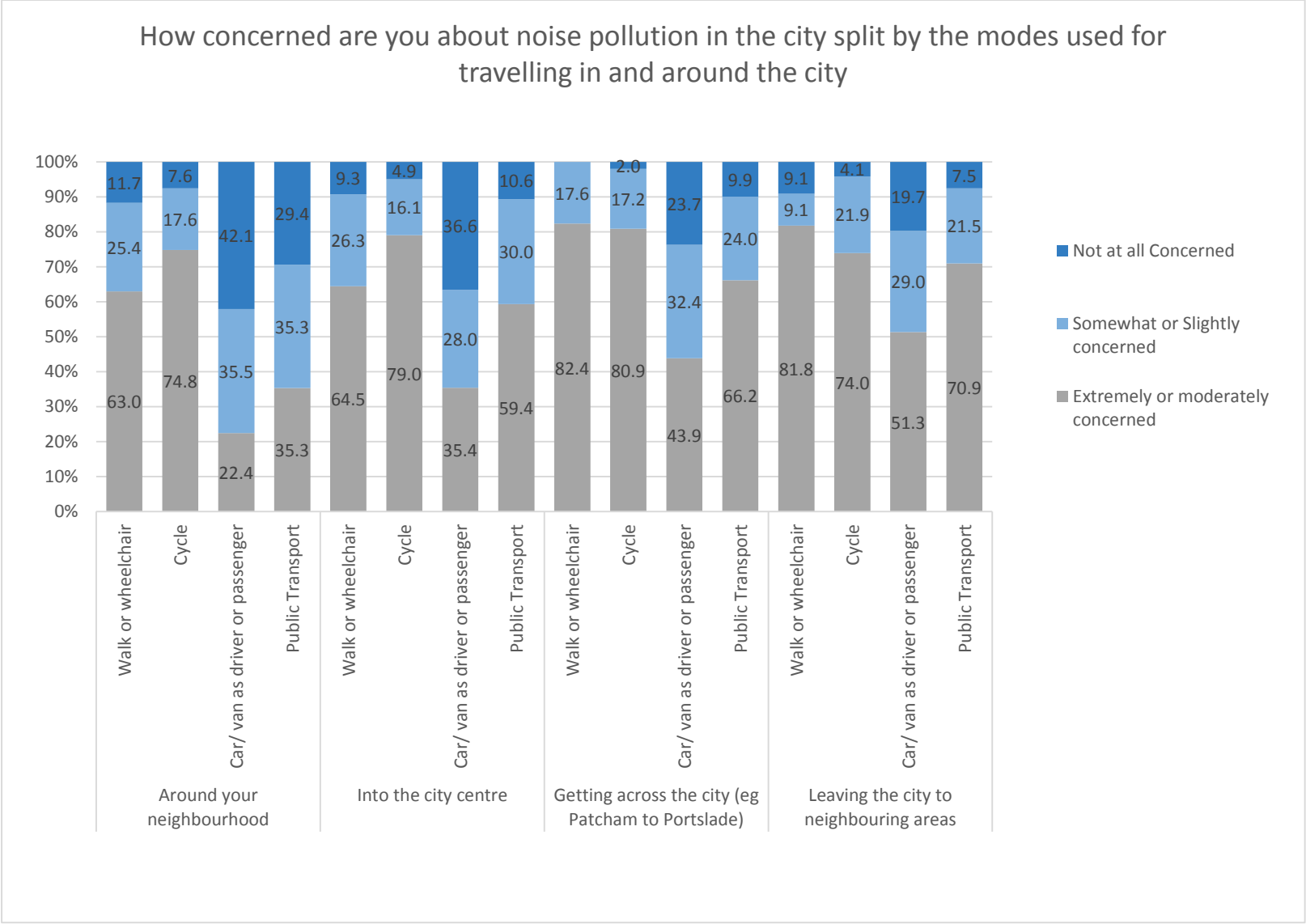
Concerns with air pollution split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	59	56.2	18	17.1	15	14.3	10	9.5	**3**	**2.9**	105
	Yes, a lot	29	50.0	4	6.9	6	10.3	11	19.0	**8**	**13.8**	58
No disability	No	321	55.0	127	21.7	57	9.8	41	7.0	**38**	**6.5**	584



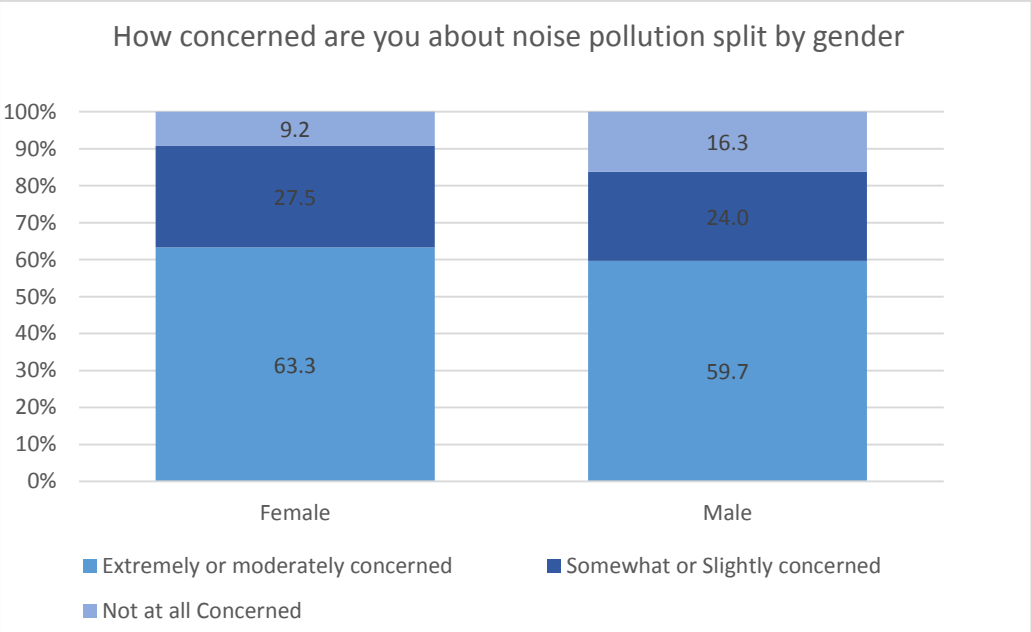
Concerns - Noise Pollution:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	260	35.7	199	27.3	101	13.9	84	11.5	85	11.7	729
	Cycle	57	47.9	32	26.9	13	10.9	8	6.7	9	7.6	119
	Car/ van as driver or passenger	13	12.1	11	10.3	20	18.7	18	16.8	45	42.1	107
	Public Transport	5	29.4	1	5.9	1	5.9	5	29.4	5	29.4	17
Into the city centre	Walk or wheelchair	105	40.5	62	23.9	34	13.1	34	13.1	24	9.3	259
	Cycle	108	48.2	69	30.8	28	12.5	8	3.6	11	4.9	224
	Car/ van as driver or passenger	28	17.1	30	18.3	21	12.8	25	15.2	60	36.6	164
	Public Transport	93	30.0	91	29.4	49	15.8	44	14.2	33	10.6	310
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	12	70.6	2	11.8	2	11.8	1	5.9	0	0.0	17
	Cycle	115	56.4	50	24.5	25	12.3	10	4.9	4	2.0	204
	Car/ van as driver or passenger	80	20.4	92	23.5	64	16.3	63	16.1	93	23.7	392
	Public Transport	97	36.9	77	29.3	36	13.7	27	10.3	26	9.9	263
Leaving the city to neighbouring areas	Walk or wheelchair	8	72.7	1	9.1	0	0.0	1	9.1	1	9.1	11
	Cycle	39	53.4	15	20.5	13	17.8	3	4.1	3	4.1	73
	Car/ van as driver or passenger	146	25.5	148	25.8	88	15.4	78	13.6	113	19.7	573
	Public Transport	167	46.6	87	24.3	42	11.7	35	9.8	27	7.5	358


How concerned are you about noise pollution in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
11.7
25.4
63.0
7.6
17.6
74.8
42.1
35.5
22.4
29.4
35.3
35.3
9.3
26.3
64.5
4.9
16.1
79.0
36.6
28.0
35.4
10.6
30.0
59.4
17.6
82.4
2.0
17.2
80.9
23.7
32.4
43.9
9.9
24.0
66.2
9.1
9.1
81.8
4.1
21.9
74.0
19.7
29.0
51.3
7.5
21.5
70.9
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

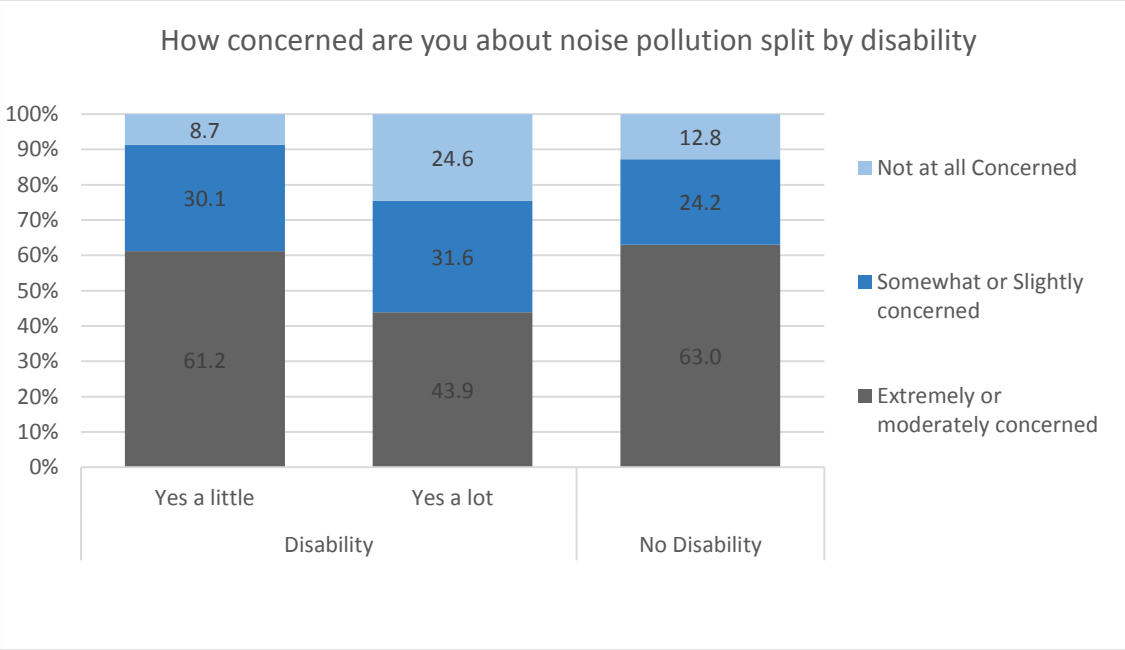
Concerns with noise pollution split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	125	35.0	101	28.3	57	16.0	41	11.5	33	9.2	357
Male	126	34.8	90	24.9	46	12.7	41	11.3	59	16.3	362



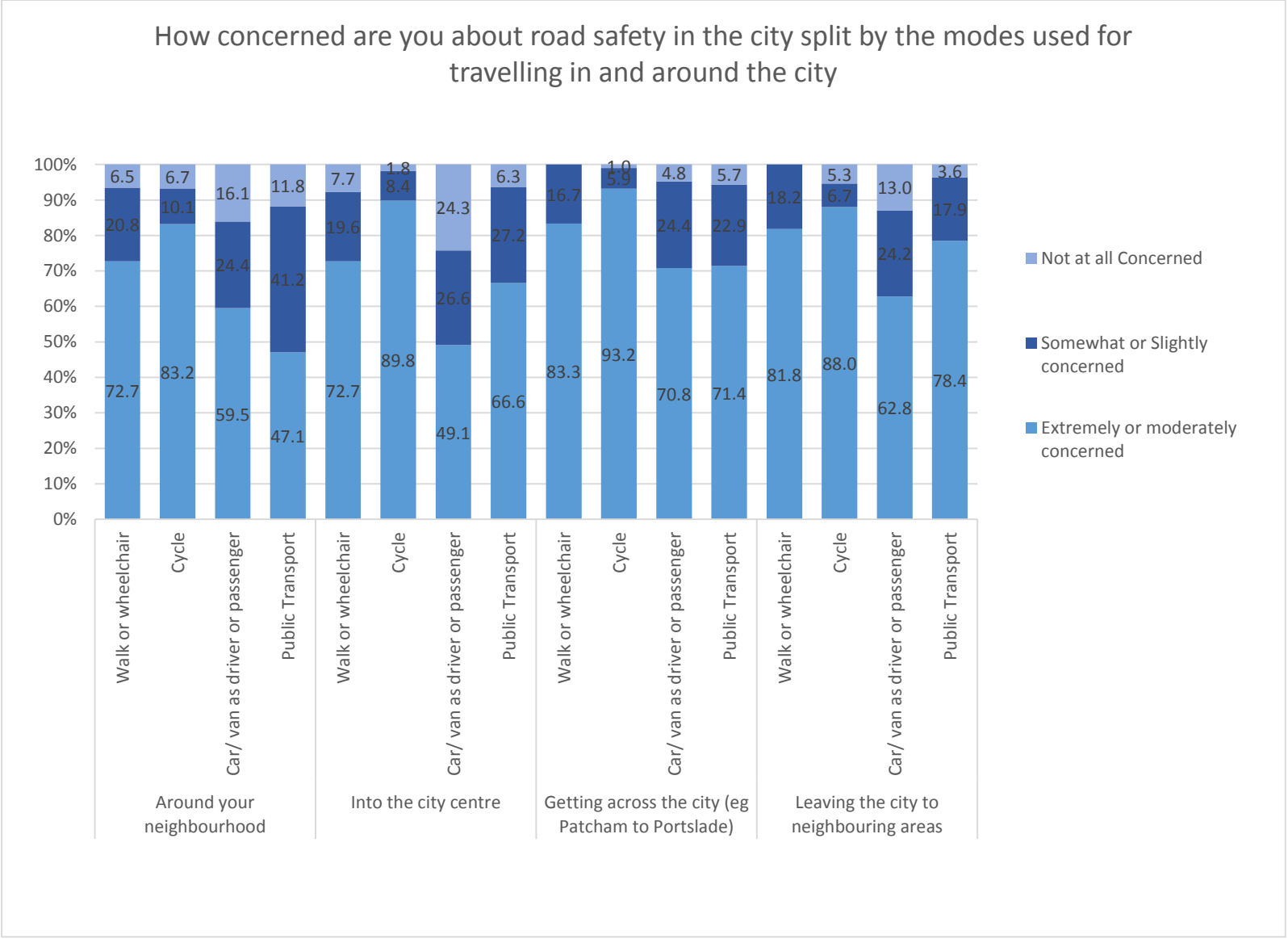
Concerns with noise pollution split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	38	36.9	25	24.3	16	15.5	15	14.6	9	8.7	103
	Yes, a lot	15	26.3	10	17.5	10	17.5	8	14.0	14	24.6	57
No disability	No	211	36.0	158	27.0	79	13.5	63	10.8	75	12.8	586



Concerns - Road Safety:

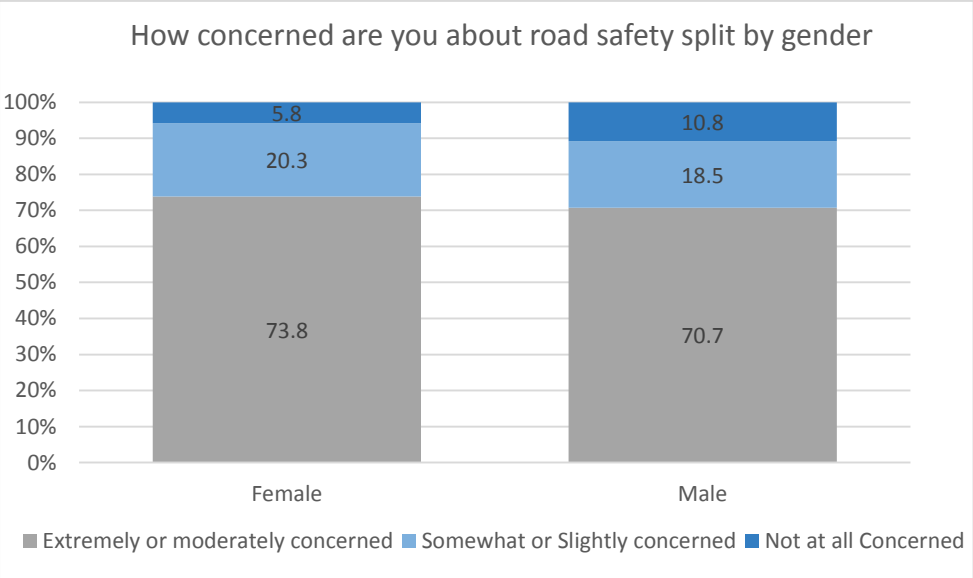
Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	343	46.5	193	26.2	85	11.5	68	9.2	48	6.5	737
	Cycle	77	64.7	22	18.5	8	6.7	4	3.4	8	6.7	119
	Car/ van as driver or passenger	200	37.0	122	22.6	70	12.9	62	11.5	87	16.1	541
	Public Transport	5	29.4	3	17.6	3	17.6	4	23.5	2	11.8	17
Into the city centre	Walk or wheelchair	121	46.5	68	26.2	27	10.4	24	9.2	20	7.7	260
	Cycle	155	68.6	48	21.2	12	5.3	7	3.1	4	1.8	226
	Car/ van as driver or passenger	55	32.5	28	16.6	29	17.2	16	9.5	41	24.3	169
	Public Transport	122	40.4	79	26.2	44	14.6	38	12.6	19	6.3	302
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	8	44.4	7	38.9	1	5.6	2	11.1	0	0.0	18
	Cycle	150	73.2	41	20.0	6	2.9	6	2.9	2	1.0	205
	Car/ van as driver or passenger	128	40.6	95	30.2	63	20.0	14	4.4	15	4.8	315
	Public Transport	124	47.3	63	24.0	33	12.6	27	10.3	15	5.7	262
Leaving the city to neighbouring areas	Walk or wheelchair	7	63.6	2	18.2	0	0.0	2	18.2	0	0.0	11
	Cycle	49	65.3	17	22.7	4	5.3	1	1.3	4	5.3	75
	Car/ van as driver or passenger	222	38.4	141	24.4	73	12.6	67	11.6	75	13.0	578
	Public Transport	191	53.5	89	24.9	39	10.9	25	7.0	13	3.6	357


How concerned are you about road safety in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
6.5
20.8
72.7
6.7
10.1
83.2
16.1
24.4
59.5
11.8
41.2
47.1
7.7
19.6
72.7
1.8
8.4
89.8
24.3
26.6
49.1
6.3
27.2
66.6
16.7
83.3
1.0
5.9
93.2
4.8
24.4
70.8
5.7
22.9
71.4
18.2
81.8
5.3
6.7
88.0
13.0
24.2
62.8
3.6
17.9
78.4
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

76

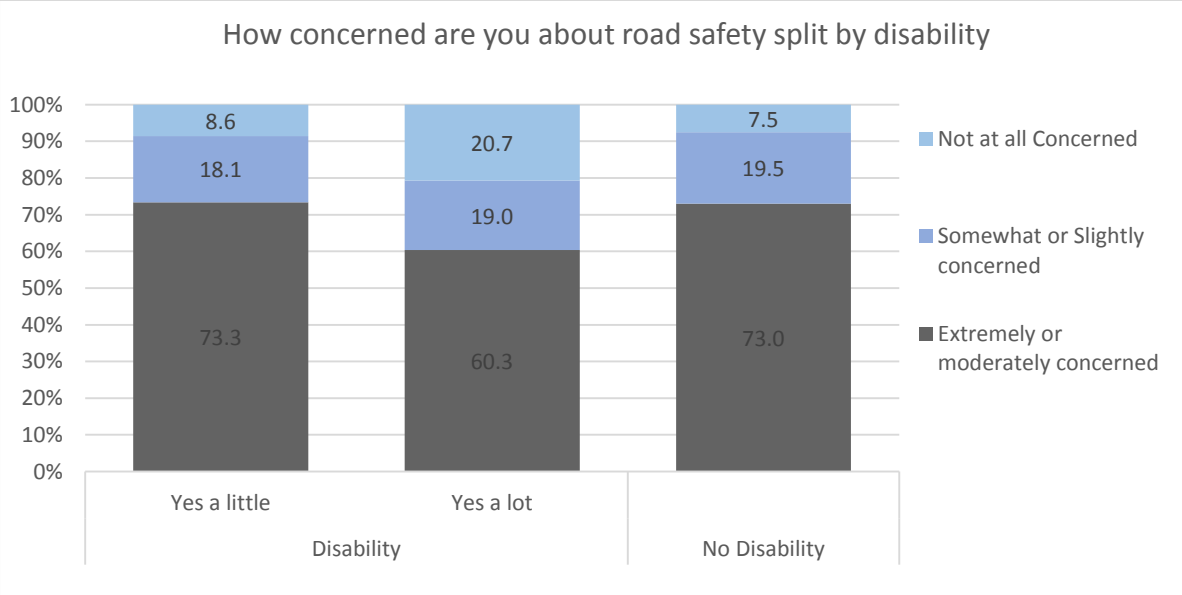
Concerns with road safety split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	179	49.9	86	24.0	42	11.7	31	8.6	21	5.8	359
Male	167	46.1	89	24.6	36	9.9	31	8.6	39	10.8	362



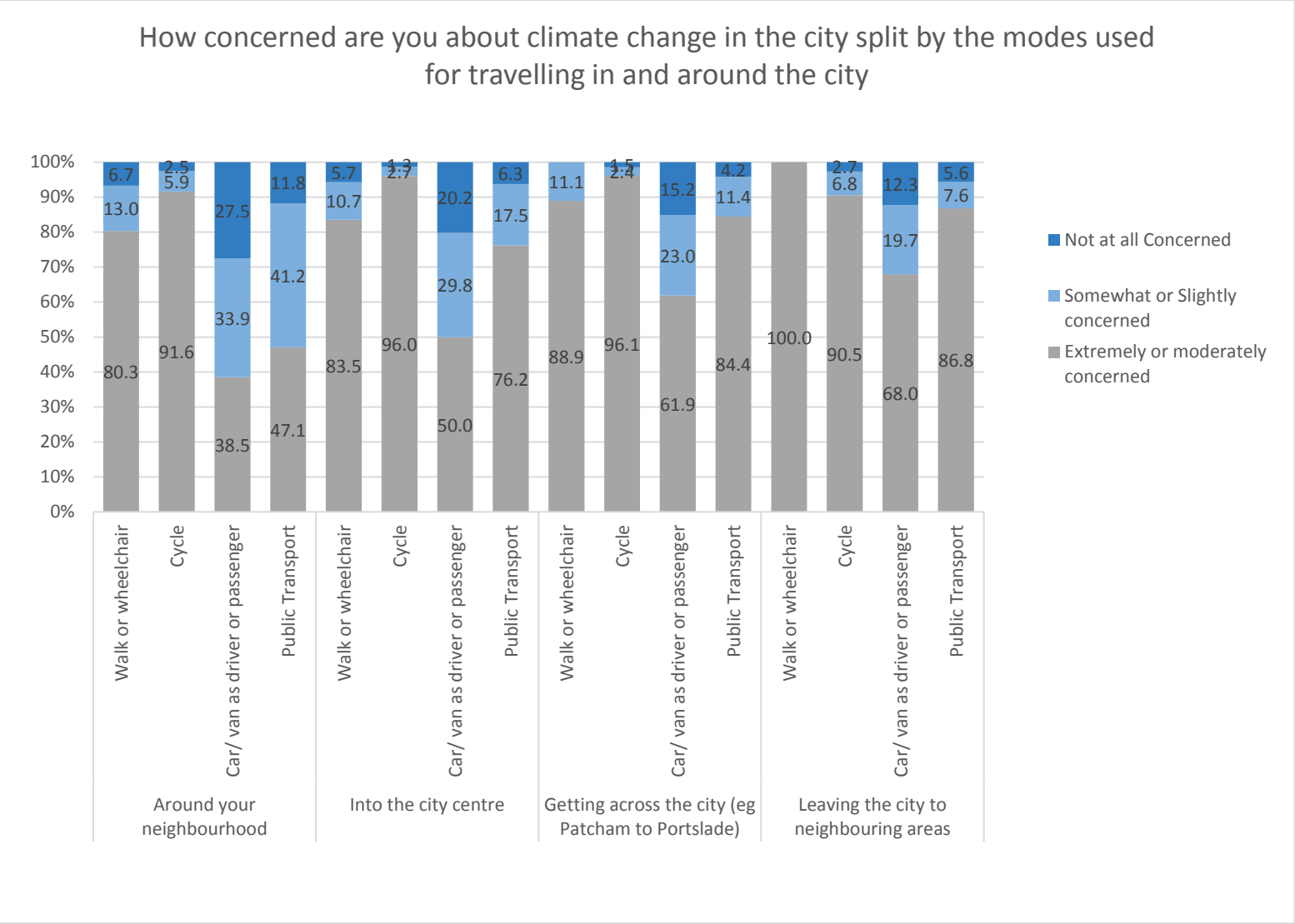
Concerns with road safety split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	48	45.7	29	27.6	13	12.4	6	5.7	9	8.6	105
	Yes, a lot	23	39.7	12	20.7	7	12.1	4	6.9	12	20.7	58
No disability	No	293	50.1	134	22.9	62	10.6	52	8.9	44	7.5	585



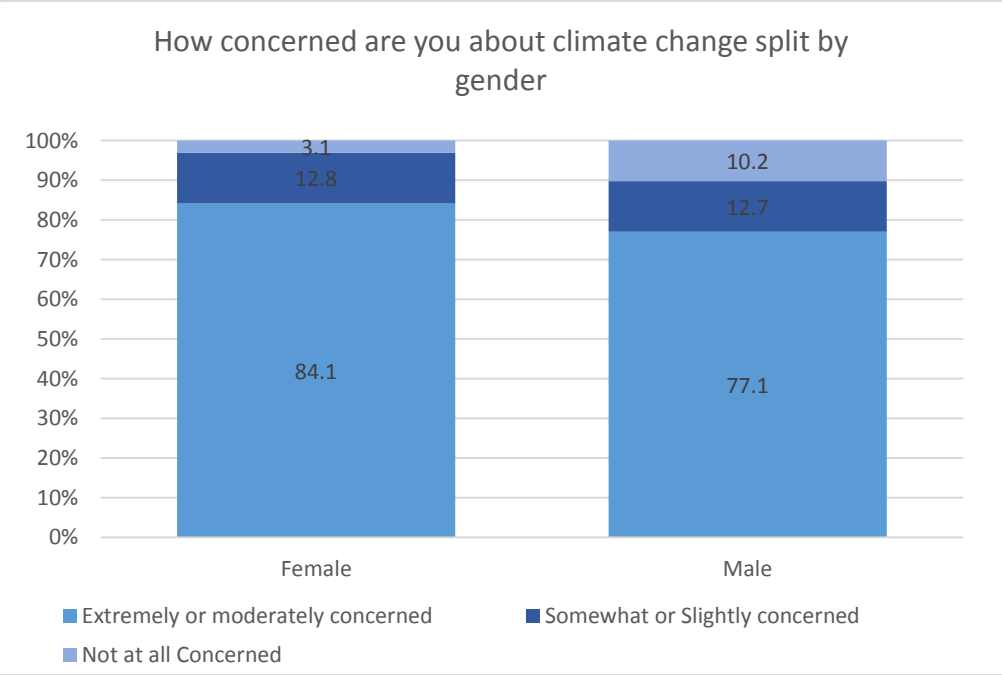
Concerns - Climate Change:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	450	61.6	136	18.6	61	8.4	34	4.7	49	6.7	730
	Cycle	96	80.7	13	10.9	4	3.4	3	2.5	3	2.5	119
	Car/ van as driver or passenger	29	26.6	13	11.9	24	22.0	13	11.9	30	27.5	109
	Public Transport	6	35.3	2	11.8	2	11.8	5	29.4	2	11.8	17
Into the city centre	Walk or wheelchair	169	64.8	49	18.8	17	6.5	11	4.2	15	5.7	261
	Cycle	183	81.7	32	14.3	3	1.3	3	1.3	3	1.3	224
	Car/ van as driver or passenger	54	32.1	30	17.9	24	14.3	26	15.5	34	20.2	168
	Public Transport	175	57.9	55	18.2	38	12.6	15	5.0	19	6.3	302
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	14	77.8	2	11.1	0	0.0	2	11.1	0	0.0	18
	Cycle	176	85.4	22	10.7	3	1.5	2	1.0	3	1.5	206
	Car/ van as driver or passenger	180	45.5	65	16.4	54	13.6	37	9.3	60	15.2	396
	Public Transport	171	65.0	51	19.4	20	7.6	10	3.8	11	4.2	263
Leaving the city to neighbouring areas	Walk or wheelchair	9	90.0	1	10.0	0	0.0	0	0.0	0	0.0	10
	Cycle	60	81.1	7	9.5	3	4.1	2	2.7	2	2.7	74
	Car/ van as driver or passenger	298	51.6	95	16.4	72	12.5	42	7.3	71	12.3	578
	Public Transport	244	68.5	65	18.3	20	5.6	7	2.0	20	5.6	356


How concerned are you about climate change in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
6.7
13.0
80.3
2.5
5.9
91.6
27.5
33.9
38.5
11.8
41.2
47.1
5.7
10.7
83.5
1.3
2.7
96.0
20.2
29.8
50.0
6.3
17.5
76.2
11.1
88.9
1.5
2.4
96.1
15.2
23.0
61.9
4.2
11.4
84.4
100.0
2.7
6.8
90.5
12.3
19.7
68.0
5.6
7.6
86.8
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

Concerns with climate change split by gender:

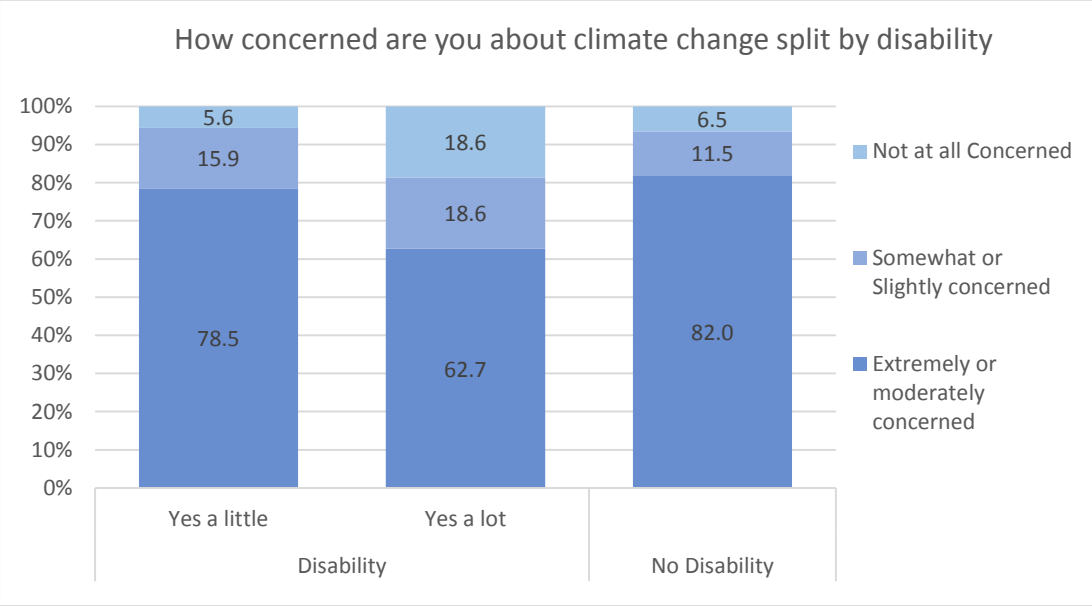
	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	241	67.1	61	17.0	33	9.2	13	3.6	11	3.1	359
Male	214	59.1	65	18.0	26	7.2	20	5.5	37	10.2	362



81

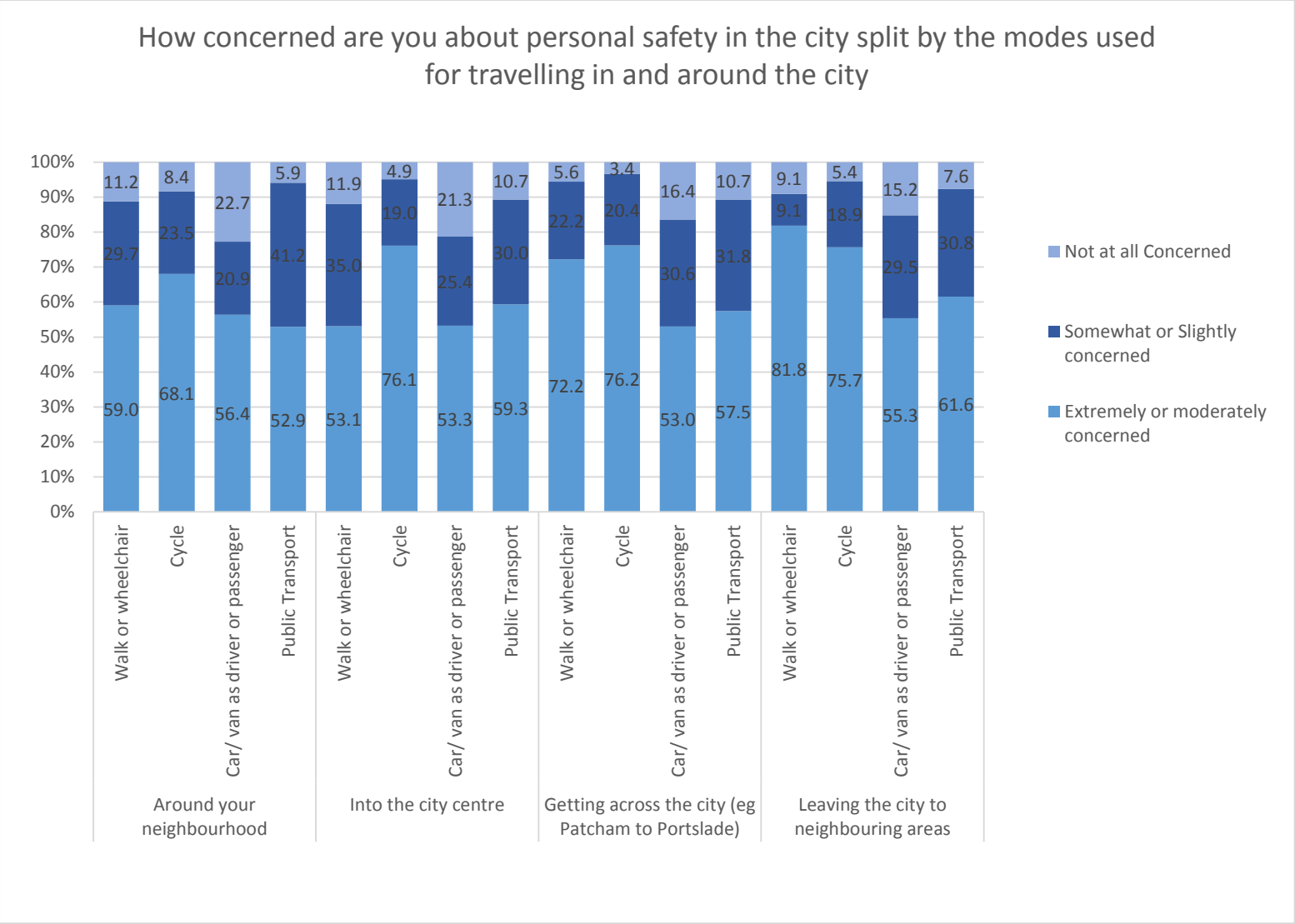
Concerns with climate change split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	63	58.9	21	19.6	11	10.3	6	5.6	6	5.6	107
	Yes, a lot	32	54.2	5	8.5	6	10.2	5	8.5	11	18.6	59
No disability	No	376	64.6	101	17.4	44	7.6	23	4.0	38	6.5	582



Concerns - Personal Safety:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	238	32.6	193	26.4	120	16.4	97	13.3	82	11.2	730
	Cycle	56	47.1	25	21.0	16	13.4	12	10.1	10	8.4	119
	Car/ van as driver or passenger	42	38.2	20	18.2	12	10.9	11	10.0	25	22.7	110
	Public Transport	7	41.2	2	11.8	4	23.5	3	17.6	1	5.9	17
Into the city centre	Walk or wheelchair	74	28.5	64	24.6	44	16.9	47	18.1	31	11.9	260
	Cycle	108	47.8	64	28.3	25	11.1	18	8.0	11	4.9	226
	Car/ van as driver or passenger	62	36.7	28	16.6	24	14.2	19	11.2	36	21.3	169
	Public Transport	92	30.7	86	28.7	49	16.3	41	13.7	32	10.7	300
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	11	61.1	2	11.1	1	5.6	3	16.7	1	5.6	18
	Cycle	100	48.5	57	27.7	23	11.2	19	9.2	7	3.4	206
	Car/ van as driver or passenger	122	30.8	88	22.2	60	15.2	61	15.4	65	16.4	396
	Public Transport	78	29.9	72	27.6	48	18.4	35	13.4	28	10.7	261
Leaving the city to neighbouring areas	Walk or wheelchair	8	72.7	1	9.1	0	0.0	1	9.1	1	9.1	11
	Cycle	30	40.5	26	35.1	9	12.2	5	6.8	4	5.4	74
	Car/ van as driver or passenger	188	32.4	133	22.9	93	16.0	78	13.4	88	15.2	580
	Public Transport	128	36.2	90	25.4	66	18.6	43	12.1	27	7.6	354


How concerned are you about personal safety in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
11.2
29.7
59.0
8.4
23.5
68.1
22.7
20.9
56.4
5.9
41.2
52.9
11.9
35.0
53.1
4.9
19.0
76.1
21.3
25.4
53.3
10.7
30.0
59.3
5.6
22.2
72.2
3.4
20.4
76.2
16.4
30.6
53.0
10.7
31.8
57.5
9.1
9.1
81.8
5.4
18.9
75.7
15.2
29.5
55.3
7.6
30.8
61.6
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

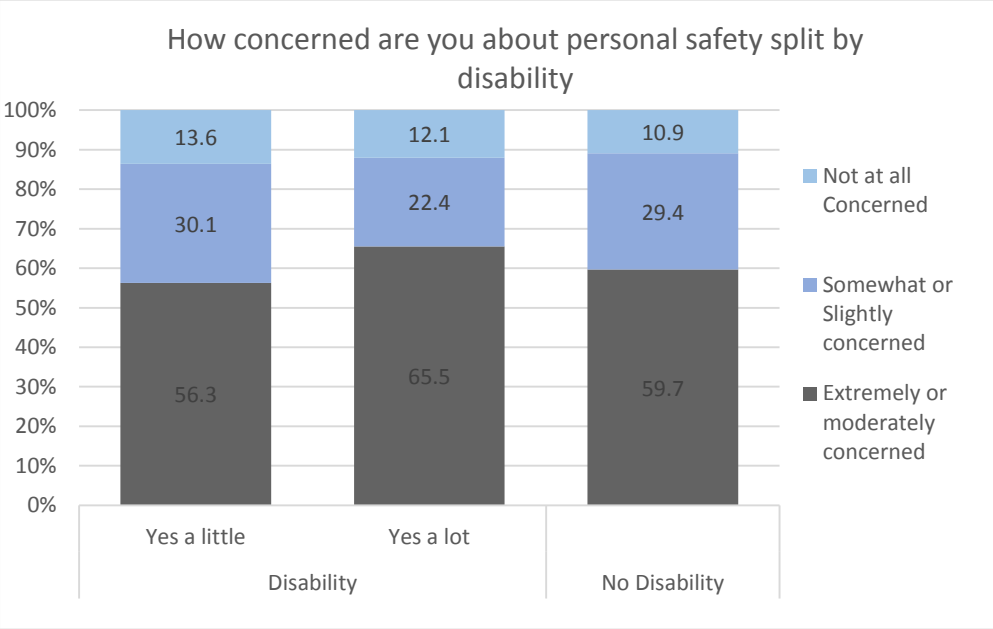
Concerns with personal safety split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	139	38.7	98	27.3	50	13.9	44	12.3	28	7.8	359
Male	106	29.2	86	23.7	61	16.8	56	15.4	54	14.9	363



Concerns with personal safety split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	34	33.0	24	23.3	16	15.5	15	14.6	14	13.6	103
	Yes, a lot	23	39.7	15	25.9	6	10.3	7	12.1	7	12.1	58
No disability	No	203	34.5	148	25.2	93	15.8	80	13.6	64	10.9	588



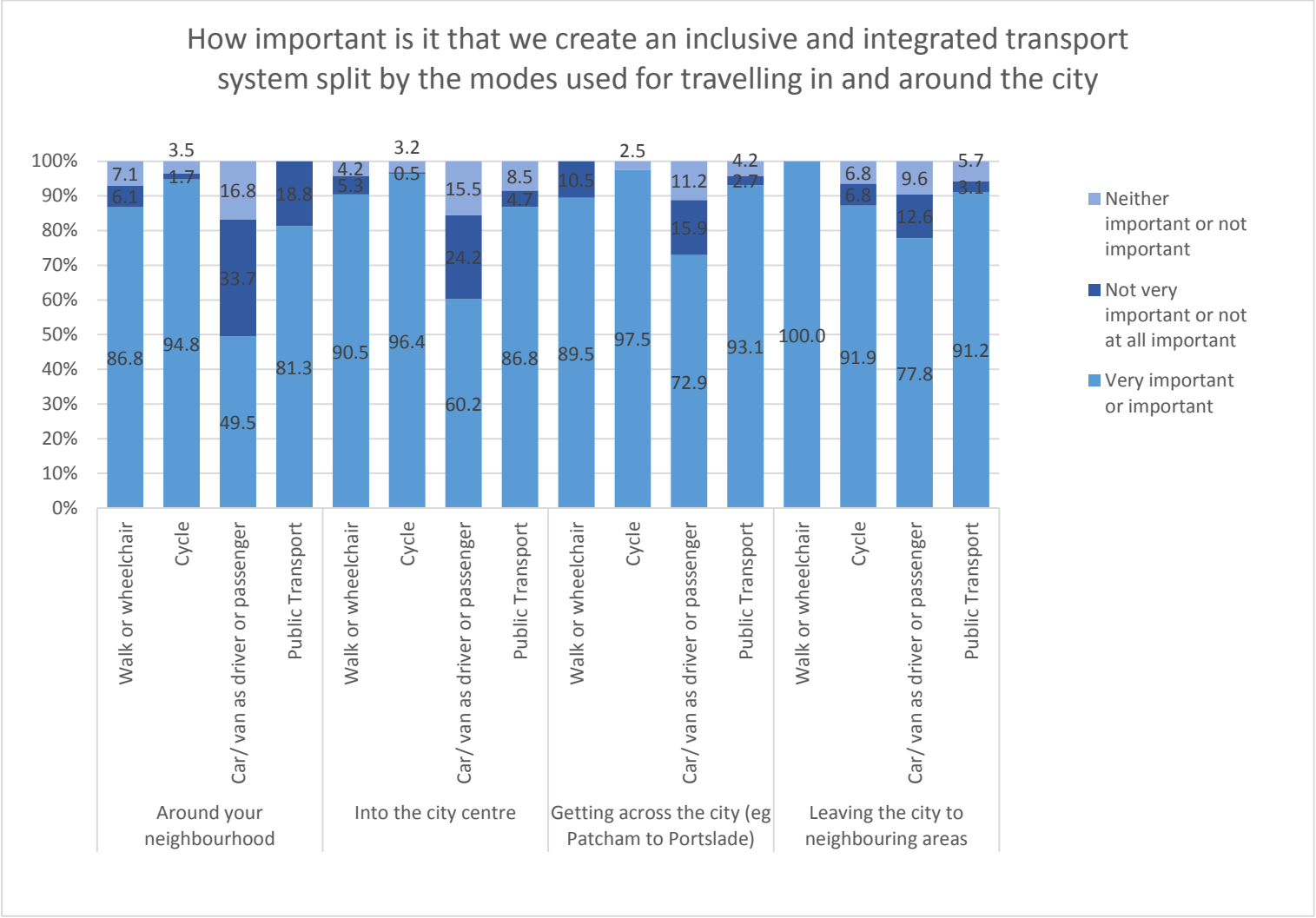
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Q How important do you think our transport priorities areas are?

Results are shown split by the journey modes respondents use for travelling in and around the city.

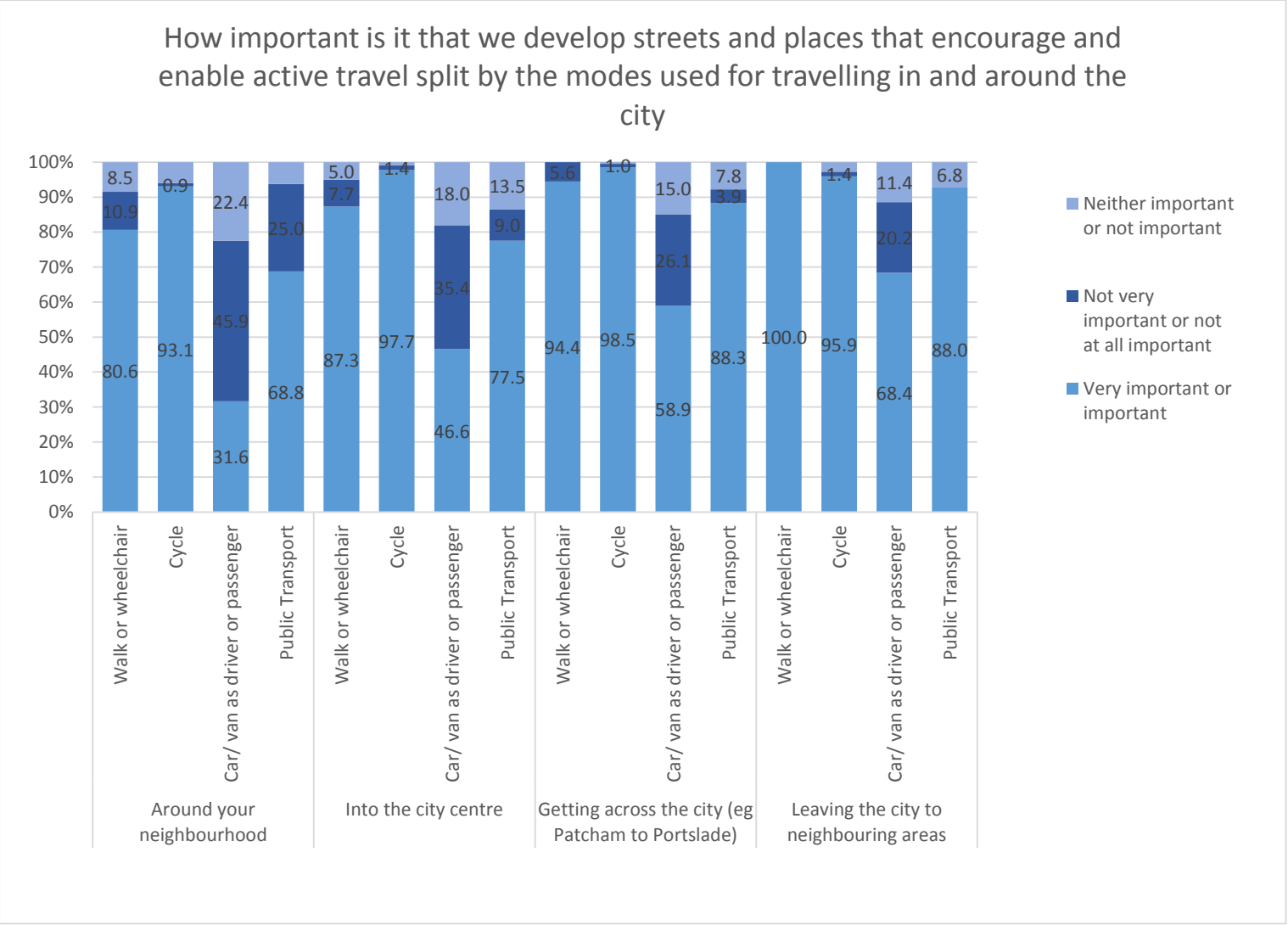
Importance - Inclusive and integrated transport:

Distance mode	Journey Main Mode	Very Important		Important		Not very Important		Not important at all		Neither Important or not important		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	432	60.2	191	26.6	19	2.6	25	3.5	51	7.1	718
	Cycle	82	71.3	27	23.5	1	0.9	1	0.9	4	3.5	115
	Car/ van as driver or passenger	27	26.7	23	22.8	19	18.8	15	14.9	17	16.8	101
	Public Transport	9	56.3	4	25.0	3	18.8	0	0.0	0	0.0	16
Into the city centre	Walk or wheelchair	160	61.1	77	29.4	7	2.7	7	2.7	11	4.2	262
	Cycle	163	74.1	49	22.3	0	0.0	1	0.5	7	3.2	220
	Car/ van as driver or passenger	47	29.2	50	31.1	20	12.4	19	11.8	25	15.5	161
	Public Transport	191	64.7	65	22.0	9	3.1	5	1.7	25	8.5	295
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	15	78.9	2	10.5	2	10.5	0	0.0	0	0.0	19
	Cycle	160	78.4	39	19.1	0	0.0	0	0.0	5	2.5	204
	Car/ van as driver or passenger	161	41.9	119	31.0	26	6.8	35	9.1	43	11.2	384
	Public Transport	178	68.5	64	24.6	5	1.9	2	0.8	11	4.2	260
Leaving the city to neighbouring areas	Walk or wheelchair	10	90.9	1	9.1	0	0.0	0	0.0	0	0.0	11
	Cycle	55	74.3	13	17.6	0	0.0	1	1.4	5	6.8	74
	Car/ van as driver or passenger	275	48.8	164	29.1	31	5.5	40	7.1	54	9.6	564
	Public Transport	236	67.2	84	23.9	5	1.4	6	1.7	20	5.7	351


How important is it that we create an inclusive and integrated transport system split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
3.5
3.2
2.5
4.2
5.7
7.1
6.1
86.8
1.7
94.8
16.8
33.7
49.5
18.8
81.3
4.2
5.3
90.5
0.5
96.4
15.5
24.2
60.2
8.5
4.7
86.8
10.5
89.5
97.5
11.2
15.9
72.9
4.2
2.7
93.1
100.0
6.8
6.8
91.9
9.6
12.6
77.8
3.1
91.2
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Neither important or not important
Not very important or not at all important
Very important or important

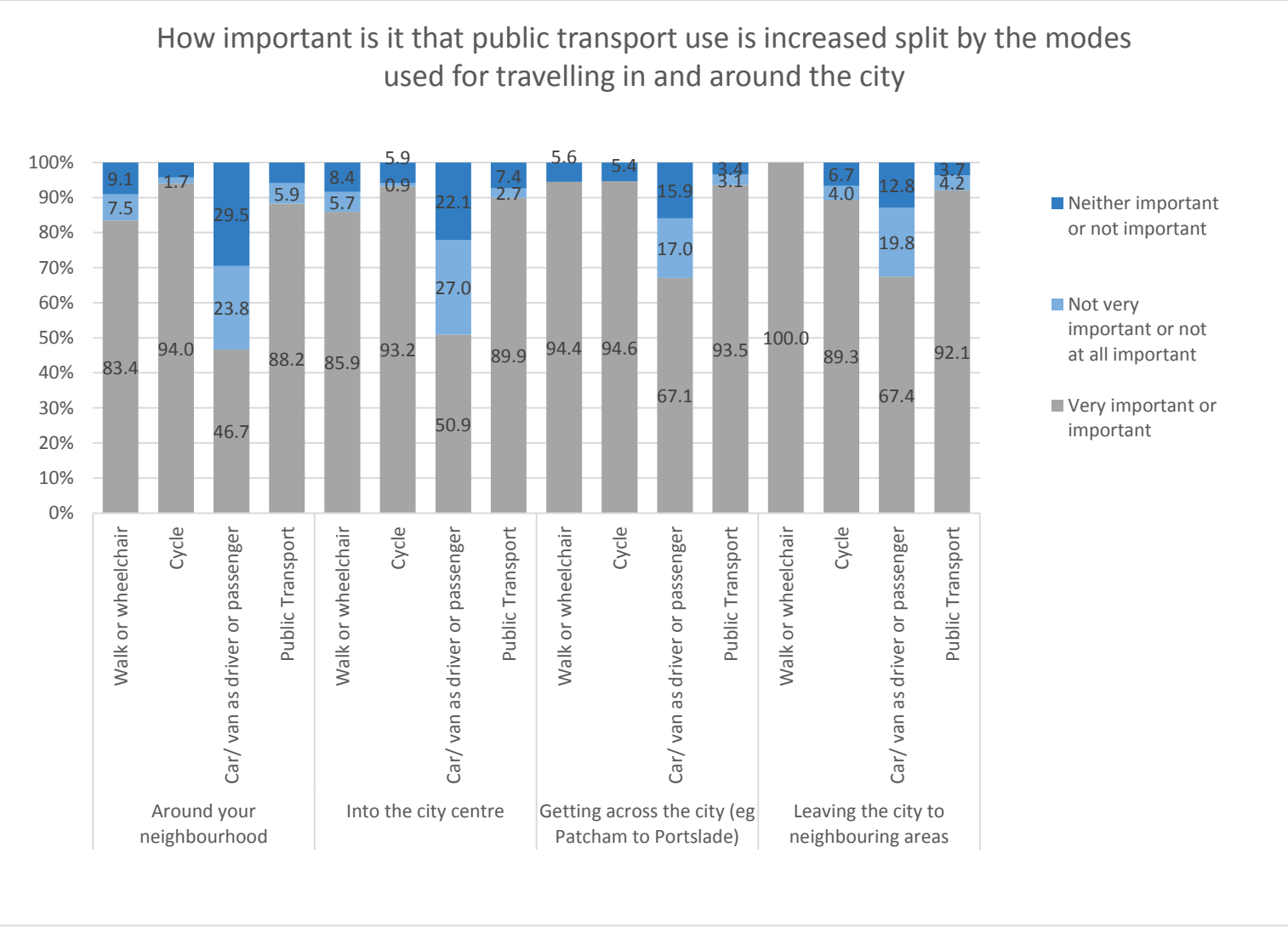
Importance - Develop streets and places that encourage and enable active travel:

Distance mode	Journey Main Mode	Very Important		Important		Not very Important		Not important at all		Neither Important or not important		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	432	60.2	147	20.5	44	6.1	34	4.7	61	8.5	718
	Cycle	97	83.6	11	9.5	1	0.9	0	0.0	7	6.0	116
	Car/ van as driver or passenger	21	21.4	10	10.2	20	20.4	25	25.5	22	22.4	98
	Public Transport	8	50.0	3	18.8	3	18.8	1	6.3	1	6.3	16
Into the city centre	Walk or wheelchair	160	61.5	67	25.8	9	3.5	11	4.2	13	5.0	260
	Cycle	189	85.5	27	12.2	2	0.9	1	0.5	2	0.9	221
	Car/ van as driver or passenger	47	29.2	28	17.4	23	14.3	34	21.1	29	18.0	161
	Public Transport	166	57.4	58	20.1	19	6.6	7	2.4	39	13.5	289
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	15	83.3	2	11.1	1	5.6	0	0.0	0	0.0	18
	Cycle	185	89.8	18	8.7	1	0.5	1	0.5	1	0.5	206
	Car/ van as driver or passenger	159	41.8	65	17.1	47	12.4	52	13.7	57	15.0	380
	Public Transport	166	64.6	61	23.7	6	2.3	4	1.6	20	7.8	257
Leaving the city to neighbouring areas	Walk or wheelchair	8	72.7	3	27.3	0	0.0	0	0.0	0	0.0	11
	Cycle	63	85.1	8	10.8	0	0.0	1	1.4	2	2.7	74
	Car/ van as driver or passenger	281	50.2	102	18.2	56	10.0	57	10.2	64	11.4	560
	Public Transport	234	66.7	75	21.4	6	1.7	12	3.4	24	6.8	351


How important is it that we develop streets and places that encourage and enable active travel split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
8.5
10.9
80.6
0.9
93.1
22.4
45.9
31.6
25.0
68.8
5.0
7.7
87.3
1.4
97.7
18.0
35.4
46.6
13.5
9.0
77.5
5.6
94.4
1.0
98.5
15.0
26.1
58.9
7.8
3.9
88.3
100.0
1.4
95.9
11.4
20.2
68.4
6.8
88.0
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Neither important or not important
Not very important or not at all important
Very important or important

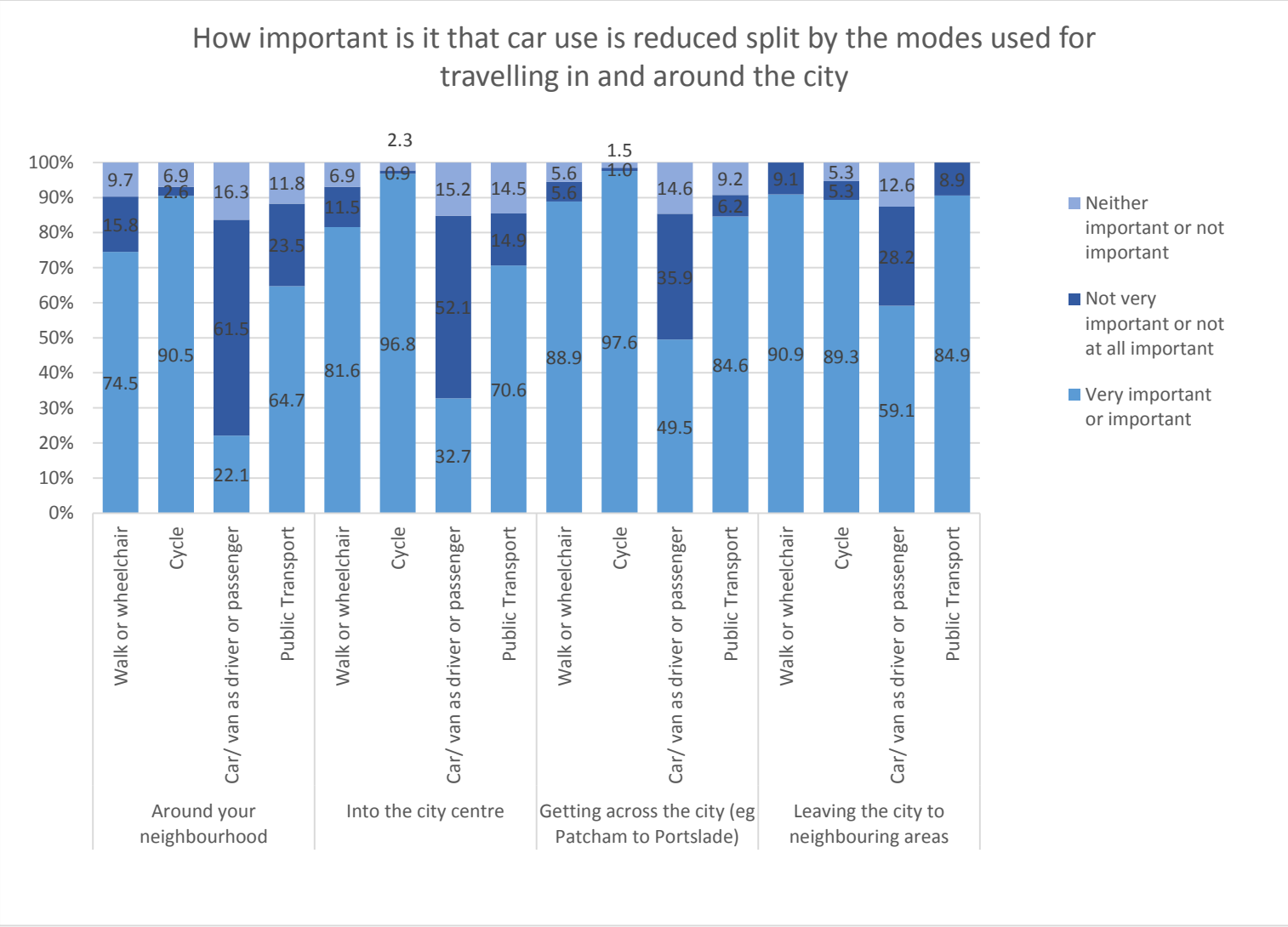
Importance - Public transport use is increased:

Distance mode	Journey Main Mode	Very Important		Important		Not very Important		Not important at all		Neither Important or not important		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	388	53.6	216	29.8	26	3.6	28	3.9	66	9.1	724
	Cycle	71	61.2	38	32.8	2	1.7	0	0.0	5	4.3	116
	Car/ van as driver or passenger	26	24.8	23	21.9	9	8.6	16	15.2	31	29.5	105
	Public Transport	12	70.6	3	17.6	0	0.0	1	5.9	1	5.9	17
Into the city centre	Walk or wheelchair	141	53.6	85	32.3	11	4.2	4	1.5	22	8.4	263
	Cycle	140	63.6	65	29.5	1	0.5	1	0.5	13	5.9	220
	Car/ van as driver or passenger	41	25.2	42	25.8	14	8.6	30	18.4	36	22.1	163
	Public Transport	183	61.8	83	28.0	5	1.7	3	1.0	22	7.4	296
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	12	66.7	5	27.8	0	0.0	0	0.0	1	5.6	18
	Cycle	130	63.4	64	31.2	0	0.0	0	0.0	11	5.4	205
	Car/ van as driver or passenger	145	37.3	116	29.8	24	6.2	42	10.8	62	15.9	389
	Public Transport	181	69.1	64	24.4	5	1.9	3	1.1	9	3.4	262
Leaving the city to neighbouring areas	Walk or wheelchair	7	63.6	4	36.4	0	0.0	0	0.0	0	0.0	11
	Cycle	44	58.7	23	30.7	2	2.7	1	1.3	5	6.7	75
	Car/ van as driver or passenger	253	41.0	163	26.4	79	12.8	43	7.0	79	12.8	617
	Public Transport	238	67.4	87	24.6	10	2.8	5	1.4	13	3.7	353


How important is it that public transport use is increased split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
9.1
7.5
83.4
1.7
94.0
29.5
23.8
46.7
5.9
88.2
8.4
5.7
85.9
5.9
0.9
93.2
22.1
27.0
50.9
7.4
2.7
89.9
5.6
94.4
5.4
94.6
15.9
17.0
67.1
3.4
3.1
93.5
100.0
6.7
4.0
89.3
12.8
19.8
67.4
3.7
4.2
92.1
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Neither important or not important
Not very important or not at all important
Very important or important

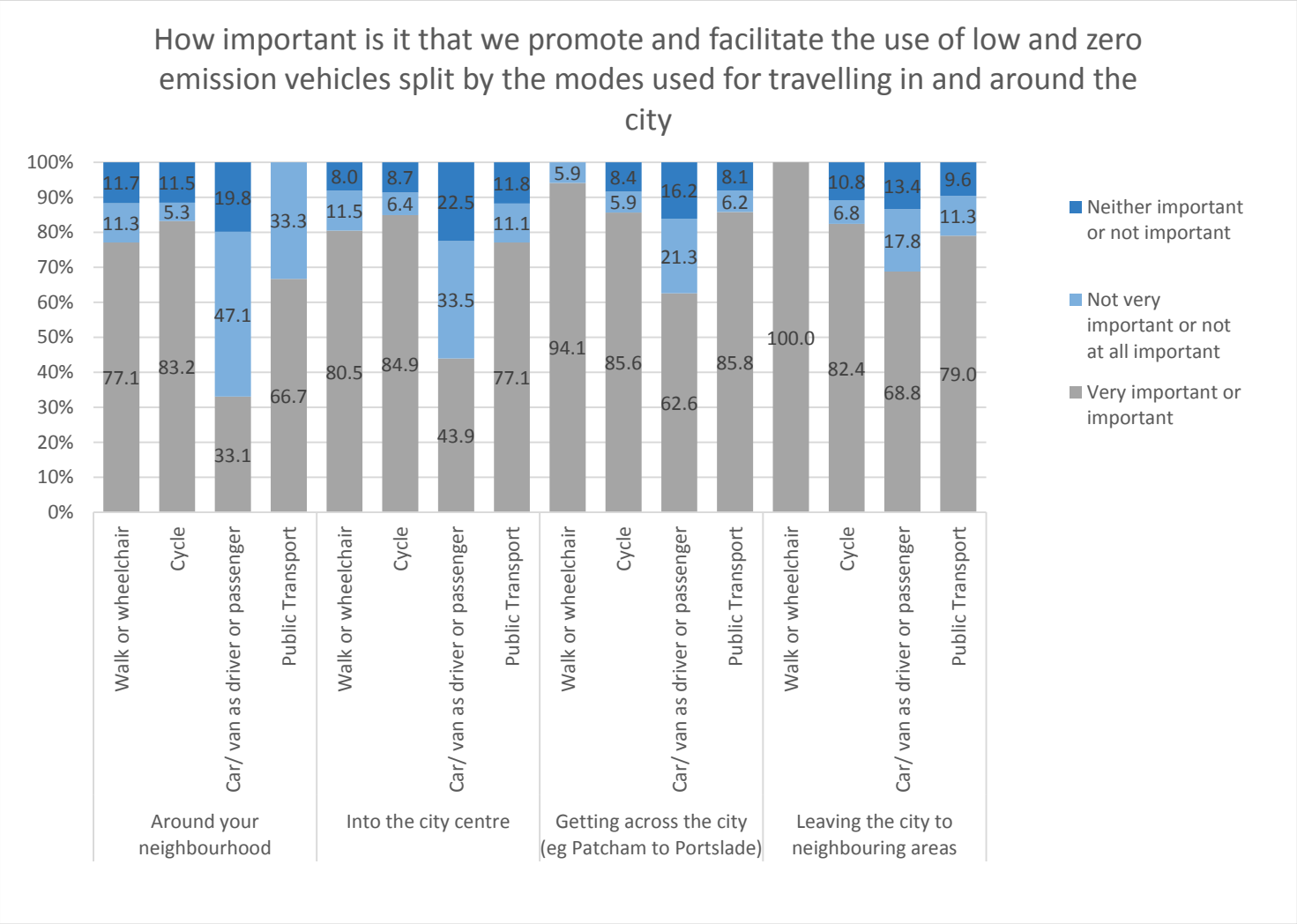
Importance - Reduce car use:

Distance mode	Journey Main Mode	Very Important		Important		Not very Important		Not important at all		Neither Important or not important		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	415	57.6	122	16.9	35	4.9	79	11.0	70	9.7	721
	Cycle	91	78.4	14	12.1	0	0.0	3	2.6	8	6.9	116
	Car/ van as driver or passenger	13	12.5	10	9.6	13	12.5	51	49.0	17	16.3	104
	Public Transport	8	47.1	3	17.6	2	11.8	2	11.8	2	11.8	17
Into the city centre	Walk or wheelchair	159	60.9	54	20.7	11	4.2	19	7.3	18	6.9	261
	Cycle	184	84.4	27	12.4	1	0.5	1	0.5	5	2.3	218
	Car/ van as driver or passenger	32	19.4	22	13.3	19	11.5	67	40.6	25	15.2	165
	Public Transport	156	52.7	53	17.9	16	5.4	28	9.5	43	14.5	296
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	15	83.3	1	5.6	1	5.6	0	0.0	1	5.6	18
	Cycle	176	85.9	24	11.7	1	0.5	1	0.5	3	1.5	205
	Car/ van as driver or passenger	132	33.8	61	15.6	39	10.0	101	25.9	57	14.6	390
	Public Transport	179	68.8	41	15.8	5	1.9	11	4.2	24	9.2	260
Leaving the city to neighbouring areas	Walk or wheelchair	9	81.8	1	9.1	0	0.0	1	9.1	0	0.0	11
	Cycle	60	80.0	7	9.3	0	0.0	4	5.3	4	5.3	75
	Car/ van as driver or passenger	246	43.2	91	16.0	44	7.7	117	20.5	72	12.6	570
	Public Transport	250	71.4	47	13.4	10	2.9	21	6.0	22	6.3	350


How important is it that car use is reduced split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
9.7
15.8
74.5
6.9
2.6
90.5
16.3
61.5
22.1
11.8
23.5
64.7
6.9
11.5
81.6
2.3
0.9
96.8
15.2
52.1
32.7
14.5
14.9
70.6
5.6
5.6
88.9
1.5
1.0
97.6
14.6
35.9
49.5
9.2
6.2
84.6
9.1
90.9
5.3
5.3
89.3
12.6
28.2
59.1
8.9
84.9
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Neither important or not important
Not very important or not at all important
Very important or important

Importance – Promote and facilitate the use of low and zero emission vehicles:

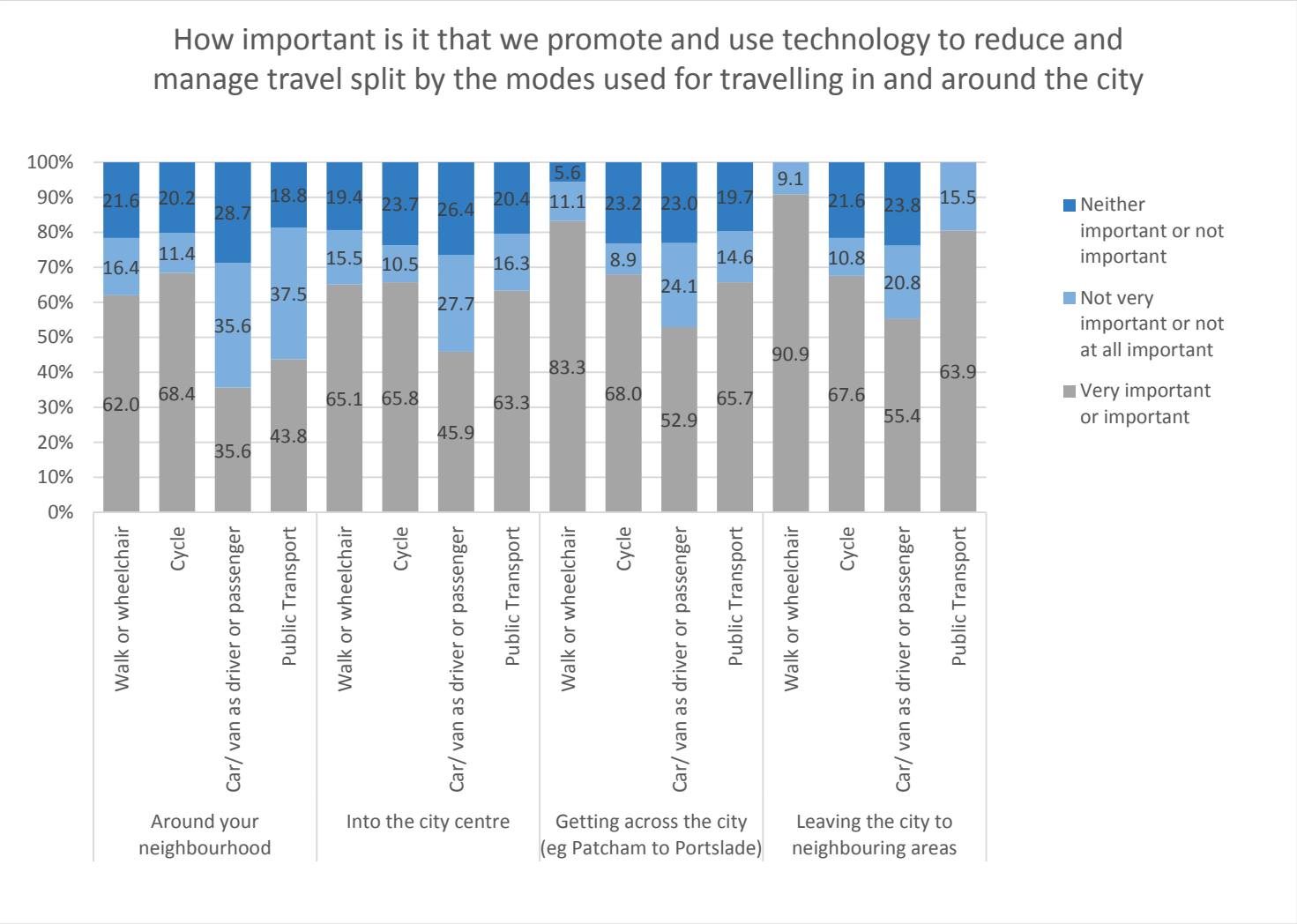
Distance mode	Journey Main Mode	Very Important		Important		Not very Important		Not important at all		Neither Important or not important		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	345	47.9	210	29.2	41	5.7	40	5.6	84	11.7	720
	Cycle	62	54.9	32	28.3	5	4.4	1	0.9	13	11.5	113
	Car/ van as driver or passenger	15	12.4	25	20.7	24	19.8	33	27.3	24	19.8	121
	Public Transport	8	44.4	4	22.2	3	16.7	3	16.7	0	0.0	18
Into the city centre	Walk or wheelchair	131	50.2	79	30.3	20	7.7	10	3.8	21	8.0	261
	Cycle	121	55.3	65	29.7	12	5.5	2	0.9	19	8.7	219
	Car/ van as driver or passenger	31	17.9	45	26.0	20	11.6	38	22.0	39	22.5	173
	Public Transport	150	50.5	79	26.6	14	4.7	19	6.4	35	11.8	297
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	11	64.7	5	29.4	1	5.9	0	0.0	0	0.0	17
	Cycle	109	54.0	64	31.7	11	5.4	1	0.5	17	8.4	202
	Car/ van as driver or passenger	139	35.6	105	26.9	28	7.2	55	14.1	63	16.2	390
	Public Transport	147	56.5	76	29.2	10	3.8	6	2.3	21	8.1	260
Leaving the city to neighbouring areas	Walk or wheelchair	10	90.9	1	9.1	0	0.0	0	0.0	0	0.0	11
	Cycle	37	50.0	24	32.4	2	2.7	3	4.1	8	10.8	74
	Car/ van as driver or passenger	222	39.2	168	29.6	35	6.2	66	11.6	76	13.4	567
	Public Transport	192	54.4	87	24.6	23	6.5	17	4.8	34	9.6	353


How important is it that we promote and facilitate the use of low and zero emission vehicles split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
11.7
11.3
77.1
11.5
5.3
83.2
19.8
47.1
33.1
33.3
66.7
8.0
11.5
80.5
8.7
6.4
84.9
22.5
33.5
43.9
11.8
11.1
77.1
5.9
94.1
8.4
5.9
85.6
16.2
21.3
62.6
8.1
6.2
85.8
100.0
10.8
6.8
82.4
13.4
17.8
68.8
9.6
11.3
79.0
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Neither important or not important
Not very important or not at all important
Very important or important

96

Importance – promote and use technology to reduce and manage travel:

Distance mode	Journey Main Mode	Very Important		Important		Not very Important		Not important at all		Neither Important or not important		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	207	29.2	232	32.8	65	9.2	51	7.2	153	21.6	708
	Cycle	42	36.8	36	31.6	7	6.1	6	5.3	23	20.2	114
	Car/ van as driver or passenger	14	13.9	22	21.8	10	9.9	26	25.7	29	28.7	101
	Public Transport	5	31.3	2	12.5	2	12.5	4	25.0	3	18.8	16
Into the city centre	Walk or wheelchair	88	34.1	80	31.0	24	9.3	16	6.2	50	19.4	258
	Cycle	67	30.6	77	35.2	17	7.8	6	2.7	52	23.7	219
	Car/ van as driver or passenger	29	18.2	44	27.7	10	6.3	34	21.4	42	26.4	159
	Public Transport	88	30.4	95	32.9	25	8.7	22	7.6	59	20.4	289
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	8	44.4	7	38.9	2	11.1	0	0.0	1	5.6	18
	Cycle	65	32.0	73	36.0	13	6.4	5	2.5	47	23.2	203
	Car/ van as driver or passenger	84	22.0	118	30.9	37	9.7	55	14.4	88	23.0	382
	Public Transport	90	35.4	77	30.3	24	9.4	13	5.1	50	19.7	254
Leaving the city to neighbouring areas	Walk or wheelchair	6	54.5	4	36.4	0	0.0	1	9.1	0	0.0	11
	Cycle	21	28.4	29	39.2	3	4.1	5	6.8	16	21.6	74
	Car/ van as driver or passenger	140	25.3	167	30.1	45	8.1	70	12.6	132	23.8	554
	Public Transport	109	31.2	114	32.7	31	8.9	23	6.6	72	20.6	349


How important is it that we promote and use technology to reduce and manage travel split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
21.6
16.4
62.0
20.2
11.4
68.4
28.7
35.6
35.6
18.8
37.5
43.8
19.4
15.5
65.1
23.7
10.5
65.8
26.4
27.7
45.9
20.4
16.3
63.3
5.6
11.1
83.3
23.2
8.9
68.0
23.0
24.1
52.9
19.7
14.6
65.7
9.1
90.9
21.6
10.8
67.6
23.8
20.8
55.4
15.5
63.9
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Neither important or not important
Not very important or not at all important
Very important or important

98

APPENDIX 3

Examples of consultation responses to LTP5 Priority Areas

- There needs to be a presumption of people over vehicles
- We need to make it as easy to cycle as it is to drive
- Safety and enforcement need a higher priority
- Rename “Road Safety” as “Road Danger Reduction” to better identify the problem
- Add a reference to the new Highway Code
- There is a need for more education and information to the public including road safety, respect for other road users and responsibility, to improve driver/rider attitudes and culture
- More enforcement of driver/rider behaviour
- Increased investment in enforcement, monitoring and engagement is a priority
- Increased engagement at the city wide and local neighbourhood level including mini-citizens assemblies to allow local people to positively and pro-actively engage in improvements to their communities
- More research and data is required, including road traffic incidents and to better understand multi-modal travel and the barriers to inclusive travel
- Bus and rail users are also pedestrians and some are also cyclists; the overall travel of individuals needs to be better reflected
- There is insufficient focus on tackling the existing / everyday problems which currently reduce people’s willingness and ability to walk more
- More emphasis on maintenance is required – getting the basics right
- Public transport enhancements including Park and Ride are critical to the successful delivery of constraint measures
- Unless car usage is reduced through decisive action, the other interventions are unlikely to deliver much success
- Unless bus journey times are reduced, the desired objectives of more affordable travel and encouraging modal shift will be difficult to reach
- Car parking is required to ensure that those who do not live on public transport corridors have the ability to travel
- We need to accept that the current significant reluctance to using public transport due to Covid
- A better balance is required between improvements for residents and visitors and the plan needs more consideration of longer distance journeys
- Freight needs a higher profile and strategy
- More consideration of disabled people is required e.g ability to access the city centre, accessing disabled parking, accessing BTN Bikeshare
- People with visual impairments can’t cycle or drive; the plan needs more focus on the needs of disabled people who walk and use public transport
- The plan needs consideration of disabled drivers who are not Blue Badge holders
- More emphasis in needed on the use of planning e.g. car free streets, low traffic neighbourhoods
- Micromobility should be accounted for within future planning

- A number of comments on the legality of e-scooters and how they will feature in LTP5, including user requirements (e.g. insurance), where they can be used, and the need for cycling infrastructure to accommodate them
- We need to be aware of potential disbenefits of new technology e.g. impact on cycle/pedestrian safety, higher traffic levels
- As well as creating more attractive streets, planting of more trees will help manage air quality and tackle climate change, thereby supporting biodiversity
- More circular economy projects are needed in the city
- Interventions need to be delivered in a phased and pragmatic way with greater clarity on how they will be delivered including long term strategies

APPENDIX 4

Examples of consultation responses to LTP5 Interventions

Create an inclusive and integrated transport system

- An Equality Impact Assessment should be undertaken prior to every scheme
- Consideration of disabled parking not only in the city centre but across the city
- Schemes that feature the loss of parking should be compensated with additional Blue badge bays
- A map for disabled car parking locations in the city
- It needs more of a focus on disabled parking in areas where services are located e.g. health-related destinations
- Avoid locating disabled parking spaces on hilly roads
- Drop-off and pick-up priority bays for taxis and disabled passengers e.g. city centre
- Better enforcement of disabled parking bays
- Signage on streets should be simple and kept brief
- Best practice for locating disabled bays should be embedded into the plan
- Integrated ticketing needs to include consideration for those who may find current and future ticketing systems overwhelming and inaccessible eg apps and cashless payments
- It is difficult for taxis to be part of integrated payment solutions for multi-modal travel
- Helpers on street e.g. for deaf and blind people and those with mobility issues
- Need to influence transport providers on accessibility

Develop streets and places that encourage and enable active travel

- We need to design environments that reinforce a pedestrian's right of way
- More pedestrian priority and car free areas
- Design out speeding and greater emphasis on compliance/enforcement
- Speed reduction is a priority – 20mph across the city
- Effective road danger reduction measures
- Separate provision is required for walking and cycling
- More separation (space) between cars, cycles and pedestrians is required
- The interventions are missing existing issues / problems e.g. speed reduction and enforcement
- Removing existing barriers to safe walking in the city is a priority
- Removal of clutter and obstacles (e.g. bins, EV charging infrastructure, litter, signs, guard railing, poorly parked cycles) on pavements and cycle routes, including parked vehicles and pavement parking
- Improved maintenance of pavements and cycle lanes including surface condition and marking of cycle lanes
- Wider pavements and more, and better located, pedestrian crossings
- Low Traffic Neighbourhoods to include 'play streets'
- Include secure cycle parking in Local Mobility Hubs
- Need more places to sit and rest (and toilets) that don't require buying food or drink
- A Mini Hollands approach

- More BTN Bikeshare locations, especially in the suburbs, and incorporating e-bikes and tricycles to also assist disabled/elderly people
- Cycle parking hubs around the city
- More cycle routes and more protected cycle lanes
- Bike stop repair stations
- More publicity of cycle training and more for women (e.g. the women's refugee cycling group)
- Limit deliveries to certain times
- Need restrictions on the movements of large freight vehicles in places where people are moving around
- Deliveries – smaller vehicles in the city itself – larger vehicles deliver to the edge of the city
- More safe spaces and Police presence
- Improved lighting including parks
- More on-street maps and directions (including walking times) to key destinations and to encourage people to go on walks in their local area
- Information in other languages to help tourists

Increase public transport use

- A comprehensive public transport strategy is required
- More detail on the encouragement of public transport is required
- Bus priority needs to be more extensive, with priority through key corridors
- More bus lanes to enable faster services
- Improved bus services including lower fares, frequency, punctuality, capacity, cleanliness, reliability of bus stop real time information, more low/zero emission vehicles, later services
- More lighting at bus stops and routes to/from them, CCTV, transport Police on buses
- Better bus services to the suburbs and outside of the city
- More orbital / cross city / direct bus routes
- 'Safety buses' for women at night
- Demand responsive buses
- Strategic mobility hubs need to be carefully planned so as not to encourage people to drive more or use cars to reach them instead of using buses for their entire journey. There is a danger that these undermine existing public transport services
- Consider renaming strategic mobility hubs 'Park & Ride'
- An equivalent number of car parking spaces in the city to that provided in a strategic mobility hub scheme need to be removed for it to be effective in reducing car use. It needs to replace city centre parking rather than cause additional parking / trips
- Taxis and private hire to have use of bus lanes
- More and better enforcement of taxi ranks, particularly for part time bays
- Coach access, drop-off and parking must be a consideration and work effectively
- Promote more train usage
- Longer, more reliable and less congested trains, and later last services leaving Brighton

- Less expensive public transport, including relative to driving
- Make people aware of the full cost of driving to help them see the real difference between public transport and driving costs
- Opportunities for public transport and shared transport on the key corridors of movement from towns to the east and west of the city
- A city tram in the longer term, linking the outskirts and busy routes

Reduce car use

- Planning should play a key role in ensuring that future developments are in sustainable locations without the need for parking spaces
- Needs more coverage of the drivers of travel e.g. planning, school selection processes, employment patterns
- A policy for new developments not to increase overall car ownership/dependency
- Gradual city-wide reduction in parking spaces and re-use e.g. parklets, seating, dining areas, wider pavements
- There is a need to reduce / discourage the use of city centre car parking; it contributes to congestion (especially on the Seafront) and delays to buses. Pricing in itself only does so much
- A car scrappage scheme, giving mobility credits for sustainable travel options (which could be cheaper than providing financial incentives to switch to electric vehicles)
- Is a Workplace Parking Levy appropriate for the city?
- A Workplace parking Levy should only apply to a certain size of employment site, or to larger employers only
- Encourage more supermarket deliveries (since the ‘big shop’ is a key driver of car use)
- More restrictions on general traffic required

Promote and facilitate the use of low and zero emission vehicles

- Need to prioritise low emission vehicles such as cycles, e-bikes, e-cargo bikes and e-scooters over higher emitting vehicles
- More emphasis on the use of e-bikes, including for medium distance journeys
- On-street e-bike charging to support the use of e-bikes
- Cycling infrastructure must be designed to accommodate e-scooters and e-cargo bikes
- Whole life emissions need to be considered, not just tailpipe emissions

Promote and use technology to reduce and manage travel

- Signal countdown at traffic lights for drivers to reduce cars still running

APPENDIX 5

Examples of general responses to LTP5 consultation document

- Concern regarding the realistic capability of the council and its partners to deliver the full list of interventions by 2030; raised expectations need to be managed
- A delivery plan is required
- Need to normalise inclusivity within the document, not have it as its own section
- Need to see more about celebrating small businesses, the local economy and shopping streets
- More alignment with the Carbon Neutral Agenda required
- Need to be mindful of the wording used in messaging/publicity and documents so not to alarm disabled people
- The council should consider a statement on accessibility which says that no-one will be left behind when it comes to travel in Brighton & Hove, also setting out what active travel means for disabled people
- Need a clearer worded, simpler version of the document, without the use of acronyms, to enable everyone to comment. Some terminology requires explanation e.g. mixed use neighbourhoods
- Better communication is needed for travel schemes in the city
- Include a link to some of the wider strategic transport issues in the region which impact on the city
- Highlight the consequences of not doing something to help secure support
- Consider approaching the plan from (a) a car owning household and (b) a non-car accessing household
- Make stronger links with the content of other plans/strategies are required including the Bus Service Improvement Plan (BSIP), Local Cycling and Walking Infrastructure Plan (LCWIP), and Accessible City Strategy

APPENDIX 6

Proposed amendments* to priority areas and interventions

(- amendments are underlined)*

Create an inclusive and integrated transport system *(no change)*

- Clearer information on travel options including parking provision *(new)*
- Drop-off and pick-up priority bays for disabled passengers *(new)*
- Closer working with transport providers on accessibility needs *(new)*

Develop safe and well maintained streets and places that encourage and enable active travel *(amended)*

- Improved walking routes including pedestrian crossings *(amended)*
- More pedestrian priority and car free areas *(amended)*
- Strategic cycling network catering for all types of cycles *(amended)*
- Road user harmony and respect campaigns *(new)*
- Street design to prioritise people and reduce speeds *(new)*
- Citywide 20mph speed limit *(new)*
- Separate and more space for walking and cycling *(new)*
- Removal of barriers and obstructions on walking and cycling routes *(new)*
- Better maintenance of walking and cycling routes *(new)*
- Secure cycle parking hubs *(new)*
- Localised restrictions on the movement of large freight vehicles *(new)*
- Improved lighting on walking routes *(new)*

Increase public transport use *(no change)*

- Promotion of public transport including relative cost to driving *(new)*
- Public transport priority corridors *(new)*
- Improved lighting and security measures *(new)*
- Better bus connections to the suburbs and outside of the city *(new)*
- More cross-city orbital routes *(new)*
- Demand responsive bus services *(new)*
- Improved enforcement of illegal parking/stopping *(new)*
- Improved coach access, drop-off and parking *(new)*

Reduce the need for car ownership and car use *(amended)*

- New development in locations accessible by sustainable travel options *(new)*
- Reduction in total citywide car parking spaces *(new)*
- Car scrappage scheme (with mobility credits for sustainable travel options) *(new)*
- More car club locations/vehicles available *(new)*

Promote and facilitate the use of low and zero emission vehicles *(no change)*

- Promotion of e-bikes *(new)*
- *Emphasise that 'electric vehicles' includes e-bikes*

Promote and use technology to reduce and manage travel *(no change)*

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 86

Subject: **Local Cycling and Walking Infrastructure Plan (LCWIP)**

Date of meeting: **15 March 2022**

Report of: **Executive Director Economy, Environment & Culture**

Contact Officer: **Name: Laura Wells**
Tel: 01273 291028
Email: laura.j.wells@brighton-hove.gov.uk

Ward(s) affected: **All**

For general release

1. Purpose of the report and policy context

1.1 In support of the government's Cycling and Walking Investment Strategy (CWIS), the Department for Transport (DfT) has been encouraging local authorities to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) in order to take a more strategic approach to planning for active travel, and in order for councils to be better placed when applying for funding opportunities.

1.2 Government released the '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 (LTN 1/20) which sets out a step-change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel (walking, wheeling, cycling) 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 cycling improvements along direct routes and to physically separate cyclists from both traffic and pedestrians where possible on busy routes.

1.3 Work on Brighton & Hove's LCWIP has been progressed over the last three years, involving stakeholder and public engagement. The city's first LCWIP document is now presented to committee for approval, setting out the strategic plans and ambitions for routes and areas in the city to be improved for active travel.

1.4 The LCWIP will be used as a basis for planning for improvements over the next ten years, and projects will be subject to full design and consultation when taken forward from the plan in future.

2. Recommendations

2.1 That Committee agrees the Local Cycling and Walking Infrastructure Plan (LCWIP) (Appendix 2 to this report) as a basis for the strategic planning of active travel network improvements in the city over the next ten years.

2.2 That the Committee agrees that the cross-party Local Cycling and Walking Infrastructure Plan (LCWIP) Member Working Group continues to operate in order to provide oversight of the delivery of the plan, with amended Terms of Reference brought to a future meeting of the Policy & Resources committee for approval.

3. Context and background information

3.1 The DfT launched the CWIS in April 2017, this national strategy aims to double cycling levels by 2025, increase walking activity, reduce the rate of cyclists killed or seriously injured (KSI), and increase the percentage of school children walking to school.

3.2 Through the CWIS, Local Authorities have been strongly encouraged to prepare LCWIPs in order to take a strategic approach to planning for active travel infrastructure.

3.3 With the release of 'Gear Change' and LTN 1/20, government has taken a step-change in the approach to active travel infrastructure and the need for high quality improvements which are fit for purpose. Government funding grants are also linked to this, and improvements which do not meet these high standards will not be funded and/or funding already provided will need to be returned.

3.4 Government will be funding, reviewing and inspecting schemes through the new national commissioner and inspectorate, Active Travel England, launched on an interim basis in January 2022. DfT notes that Active Travel England will perform a similar role to Ofsted in terms of raising standards and challenging failure.

3.5 Through the development of the LCWIP and longer-term planning for active travel, the council needs to ensure provision of high-quality infrastructure which will assist in encouraging active travel journeys, meeting both local and national commitments and targets.

Strategic need for the LCWIP

3.6 The LCWIP is a strategic plan which sits beneath the Local Transport Plan (LTP), a statutory document for the council. The council is in the process of producing its fifth LTP document, LTP5, and the consultation for the draft LCWIP document was also a consultation on the initial direction of travel for the LTP5 document.

3.7 To date there has not been a strategic plan for active travel improvements, and the development of LCWIPs, encouraged by government, aims to improve longer term planning for active travel infrastructure.

3.8 As the LCWIP is a strategic document, it sets out the principle of improvements to routes and areas of the city. The detail of projects will be subject to full design and consultation when taken forward from the plan. Therefore, there will be opportunity for all LCWIP schemes to take into account local feedback, context and constraints as they develop in conjunction with and are shaped by communities in future.

3.9 The draft LTP5 vision for the city is for *'Better connected residents, businesses and visitors, for an improved quality of life in a healthy, inclusive and carbon neutral city.'* The LCWIP is one of the mechanisms through which this can be achieved, through the creation of better and healthier places in the city.

3.10 The LCWIP will assist in delivering key draft priority areas for the LTP5, including principally:

- Create an inclusive and integrated transport system
- Reduce car use
- Develop streets and places that encourage and enable active travel
- Increase public transport use

3.11 Improving routes and areas of the city is not simply about planning and designing for active travel; it is about planning for better, safer, healthier places as a whole, from which there are benefits for active travel and other forms of travel. Everyone uses the pedestrian environment at some point in their journey, therefore planning for active travel is essential, as well as multi-modal travel such as walking to the bus stop, walking from a disabled parking bay to a destination or cycling to the train station.

3.12 This joint approach to planning for active travel is reflected in government documents such as Gear Change and LTN 1/20, which recognise the synergies and mutual benefits for both walking and cycling; as well as the 'Healthy Streets' approach to street design, endorsed by DfT, the considerations for which are not specific to a mode of travel in particular, moreso the general benefits that can be gained for active and sustainable travel from broad improvements.

3.13 Within the LCWIP we have taken a joined-up approach to active travel by not referring to mode-specific areas / routes for improvement but setting out the principle for improvements at strategic and local level, which will benefit active travel as a whole (and other modes).

3.14 Local surveys have shown that people are concerned about road danger and cycle safety, and local pavement conditions. By improving active travel facilities we can create healthier neighbourhoods where people want to walk and cycle, which helps to improve physical and mental wellbeing as well as create safer communities. There is also a clear demand for transport measures that will create more liveable neighbourhoods for local residents

and communities by reducing the volume and impacts of traffic. The LCWIP will provide part of the basis for considering and prioritising such requests, in terms of where they are and how certain measures could assist in creating a safer environment for people to use active travel options.

LCWIP development

3.15 The LCWIP was developed using the following stages:

- Stage 1 – Determining scope
- Stage 2 – Gathering information
- Stages 3 & 4 – Network planning for active travel
- Stage 5 – Prioritising improvements
- Stage 6 – Integration and application

3.16 Further information on these stages and processes involved in these can be found in the LCWIP document (Appendix 2). Further detail is included in the Technical Report produced to support the development of the LCWIP.

4. Analysis and consideration of alternative options

4.1 It is noted in the government's LCWIP Technical Guidance that '*'While the preparation of LCWIPs is non-mandatory, LAs who have plans will be well placed to make the case for future investment.'* This means that Local Authorities who develop an LCWIP will likely be given more favoured treatment in future grant funding opportunities.

4.2 We have developed the LCWIP with stakeholder and public involvement, from which it is clear there is a need for improvements to active travel infrastructure in the city. Having the strategic LCWIP in place will ensure the city is in a much better position to realise ambitions for active travel and for future funding opportunities that arise.

5. Community engagement and consultation

Engagement and consultation – overview

5.1 Community and stakeholder engagement has taken place during the development of this plan, following the council's Community Engagement Framework, at the following stages of the document's development:

- **Gathering information stage** – engagement with local and strategic stakeholders to understand key issues on the active travel network and suggestions for improvement
- **Network Planning for active travel stage** – engagement with local and strategic stakeholders to review the emerging draft network
- **Prioritisation stage** – engagement with strategic stakeholders to review draft prioritisation of improvements
- **Public consultation stage** – public and stakeholder engagement on the draft LCWIP document

5.2 Full details of the public consultation and feedback are set out in the consultation report attached as Appendix 1 to this report.

5.3 A permanent Member Working Group has been in place for the development of the LCWIP document since January 2021. Prior to this a Task & Finish Group was established. This cross-party group of councillors has provided oversight to the development of the LCWIP document. At the January 2022 meeting of the group, it was agreed that the group would continue beyond the initial remit of the LCWIP document development, in order to have continued oversight of the LCWIP delivery. This will require a change to the Terms of Reference for the group to take the group's remit beyond the document development. These Terms of Reference will be subject to approval at a future meeting of the council's Policy & Resources committee.

Public consultation – summary

5.4 A public consultation was held by the council between 30 September and 15 November 2021, on both the draft LCWIP and the initial direction of travel document for the LTP5.

5.5 The consultation was promoted at local events, advertisements on bus stops and on council screens such as libraries, through the council's website and social media, and by sending posters and information to various organisations and local stakeholder groups across the city.

5.6 Officers also worked with local interest groups and schools in the city, and staged an exhibition and public drop-in sessions in Jubilee Library, to obtain as wide a coverage as possible. Focus groups were also held with specific groups – younger people, older people, Black, Asian and Minority Ethnic (BAME) people and disabled people.

5.7 An online survey was available on the council's consultation portal, Citizen Space. Consultation documents were available to read online or via paper copies.

5.8 The summary of engagement activity during the consultation is as follows:

- Approximately **250 people engaged via the four public events** at Jubilee Library
- **Eight focus group sessions** held, enabling more in-depth discussion of issues and feedback on proposals
- **Fourteen workshops / meetings with stakeholders** across the city, from general workshops with stakeholders to attending meetings such as the Equalities & Inclusion Partnership, Quality Bus Partnership, Local Access Forum and the Destination Experience Group. (A full list is available in Appendix 1)
- **Over 900 responses to the consultation survey** – considered a very good response rate to an unsolicited consultation (ie information was not mailed directly to households)

5.9 Materials developed for the consultation included posters to promote the consultation, postcards to give out at events and to partners organisations, and paper copies of the consultation documents and questionnaire. Translations and large print / other formats of the documents were also available on request.

Public consultation – feedback

5.10 A wide range of feedback was gathered during the public consultation, via several consultation methods; the full details of which are set out in Appendix 1.

5.11 General themes arising from the consultation were as follows:

- Good levels of support for progressing the LCWIP document generally
- Support for better facilities for active travel
- High levels of concern for issues such as climate change, air pollution and traffic congestion
- Some confusion on the networks and how they joined up / the mutual benefits from improving routes for both walking and cycling
- Poor condition of routes currently, obstructions and lack of enforcement:
- Public transport fares can be expensive which makes it difficult to switch from travelling by car
- High levels of dissatisfaction with the current walking and cycling environments in the city
- Improvements to routes and areas identified in the LCWIP will make active travel journeys safer

Changes to LCWIP based on feedback and responses

5.12 As a result of the public consultation on the draft LCWIP, some changes were made to the document based on the balance of feedback. This is shown in the LCWIP document in Appendix 2 and includes the following changes:

- Combining the network maps into a single network for active travel improvements
- Further clarity in the document about the process and prioritisation of developing the network
- Further mention of everyday issues and safety
- New 'What happens next' section including reference to design documents which will be considered at the next stage of schemes
- Information on the public consultation and relevant statistics / quotes from this (full consultation report is also provided, in Appendix 1)

5.13 Comments were also received on routes and areas in the LCWIP network. Many of these were comments to be addressed at the detailed design stage rather than at this strategic stage and so will be utilised when progressing future projects. Other comments related to the network, many of which are addressed by the combined network in the updated LCWIP document.

6. Conclusion

6.1 The development of the city's first LCWIP document is an important step in working towards realising council ambitions and commitments including Carbon Neutral 2030 and healthier and safer communities.

6.2 The LCWIP sets out the principle of active travel improvements on routes and in areas; specific improvement projects from these will be subject to further design, consultation and approval as they progress.

6.3 Having an LCWIP in place will mean the council is well placed when future funding opportunities arise, especially those from the Government.

7. Financial implications

7.1 There are no direct financial implications associated with approving the LCWIP document (Appendix 2). Having an LCWIP in place will ensure the council is well placed when considering future funding opportunities eg from government grants.

7.2 The development of an LCWIP helps confirm to government that the council has a pipeline of strategic/priority locations for improvements that could be realised through existing and/or new capital funding available or allocated to local authorities. This funding can include specific government grants which often have to be secured through a competitive bidding process within a limited timeframe, but which need to be of a sufficient level to deliver a comprehensive improvement that delivers value for money.

7.3 Any relevant financial implications will be considered when individual schemes are brought forward for implementation.

Name of finance officer consulted: John Lack Date consulted: 16/02/22):

8. Legal implications

8.1 The LCWIP is not a statutory document and there are no direct legal implications associated with approving the document. Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

Name of lawyer consulted: Hilary Woodward Date consulted 16/2/22

9. Equalities implications

9.1 Active travel infrastructure improvements will enhance the provision and choice for people to travel in and around the city, especially those with mobility difficulties or other disabilities, and will improve conditions for vulnerable road users. An Equalities Impact Assessment has been produced for the LCWIP and members of the Equalities and Inclusion Partnership received a presentation from officers on the plan.

9.2 The council must ensure that when schemes are designed, 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. Schemes taken forward from the LCWIP will be subject to design and consultation, and Equalities Impact Assessments will be carried out.

10. Sustainability implications

10.1 Improvements to walking and cycling infrastructure across Brighton and Hove will enable higher levels of active travel and reduce the attractiveness or need to travel by motorised transport. This will support meeting the council's environmental objectives, including those set out in the emerging LTP5 and the Sustainable Community Strategy, such as a shift towards greater use of sustainable transport and reducing carbon emissions

11. Other Implications

Social Value and procurement implications

11.1 There are no direct social value or procurement implications associated with the approval of the LCWIP document.

Crime & disorder implications:

11.2 There are no direct crime and disorder implications associated with approval of the LCWIP document.

Public health implications:

11.3 Enabling greater uptake of active travel across the city will provide both long and short 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

1. Appendices

1. Consultation Report
2. Local Cycling and Walking Infrastructure Plan (LCWIP), February 2022

2. Background documents

1. LCWIP Technical Report
2. Equalities Impact Assessment – LCWIP

Consultation report

Local Cycling and Walking Infrastructure Plan (LCWIP) consultation - autumn 2021



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1. Summary

A public consultation was held by the council between 30 September and 15 November 2021, on two strategic transport documents:

- Initial direction of travel document for the new Local Transport Plan 5
- Draft Local Cycling and Walking Infrastructure Plan

The consultation was promoted at local events, advertisements on bus stops, advertisements on council screens such as libraries, through the council's website and social media, by sending posters to various organisations across the city, and by sending information via email to local stakeholder groups. A full list of events, poster distribution and workshops / focus groups is shown in Annex 1. Project managers also worked with local interest groups and schools in the city, and staged an exhibition and public drop-in sessions in Jubilee Library, to obtain as wide a coverage as possible. Focus groups were also held with specific groups – younger people, older people, Black, Asian and Minority Ethnic (BAME) people and disabled people.

An online survey was available on the council's consultation portal, Citizen Space. Consultation documents were available to read online or via paper copies.

The summary of engagement activity during the consultation is as follows:

- Approximately **250 people engaged via the four public events** at Jubilee Library
- **Eight focus group sessions** held, enabling more in-depth discussion of issues and feedback on proposals
- **Fourteen workshops / meetings with stakeholders** across the city, from general workshops with stakeholders to attending meetings such as the Equalities & Inclusion Partnership, Quality Bus Partnership, Local Access Forum and the Destination Experience Group to name a few (full list available in Annex 1)
- **Over 900 responses to online survey** – considered a very good response rate to an unsolicited consultation (ie information was not mailed directly to households)

Materials developed for the consultation included posters to promote the consultation, postcards to give out at events and to partners organisations, and paper copies of the consultation documents and questionnaire. Translations and large print / other formats of the documents were also available on request. Examples of consultation materials are shown in Figures 1 & 2.



Figure 1: Consultation postcard



Figure 2: Consultation poster

2. Public event feedback

2.1. Summary

Public events were held at Jubilee Library on 6, 8, 26 and 30 October – with times and dates incorporating evenings and weekends. In addition to the events, the event exhibition was in place for two weeks in the Jubilee Library foyer - for the week of 4 October and the week of 25 October. At the exhibition, members of the public were able to view information about the consultation, take information away, and contribute to the displays on the wall of the exhibition, even while staff were not present at the exhibition. Figure 3 shows the exhibition and public event taking place.



Figure 3: Public event / exhibition in Jubilee Library foyer

Members of the public were asked to put their views on Post-it notes on three key questions on the exhibition display, these questions also formed the basis for discussions with officers.

Across the four events approximately 250 people were engaged in conversations relating to the consultation, with further people handed postcards if they were unable to stop and talk to staff.

2.2. Feedback

Headline summary of the event-based feedback for the LCWIP is as follows:

- Feedback on issues when walking and cycling in the city currently eg pavement obstructions and poor surface conditions on pavements, roads and cycle lanes
- Support for improvements to walking and cycling in the city eg lack of a joined up network currently; the need for safer cycle routes, better pedestrian facilities and more separation between cyclists and pedestrians
- Feedback on wider issues in the city eg cost of public transport, general road safety and enforcement eg pavement parking / illegal parking
- Detailed comments on areas of the city and specific suggestions, which can be considered at detailed design stage where appropriate

Comments from the events were based around three key questions, responses have been sorted into themes which are summarised below.

Question 1 *- Do you encounter any problems with how you currently travel around the city? This could be by foot, cycle, mobility aid, bus, train, car or taxi or other means.*

Comment	Number of times mentioned
Road Safety: Dangerous roads / dangerous driving / delivery drivers	7
Road Safety: More 20mph areas / enforce / speeds too high	5
Road Safety: More restrict parking / enforce access restrictions	4
Road Safety: Cyclists jump traffic lights	1
TOTAL: Road Safety	**17**
Walking: Pavements in poor condition / narrow/ uneven / flooded	14
Walking: Less street clutter/ A-boards/ signs/ bins / diversions	11
Walking: Shared cycle lanes conflict with pedestrians	7
Walking: Pavement parking	7
Walking: E-scooters on pavements / should be licensed	4
Walking: City is overcrowded / summer	1
TOTAL: Walking	**44**
Cycling: Roads and cycle lane condition poor / potholes	13
Cycling: Illegal parking in cycle lanes / car dooring	9
Cycling: feels dangerous / unsafe vulnerable to cars / driver attitudes	6
Cycling: Cycle lanes not continuous / gaps in network	6
Cycling: Too many hills	4
Cycling: One-way systems confusing	2
Cycling: Difficult to make a junction turns as a cyclist	2
TOTAL: Cycling	**42**
Driving: Too much pollution / too much traffic	7
Driving: Car club is expensive and for longer journeys	3
Driving: Difficult to park	2
Driving: Parking is too expensive	2
Driving: Car required for work (care)	1
Driving: Pinch points	1
TOTAL: Driving	**16**
Bus: Fares are too expensive / cheaper to drive / want lower fares	25
Bus: Poor service / routes / frequency	14
Bus: Don't keep to schedule / unreliable /slow	9
Bus: More flexible bus tickets / discounts for carers / disability	4
Bus: Overcrowded / unclean	4
Bus: Difficult to board / alight with prams	2
TOTAL: Bus	**58**
Train: Tickets too expensive / want cheaper fares	4
TOTAL: Train	**4**

Question 2 - *Thinking about your local area, do you have any concerns about using the streets?*

Comment	Number of times mentioned
Stapley Road: Need crossing point / cut through	2
Downs Junior: Want zebra crossing	1
Fiveways: Improve crossing	1
Western Road: Crossing needed	1
Varndean school: More crossings	1
Nevill Road: Crossing needed	1
Upper North St: Want ped crossings	1
Balfour School: Better crossing needed	1
Surrenden Road: Zebra crossing needed	1
Blatchington Road: Need crossing	1
TOTAL: Pedestrian crossing requests	**11**
Sackville Road: Cycle lane needed	2
Lewes Road: Unsafe	1
Seven Dials: Unsafe for cycling	1
Ditchling Rd: Cycle advanced lights needed	1
Hollingdean: No cycle lane provision	1
Edward St: Dangerous bike lane at junctions	1
Preston Circus: Difficult for cyclists	1
London Road: Cycle safety	1
TOTAL: Cycling unsafe / no cycling provision	**9**
Lewes Road: Illegal parking / difficult to cycle	3
Dyke Road: Parking in cycle lane	1
Boundary Road: Illegal parking	1
Kings Esplanade: Reduce parking	1
TOTAL: Illegal / inconsiderate / too much parking	**6**
East Brighton: More BTN Bikeshare hubs	1
Queens Park Road: Cycle parking	1
Cycle parking: North St	1
TOTAL: Requests for more cycle parking	**3**
North St: Too much traffic	1
Varndean school: Lower traffic speed	1
New Road: Restrictions not enforced	1
Steyning Road: One way	1
Prestonville: Want Low Traffic Neighbourhood (LTN)	1
Porthall Street: Reinstate School Street	1
Stanford Junior: School Street	1
Old Shoreham Road: Reduce traffic speed	1
TOTAL: Want traffic calming / traffic restrictions / LTN / School Streets	**8**
A259 East: No lighting on road	1
The Level: Dangerous at night	1
TOTAL: Issues after dark	**2**

Cycle / ped conflict at pier junction / seafront / link to Valley Gardens	6
Cycle route to Lewes / stops / ped conflict	2
Surrenden: Cycle / pedestrian conflict	1
TOTAL: Cyclist and pedestrian conflict	**9**
Madeira Drive: Cyclists use pavement / narrow	1
Frederick St: Cyclist behaviour	1
TOTAL: Poor cycling behaviour	**2**
Old Shoreham Road: Reintroduce / prioritise cycle route	22
Madeira Drive: Preferred when traffic free	2
Hollingdean: Poor pavements / dropped kerbs	2
Boundary Road: Higher priority, needs more work	2
Elm Grove: Investment needed	1
Davigdor Road: Reintroduce scheme	1
TOTAL: Areas to be prioritised / reintroduce schemes / why have they been removed	**30**
Ditchling Rd / New England Road: Potholes	2
OSR: Poor Road surface	1
TOTAL: Poor road surfaces	**3**
Valley Gardens: better pedestrian routes needed	1
Ditchling Road: unsafe to walk	1
TOTAL: Unsafe walking / no provision for walking	**2**
Olive Road: Dangerous / rat run	2
Blatchington Road: Improve junction safety	1
TOTAL: Dangerous junctions / rat runs	**3**
County Oak school: Improve access	1
Improve seafront cycling/ lower prom access	1
TOTAL: Areas needing better access	**2**
Fleet Street: pollution	1
Valley Gardens: displacement of traffic	1
Stanford Ave: hilly	1
TOTAL: Misc Issues	**3**

Question 3 - *What would enable you to make some or more shorter journeys in the city by walking or cycling?*

Comment	Number of times mentioned
More plants and greenery	8
More seating and resting	1
TOTAL: Greenery / amenities	**9**
Better / more cycle routes	23
More cycle parking / secure cycle parking / less bike theft / easier to request	15
Clearer cycle routes / separation / better signage / coloured surface	7
Cheaper BTN Bikeshare	1
TOTAL: Cycling specific	**46**
More safe spaces / police presence / ped priority areas / more like Valley Gardens	12
Better lighting	7
Cycle friendly crossings	2
Emergency buttons at bus stops	1
TOTAL: Safety and Security	**22**
More crossing points / more time to cross / pedestrian priority at crossings	10
Increase walking / healthwalks	2
More walking routes	1
TOTAL: Walking specific	**13**
Make car free /pedestrianise / less traffic	14
Better cycling behaviour	4
TOTAL: Misc	**18**

Other comments outside of the above questions were as follows:

Comment	Number of times mentioned
Better bus routes to suburbs / beyond city / use minibuses	7
Want park and ride	5
Introduce trams / cable car	5
Bus service is good	4
Integrated public transport ticketing / contactless ticketing	1
Better lit bus stops / nighttime security	1
BTN bikeshare is good	2
TOTAL: Public transport	**25**
More promotion / comms / car free day / incentives	8
Specific comments on LCWIP document	6
Increase information / promotion on carbon neutral / reducing emissions	4
Need clearer wording in LTP5	3
More events to promote cycling / more workshops / buddy scheme	3
Consultation not wide or inclusive enough	2
TOTAL: Consultation / engagement / comms and promotion	**26**
Affordable e-bikes / e-bikes as part of BTN Bikeshare / financial help for Electric vehicles	5
More Electric Vehicle (EV) charging points	4
E-scooter hire	2
TOTAL: Electric vehicles	**11**
Map of motorbike parking spaces	2
Permit motorcycles in bus lanes	1
TOTAL: Motorcycles	**3**
Encourage car sharing	3
More car free developments	1
TOTAL: Reducing traffic	**4**
Outdoor gym equipment	1
Introduce public art	1
TOTAL: Facilities / public art	**2**
Clearer / better signage	5
Focus on outer areas not just the centre	2
TOTAL: Other	**7**

3. Workshop / focus group feedback

Two stakeholder workshops were held during the consultation, with a range of stakeholders across the city invited to attend, including elected members.

Additionally, officers attended 14 meetings / workshops to present on the consultation & proposals and collect feedback.

Focus group discussions were also held with specific groups, across eight sessions including schools & the Youth Council, disabled people, Black, Asian and Minority Ethnic (BAME) people and older people.

Full details of meetings attended and focus groups held are detailed in Annex 1.

Headline summary of the workshop and focus group-based feedback for the LCWIP is as follows:

- Feedback shows a need for improved, separated facilities for both cyclists and pedestrians to design out conflicts and make it clear where each road user needs to be
- Feedback shows support for a complete network for improvements to active travel
- Feedback about personal safety issues when using active travel including as part of multimodal journeys
- As well as the LCWIP the council needs to focus on other key areas which affect active travel eg enforcement, safety and maintenance, as well as areas such as cycle parking, cycle training and security / lighting
- Detailed comments on areas of the city and specific suggestions, which can be considered at detailed design stage where appropriate

Feedback from these sessions relevant to the LCWIP has been presented by theme below:

Issues & interventions - walking and cycling - joint:

Stakeholder workshops:

- Seafront walking / cycling routes – there needs to be more clarity about where people need to be and less room for interpretation
- Need to separate cyclists and pedestrians and include tactile paving at all crossings

Schools:

- Needs to be more separation between cars, bikes and pedestrians
- Suggest adding more ramps for pedestrians in wheelchairs
- More lighting and cameras, including around bike parking
- Encourage more people to make more walking/cycling trips
- Make the streets safer to walk / cycle

Disabled people focus group:

- Cyclists make it more difficult for those with visual impairments to use the footway when it is shared space
- Need to be clearer on where bikes can come through places and where they can't
- Cycling on the pavement, bikes chained to railings, narrow spaces and bikes left in the entrance hall all cause difficulty when getting around on foot with a mobility impairment

Local Access Forum:

- New walking & cycling route Woodingdean to Falmer – lovely to have 3m width – but there are still issues with traffic and fumes on this route

Local Action Team (LAT) forum:

- The way the cycle network is currently set up is asking for trouble, too much conflict with pedestrians. Need for cyclists to be able to maintain speed and be separate from pedestrians. Needs an education campaign

Transport Partnership:

- Marina – not good for walking and cycling. Approach in and out has been made worse by temporary works at Black Rock, but once inside it's a case study on how not to design a pedestrian environment. Terrible to cycle through – one big car park.

Issues & interventions - walking:

Stakeholder workshops:

- Need to say more in the document to recognise the everyday problems that residents are facing now across the city, such as the need to remove obstructions for pedestrians, lower speed limits and safer pavements. Need to fit the everyday needs with the wider LTP vision

Schools:

- Walking feels dangerous
- Feel unsafe walking in the evening
- Pedestrian safety
- Trafalgar Street - hard to walk here, narrow pavements and cars come up from behind
- Pavements have lots of litter
- Pedestrianise areas
- Make it safer to walk in the dark
- Those living near to school should be encouraged to walk, those further afield get the bus
- School Streets needed outside Dorothy Stringer
- Lots of people walk to school, it's difficult to cross roads. More traffic lights are needed
- Many parents are not allowing pupils to walk to school as they don't feel it's safe for children
- The Vale – private road – students use this and it's muddy. It's a good alternative to the Falmer Road which is very busy
- Road safety e.g. crossing main roads, traffic levels

- More zebra crossings especially near schools
- Maps on-street to help people find their way around, and encourage people to go on nice walks in the area. Information in other languages to help tourists

Equalities and Inclusion Partnership:

- Connectivity of routes – accessibility – needs highlighting more – for some people only part of the journey may be possible by active modes currently

Local Access Forum:

- Issues re pavements. I have a car but would prefer to use the bus more. In some places pavements don't exist or are too narrow or have no dropped kerbs

Disabled people focus group:

- Some active travel schemes are making it difficult to walk, and walking needs to be considered more
- Need more places to sit and rest that don't require buying food or drink

Youth Council:

- More signage on walking times to key destinations
- Wider pedestrian crossings
- More zebra crossings on Dyke Road
- More zebra crossings / traffic lights
- Need more School Street closures like at Brunswick Primary School
- Safer junctions / crossings near schools
- Signs to indicate populated areas e.g. schools

Older people focus group:

- It's brilliant here, have lots on our doorstep and need to be able to walk there safely

Black, Asian and Minority Ethnic (BAME) focus group:

- Wide pavements are great but need to consider space for other modes too e.g. bikes

Issues & interventions - cycling (including e-bikes):

Stakeholder workshops:

- Useful that the LCWIP notes the use of a green colour for cycle lanes (when a colour is needed) as it makes it easily identifiable and therefore preventing parking in it and improving safety
- Raised the need for secure cycle parking in the city
- 100 new cycle hangars are not enough and should be able to get one like a car permit – equality issue in terms of this difference in parking for different modes of travel
- Not everyone is doing a long cycling route - there should be consideration of connecting routes where people might move to a branching route midway
- Issue of rising cost of housing in the city and people moving further afield and travelling back in for work / leisure. E-bikes can help with this in terms of covering longer distances / hillier areas. The use of e-bikes and e-scooters for these types of journey shows the need for a joined-up network of separated cycle routes

Schools:

- Bike storage is an issue
- Bike security is an issue
- More e-bikes needed
- More cycle lanes, and make them a lot wider
- Instead of more roads, make more cycle lanes
- More BTN Bikeshare – make it cheaper, electric and in more locations, consider helmets and encouraging safe riding
- More cycle lanes
- More secure cycle parking – home and at the shops etc

- Cycle parking hubs around the city
- Tricky junctions – not safe for cyclists
- More secure bike racks needed
- Cycle lanes should not be on pavements
- Instant payment needed for BTN Bikeshare
- BIG cycle lanes
- Bikes should have right of way
- Bikes should have a separate lane so they can travel more safely
- Cycle lanes on every road
- Better bike security and parking
- Make it as easy to cycle as it is to drive
- Dutch roundabouts
- It's scary to cross roads on a bike
- May get tired (e.g. older people) on bikes, so e-bikes are needed
- Solar powered e-bikes

Disabled people focus group:

- Cycle training is needed to educate cyclists
- Need different colour cycle lanes
- Could the BTN Bikeshare scheme be made more accessible with electric vehicles and trikes. This could help support a healthy lifestyle and support those who don't have access to a bike

Black, Asian and Minority Ethnic (BAME) focus group:

- Cycle training needs to be publicised more – specific women's cycling project also available and has been very valuable
- Would cycle if there were more cycle lanes
- When trying to learn cycling and take it up as a hobby, protected lanes are valuable and essential
- Cycling is too dangerous, it's scary / difficult cycling with other vehicles, especially when not confident on the road
- Sometimes there is no lane for bikes on the road and is concerned about cycle accidents with vehicles, including by Sainsbury's Lewes Road and on London Road by the shops, these areas need more space for bikes
- Pavements are often very wide but there is no room for cycling, suggesting the need to make room for cyclists too, needs to be 50/50
- Does the council does risk assessments of new cycle lanes and noted the new Seafront cycle lane making traffic lanes narrow
- Many cyclists don't follow the rules - poor cyclists are a very bad influence on new cyclists, Deliveroo / JustEat cyclists can be a particular problem as well as delivery motorcycles
- Issue of lack of safe cycle parking – when shopping this is an issue as bikes can be stolen

Quality Bus Partnership:

- A23 / A259 concerns with regards to space for both cycle paths and buses

Bike It stakeholder meeting:

- It's really important to get the infrastructure right, and to build it well e.g. London cycle superhighway examples. Need to take schemes to communities early on and take them with us on the scheme development
- Concern about dangerous junctions for cyclists and that cycle paths often give up at difficult junctions. There needs to be a shift of priorities to active travel. It is good to have a LTP5 and LCWIP. It is important to get the infrastructure right, aligned to Gear Change, particularly around junctions using the government junction tool
- Need to do more on the principle of sharing space better between modes. Cycle network is currently very piecemeal. But with this work it feels like we are turning a real corner and there is reason for hope, for the first time in many years
- Give consideration to providing child sized bikes as part of the bike share scheme

Destination Experience Group:

- Cycle lanes are becoming quite dangerous due to the pavement width (when shared). The management of cyclists needs consideration including speed and behaviour

Local Access Forum:

- Cycle parking is really important – e-bikes are becoming more popular and are very expensive. Need residential bike parking like in London – cycle hangars, with charging points in them for e-bikes

Taxi forum:

- Is cycling proficiency still happening and are the council giving out free or subsidised helmets?
- Concerns about encouraging cycling without secure storage

Transport Partnership:

- Support new BTN Bikeshare hubs but need to consider how these reinforce the objectives – e.g. Need to attract new users. Need to target areas of the city to actively reduce car use

Youth Council:

- Lewes Road – bikes need priority by Coldean and BACA
- Worried to cycle on street without clearly marked cycle lanes
- Bike lane needed on Portland Road
- Cycling – need more Advanced Stop Lines (ASLs) and clearer routes to get to the front of the traffic to get into the ASL
- More differentiation of cycle lanes -like Madeira Drive
- Better separation / marking of cycle lanes
- More cycle lanes
- Safer roads by putting in cycle lanes -residential areas to key destinations
- Bike stop repair stations
- Cycle / driver conflict
- Dangerous junctions to cycle through when travelling to Blatchington Mill School and BHASVIC
- Safety on bikes – dangerous drivers and leaving little space for bikes to manoeuvre
- I was knocked off my bike by a car, luckily moving slowly, turning left at a junction
- Some junctions are difficult to cross
- Hove Park Tavern / OSR junction - dangerous and poor indication from drivers here
- Clearer rules for cyclists on the road
- BTN bikeshare needs better cleaning – used for the naked bike ride!!
- More BTN Bikeshare in the suburbs
- E-bikes on BTN Bikeshare – either make it slightly more for e-bike journeys, or raise cost of all journeys by a smaller amount to take account of this

Older people focus group:

- Covid transport measures – we have been affected by these. Old Shoreham Road cycle lane caused congestion
- Are you measuring cycling levels? Need to keep an eye on routes that aren't used. What if cycling doesn't take off in the way you expect? It might not
- Before Covid I used to cycle, but parts of it were stolen while locked up on-street. Need to do more for bike storage
- Tried an e-bike once and gave it back, couldn't get used to it
- Someone has repainted the Old Shoreham Road cycle lane and it's unsafe

Operational (maintenance / enforcement / obstructions / pavement parking / lighting):

Stakeholder workshops:

- Maintenance is an issue – need to keep up the basics
- Need to build in the expectation of less traffic once routes are installed, and incorporate into messaging
- Pavement lighting and surfacing issues
- Street clutter is an issue, council needs to adhere to accessibility standards e.g. new RNIB guidance
- Pavement parking is an issue

Schools:

- Roads are busy and the paths are muddy when in school uniform
- Short cuts can be very poorly lit
- Pavements can be broken, uneven and difficult to walk on
- Concerns about elderly people e.g. seen some fall on pavements
- More lighting, also on London Road
- Make pavements more even to encourage walking

Equalities and Inclusion Partnership:

- Need to look at a joined-up approach with issues like weeds, bins on the pavement and maintenance incorporated. Need to look at what we already have
- Important to ensure the width of pavements provide for everyone. At least 1.5m passing space is needed, currently there are many obstructions

Local Access Forum:

- Pavement parking on Wilson Avenue is a problem

Local Action Team (LAT) Forum:

- Sydney Street / Gardner Street – problems caused by parked delivery vans obstructing pedestrian movements

Taxi forum:

- Enforcement of taxi ranks is a big issue – particularly for part time bays (e.g. Church Street) – lots of abuse by private vehicles. Better signage could help – e.g. the type of signage used at Hove station. Could enforcement officers finish later in the evening?

Transport Partnership:

- Pavement quality and provision is an issue
- Need to get the basics right eg traffic speeds stopping people from walking and cycling, reducing speeds and enforcing speed limits

Youth Council:

- Need better maintenance – lots of overgrown, dirty alleyways
- Cars blocking pavements and pedestrian routes
- More street lighting needed in darker areas, better street lights needed

Disabled people focus group:

- Conditions of pavements are an issue when getting around the city – uneven surfacing, broken kerbs. topography
- Pavement obstructions and obstructions in parking bays e.g. skips are a problem
- Enforcement of disabled bays is an issue
- The reality of using some disabled bays in practice is difficult e.g. Sydney Street / Gardner Street with obstructions from pedestrians and café tables / chairs. Issue of street licensing – while understanding the need to support the economy, there have been issues with compliance by businesses, and enforcement by the council. Many businesses are encroaching on pavement space e.g. The Ivy blocking the pavement – very difficult for mobility scooters to find a way around. The law is clear but in reality it's a different story and not adhered to
- Enforcement needed for those cycling where they shouldn't – e.g. George Street Hove

Older people focus group:

- Pavements in Hove – awful surface quality – bumpy when pushing a wheelchair. Big issues in particular around the greyhound stadium
- Need something done about the weeds on the pavements – they are an issue when walking with a wheelchair
- One participant recently had surgery on their foot and has had difficulty getting around – more difficult when pavements are bumpy / obstructed
- Need to get the basics right for maintenance of pavements

Black, Asian and Minority Ethnic (BAME) focus group:

- Pavements in Moulsecoomb are not level and the plants on Lewes Road are not looking nice or welcoming to visitors and residents
- Concerns about the road surface quality causing vehicle damage
- Obstructions on roads can be an issue – parked or loading vehicles etc. This also impacts on buses. Suggestion to only have parking on one side of narrow roads e.g. Hodshrove Road
- Pavement parking is a problem, particularly for disabled people and carers

Dementia Action Alliance:

- Signage on streets should be simple and kept brief

Local Cycling and Walking Plan (LCWIP) document / routes / areas:

Stakeholder workshops:

- Need to make it easier to walk, glad to see it is recognised that everyone is a pedestrian at some point in their journey
- Pleased to see route 32 included and raised the need for cross-city links for shorter journeys

Schools

- Reinstate Old Shoreham Road cycle path

Quality Bus Partnership:

- There could be a theme around holistic management of public realm – the council as highway authority taking a unified approach to the allocation of street space
- Area walking map looks good but Western Road / Church Road area missing
- This needs integration and can work well with benefits for buses / cyclists and pedestrians. It is challenging as there is limited road width and can't accommodate all of it. Main strategic corridors – can you use a parallel secondary road? Has this been considered?

Local Action Team (LAT) forum:

- London Road – lots going on here including public transport, cars etc, this needs to be a focus but will be difficult
- St James's Street – need this pedestrianised. Lots of empty shops here – use for consultation?

Local Access Forum:

- So many areas where routes are along main roads – you're fighting with the noise, fumes, pavement parking etc, it's not pleasant. This LCWIP network, combined with the reduction in combustion engine vehicles, is the way forward. Need to ensure pedestrians and cyclists don't feel secondary to cars
- Need the word 'enjoyable' in there for LCWIP as well – a key thing to highlight for walking and cycling - would be good to mention in the vision – e.g. where we say safe, healthy – could we say enjoyable somewhere in this?
- The word 'welcoming' would be good – you feel this when places are accessible
- A good document, a bit glossy. Heartened to hear you will consider adding 'enjoyable' as well
- Need to add Ditchling Road to the cycle map – current scheme planned for there (Highways England funding)
- LCWIP boundary goes beyond the built-up city – need to tie in with the ROWIP
- ROWIP could be highlighted more in the document

Transport Partnership:

- Need more consideration of the Marina in the LCWIP, routes through it are awful for walking and cycling. Needs a lot of work and needs to be in the ambitions in the LCWIP
- Limited north-south links from the Seafront in the LCWIP network
- 'Greening' theme needs to include Sustainable Urban Drainage
- Need to introduce the concept of quality and inclusive public realm – bring together strands
- Need to normalise inclusivity within the document – not have it as its own section. Need to make it mainstream

Disabled people focus group:

- Need to be mindful of the wording used in publicity and documents so not to alarm disabled people
- The council should consider a statement on accessibility in the LTP5 / LCWIP which says that no-one will be left behind when it comes to travel in Brighton & Hove, also setting out what active travel means for disabled people
- Some disabled people might be concerned by the headlines of the plan and not read the small print. The messaging needs to be considered carefully
- The document has too much ableist language/wording and that there needs to be an awareness of the language used, this currently sends out a negative message
- Suggestion for a page in the document on what active travel means for disabled people
- How will schemes be carried out going forward, and do we have funding?
- Consideration of targets and how to measure success of the plans

Other:

Stakeholder workshops:

- Other plans and strategies don't have adequate consideration of transport e.g. Hove station Neighbourhood Plan
- Need to consider the impact of future funding on the decision on the temporary Old Shoreham Road cycle lane

Schools:

- Suggestion of helpers on street e.g. for deaf and blind people and those with mobility issues
- No car rallies
- No aeroplanes

Quality Bus Partnership:

- Questioned the promotion of reducing travel by working from home when this can have a higher environmental impact (heating etc) – there is an argument against this?

Bike It stakeholder meeting:

- Provide more accessible versions of surveys in future to engage better with young people filling in the survey

Taxi forum:

- Asked about the central pedestrian refuge strip included in the proposed Western Road improvements and felt it could be a trip hazard

Youth Council:

- Better communication is needed for travel schemes in the city
- More circular economy projects needed in the city

Older people focus group:

- People used to be law abiding, now this is disappearing rapidly, the respect has gone

4. Online survey feedback

Respondents were invited to answer a series of questions on general travel habits, principles, priorities and on detail contained within the draft LCWIP. Respondents were able to make suggestions for further interventions and to also make comments on individual cycle routes and walking improvements proposed in the draft LCWIP document. Paper copies of the consultation documents and the questionnaire were also available on request.

- The consultation ran from 30 September to 15 November 2021.
- 912 responses were received which is a very good response rate to an unsolicited consultation (ie information was not mailed directly to households). 910 (97.8%) were received online and 2 were received by mail (2.2%).

Headline Results

General background

Some general questions about travel habits were asked before moving onto questions specific to the LCWIP. General questions covered a wide range of topics such as choice of transport mode for different journey purposes and concerns about transport related issues in the city.

Everyday travel:

- Walking is particularly high in local neighbourhood areas at 80.2% of respondents and 73.8% of respondents walk to local shops.
- The car is used by 12.3% of respondents to travel around the local neighbourhood
- 64.5% of respondents are using the car to leave the city into neighbouring areas compared to only 28.7% by train, 45.7% of respondents are also using the car to do the weekly food shop

Respondents are mostly using sustainable modes for journeys around the local neighbourhood and into the city centre. Car or van use for journeys in the local neighbourhood is low, rising to nearly 20% for journeys into the city centre so there is potential to encourage more sustainable modes for local trips.

Concerns:

- Over 70% of respondents are concerned with climate change (70.6%), air pollution (73.3%) and road safety (70.3%)
- Females generally have higher levels of concern about the transport related issues than males, in particular relating to air pollution, climate change and personal safety.

Views on walking and cycling in the city:

- 55% of respondents expressed levels of dissatisfaction[1] with the walking environment in the local area. This shows that we need to make improvements. The top 3 comments relating to this refer to the condition of pavements, obstructions and clutter on pavements, and pavement parking.
- 54% of respondents show levels of dissatisfaction with the cycling environment in the city. This shows that we need to make improvements. The top 3 comments are: a lack of safe cycle routes, cycle lanes end abruptly, and there are gaps in current cycle network / routes.

LCWIP:

More than half of respondents agree that improvements to the routes and areas proposed in the draft LCWIP would make journeys safer for walking and cycling in the city.

A higher percentage of males think that the proposed routes and areas in the draft LWCIP would encourage them walk/ wheel[2] or cycle[3] more than females. This difference is higher for cycling at around 7 percentage points more, whereas for walking it's around 4 percentage more.

People with disabilities are less likely to say that would walk or cycle more as a result of proposals in the LCWIP. This difference is 12 percentage points less for walking and 25 percentage points less for cycling.

[1] Dissatisfied or very dissatisfied
[2] 52.8% males, 48.2% females
[3] 56.7% males, 43.5% females

Your travel

Q Which method of travel do you MOST use for each of the following journey purposes? [4]

Respondents were asked to choose one main method of travel, used for the longest distance part of the journey.

	Walk		Wheelchair or mobility scooter		Cycle		Bus		Taxi or private hire vehicle		Community transport		Train		Car/ van as driver		Car/ van as passenger		Motor-cycle or moped	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Commuting to/ from work	169	18.5	1	0.1	204	22.4	93	10.2	10	1.1	3	0.3	106	11.6	168	18.4	33	3.6	9	1.0
Travel as part of work (eg deliveries or visits)	79	8.7	1	0.1	96	10.5	51	5.6	12	1.3	2	0.2	59	6.5	133	14.6	28	3.1	6	0.7
Getting to school/ college/ university or training	82	9.0	0	0	73	8.0	27	3.0	4	0.4	2	0.2	20	2.2	51	5.6	13	1.4	0	0.0
Local shops (eg bakery, convenience store, green grocer)	668	73.2	9	1.0	142	15.6	43	4.7	4	0.4	0	0	1	0.1	90	9.9	29	3.2	1	0.1
Food shopping (weekly shop)	187	20.5	2	0.2	98	10.7	55	6.0	6	0.7	0	0	1	0.1	335	36.7	82	9.0	0	0.0
City Centre shopping	260	28.5	3	0.3	190	20.8	276	30.3	14	1.5	0	0	27	3.0	98	10.7	38	4.2	1	0.1
Visiting parks, play-grounds or open spaces	615	67.4	7	0.8	195	21.4	71	7.8	4	0.4	3	0.3	22	2.4	165	18.1	53	5.8	2	0.2
Visiting health facilities	370	40.6	7	0.8	174	19.1	99	10.9	14	1.5	2	0.2	7	0.8	197	21.6	59	6.5	3	0.3
Visiting leisure / sports facilities	238	26.1	5	0.5	214	23.5	91	10.0	8	0.9	2	0.2	15	1.6	216	23.7	51	5.6	4	0.4

[4] Respondents were advised to only choose one option, but some indicated more than one mode for each type of journey, therefore percentages may not add up to 100

	Walk		Wheelchair or mobility scooter		Cycle		Bus		Taxi or private hire vehicle		Community transport		Train		Car/ van as driver		Car/ van as passenger		Motor-cycle or moped	
Meeting friends or relatives / socialising	383	42.0	7	0.8	227	24.9	200	21.9	67	7.3	1	0.1	103	11.3	244	26.8	87	9.5	4	0.4

Other travel modes: Online shopping x11, run x2, socialise online x1

A number of respondents stated that they don't make these type of journeys (top 5):

I don't make this type of journey	Number	%[5]
Getting to school/ college/ university or training	338	37.1
Travel as part of work (eg deliveries or visits)	259	28.4
Commuting to/ from work	200	21.9
Food shopping (weekly Shop)	82	9.0
Visiting leisure / sports facilities	67	7.3

Main transport modes used, by journey purpose[6]

- Walking: 73.8% to local shops, 8.7% travel as part of work (eg deliveries or visits)
- Cycling: 24.9% meeting friends or relatives / socialising, 8.0% getting to school/ college/ university or training[7]
- Public transport:
  - Bus: 20.3% for city-centre shopping, 3% getting to school/ college/ university or training
  - Train: 11.6% commuting to/ from work, 0.1% for each of local shops and food shopping (weekly shop),

[5] % respondents

[6] Highest and lowest percentage of respondents

[7] Low numbers of Under 25s responded to the survey – 0.8% were aged 16 and under and 1.9% were aged 17-24 compared to 17.2% and 15.0% respectively at the 2011 Census

- Car/ van as driver or passenger: 45.7% food shopping (weekly shop), 7% Getting to school/ college/ university or training

Low numbers of young people responding does not give a clear picture of how they are travelling. Knowing how hard it can be to engage with young people, the project team held meetings with the Youth Council and held sessions with four local secondary schools to seek out and engage with younger people. A summary of these discussions can be found in section 3 of this report where the workshop and focus group feedback is summarised.

Q Which method of travel do you MOST use for each of the following journeys?[8] (Respondents were asked to choose ONE main mode for each journey type)

	Walk		Wheelchair or mobility scooter		Cycle		Bus		Taxi or private hire vehicle		Community transport		Train		Car / van as driver		Car/ van as passenger		Motorcycle or moped	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Around your local neighbourhood	731	80.2	11	1.2	120	13.2	18	2.0	2	0.2	1	0.1	1	0.1	85	9.3	27	3.0	5	0.5
Into the city centre	262	28.7	2	0.2	229	25.1	283	31.0	32	3.5	2	0.2	24	2.6	134	14.7	38	4.2	8	0.9
Getting across the city (eg Patcham to Portslade)	17	1.9	1	0.1	208	22.8	246	27.0	26	2.9	0	0.0	20	2.2	331	36.3	71	7.8	7	0.8
Leaving the city into neighbouring areas	11	1.2	0	0.0	76	8.3	99	10.9	14	1.5	4	0.4	262	28.7	470	51.5	119	13.0	8	0.9

Other modes include e-scooter/ skateboard x3, Car club x1

Numbers of respondents not making these journeys are very low: (less than 2% of all respondents for all categories.

[8] Respondents were advised to only choose one option, but some indicated more than one mode for each type of journey. Percentages given are of the total number of respondents to the survey.

Main transport modes used for different distance journeys[9]

- Walking: 80.2% around the local neighbourhood, 1.2% outside of the city into neighbouring areas
- Cycling: 25.1% into the city centre, 8.3% leaving the city into neighbouring areas
- Public transport:
  - Bus: 31% into the city centre, 2% around the local neighbourhood
  - Train: 28.7% leaving the city into neighbouring areas, 0.1% around the local neighbourhood
- Car/ van as driver or passenger: 64.5% leaving the city into neighbouring areas, 12.3% around the local neighbourhood

Your concerns and ease of travel

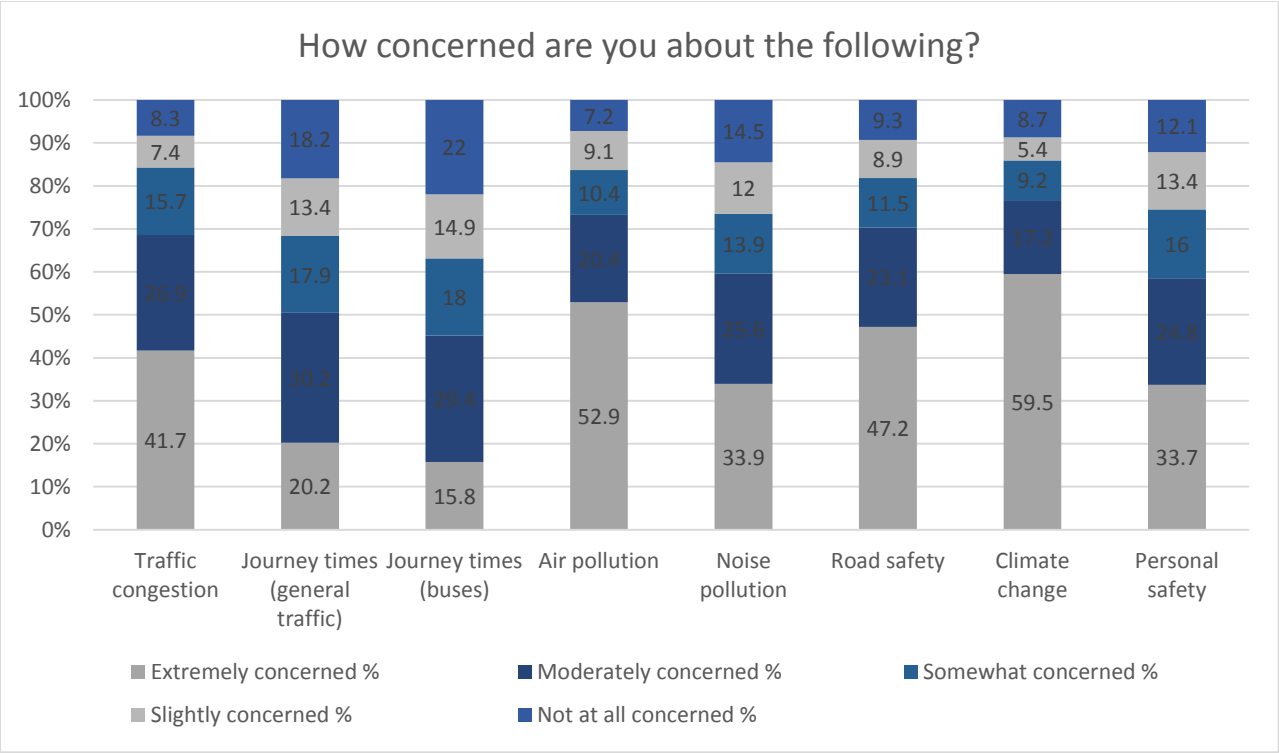
Q How concerned are you about each of the following in the city?

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
	No.	%	No.	%	No.	%	No.	%	No.	%	Total [10]
Traffic congestion	365	41.7	235	26.9	137	15.7	65	7.4	73	8.3	875
Journey times (general traffic)	172	20.2	257	30.2	152	17.9	114	13.4	155	18.2	850
Journey times (buses)	124	15.8	231	29.4	142	18.0	117	14.9	173	22.0	787
Air pollution	463	52.9	179	20.4	91	10.4	80	9.1	63	7.2	876
Noise pollution	297	33.9	224	25.6	122	13.9	105	12.0	127	14.5	875
Road safety	414	47.2	203	23.1	101	11.5	78	8.9	82	9.3	878
Climate change	521	59.5	151	17.2	81	9.2	47	5.4	76	8.7	876
Personal safety	296	33.7	218	24.8	141	16.0	118	13.4	106	12.1	879

244

[9] Highest and lowest percentages

[10] Excludes those who answered 'don't know'



Levels of concern:

Highest levels of concern overall relate to climate change 672 (76.7%)[11] and lowest levels of concern relate to journey times (buses) 290 (36.8%) [12]There were some variations in the level of concerns according to the type of journeys undertaken by respondents, including[13]:

- Respondents who travel longer distances[14] are more concerned about traffic congestion than those travelling more locally
- Air pollution, noise pollution, climate change and road safety are of least concern to those respondents using a car or van for all distance journeys.

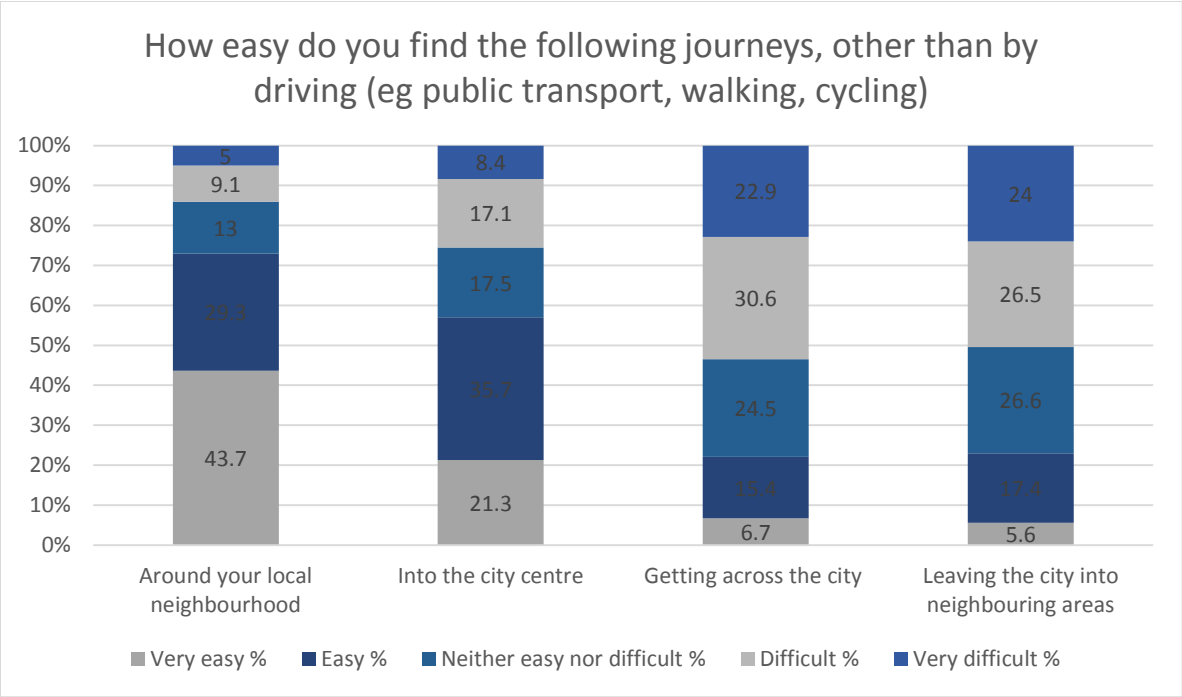
[11] Extremely or moderately concerned
[12] Slightly or not at all concerned
[13] See cross-tabbed graphs in Annex 2
[14] Getting across the city or leaving the city into neighbouring areas

- Personal safety is of most concern to respondents who walk or cycle for all journeys lengths asked about (around local neighbourhood, into city centre, across the city and leaving the city).
- Females generally have higher levels of concern than males, in particular relating to air pollution (7.2 percentage points more females extremely or moderately concerned), climate change (7.0 percentage points more) and personal safety (13.1 percentage points more).
- Respondents saying that they have a disability generally show lower levels of concern about the issues listed in the table above; the main exceptions being journey times for general traffic and personal safety. Respondents who do not have a disability expressed similar levels of concern for all concerns listed in the table above.

Q How easy do you find making the following journeys by methods other than driving (eg public transport, walking, cycling)?

	Very easy		Easy		Neither easy nor difficult		Difficult		Very difficult		Total[15]
	No.	%	No.	%	No.	%	No.	%	No.	%	
Around your local neighbourhood	379	43.7	254	29.3	113	13.0	79	9.1	43	5.0	5.0
Into the city centre	183	21.3	306	35.7	150	17.5	147	17.1	72	8.4	8.4
Getting across the city	55	6.7	127	15.4	203	24.5	253	30.6	189	22.9	22.9
Leaving the city into neighbouring areas	47	5.6	146	17.4	223	26.6	222	26.5	201	24.0	24.0

[15] Excludes 'I don't make this type of journey'



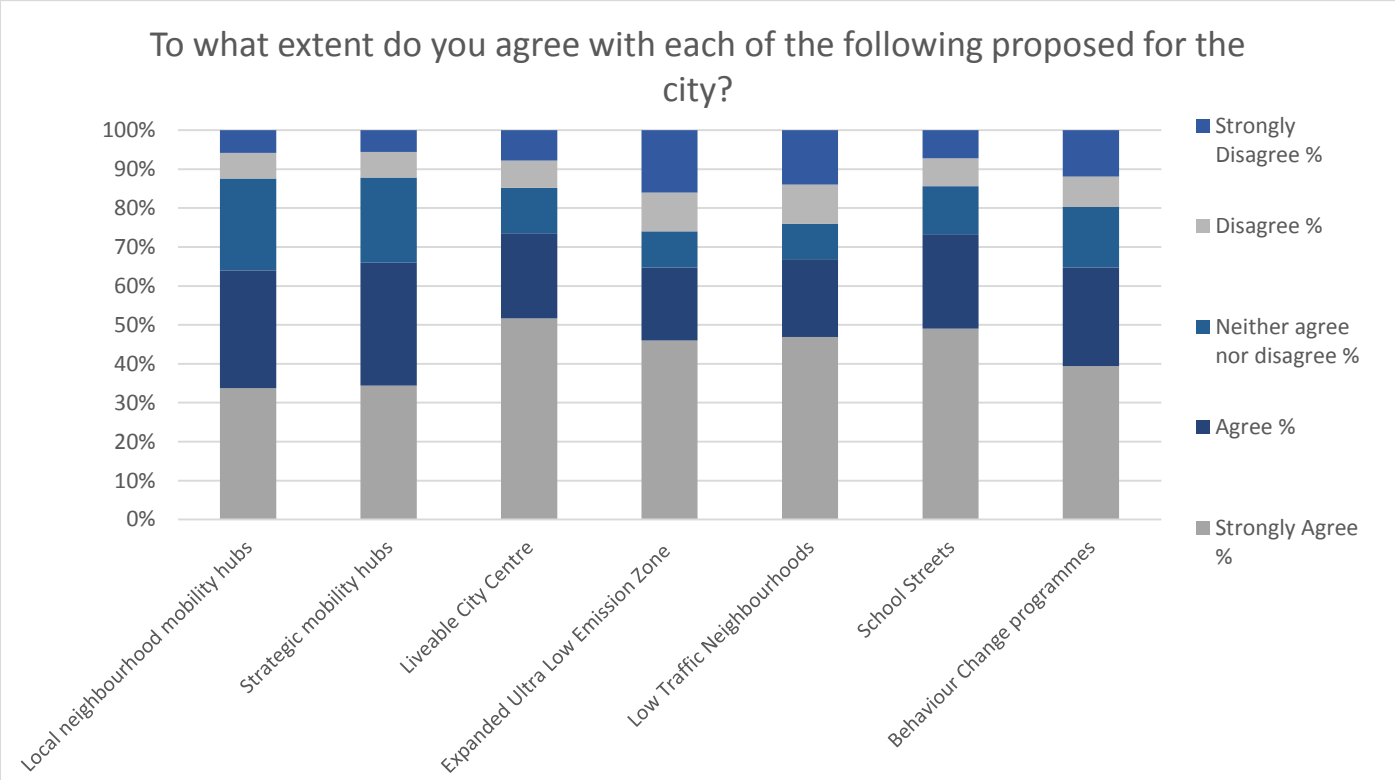
This group of respondents (who are not driving for these journeys) find getting around the local neighbourhood to be the easiest[16] 633 (72.9%), whereas getting across the city and leaving the city to neighbouring areas are almost equally difficult[17] 442 (53.4%) and 423 (50.4%) respectively.

Respondents are mostly using sustainable modes for journeys around the local neighbourhood and into the city centre but we also know from the table above (method of travel by journey distance types) that the number of journeys using a car or van in the local neighbourhood is low, rising to 18.9% into the city centre so there is potential to encourage more sustainable modes for local trips.

[16] Very easy and easy
[17] Difficult and very difficult

Q To what extent do you agree with each of the following projects proposed for the city?

	Strongly Agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree		Total[18]
	No.	%	No.	%	No.	%	No.	%	No.	%	No.
Local neighbourhood mobility hubs	277	33.7	249	30.3	194	23.6	54	6.6	48	5.8	822
Strategic mobility hubs	277	34.4	255	31.6	176	21.8	53	6.6	45	5.6	806
Liveable City Centre	430	51.7	181	21.8	97	11.7	58	7.0	65	7.8	831
Expanded Ultra Low Emission Zone (ULEZ)	394	46.0	160	18.7	80	9.3	86	10.0	137	16.0	857
Low Traffic Neighbourhoods	402	46.9	172	20.0	77	9.0	87	10.1	120	14.0	858
School Streets	415	49.0	206	24.3	104	12.3	61	7.2	61	7.2	847
Behaviour Change programmes	331	39.4	213	25.3	131	15.6	66	7.8	100	11.9	841



At least 64% of respondents stated that they strongly agree or agree with all priorities, with over 70% for School Streets (73.3%) and Liveable City Centre (73.5%). Fewer than 20% either disagree or strongly disagree with all measures except Low Traffic Neighbourhoods (24.1%) and the expanded Ultra Low Emission Zone (ULEZ) (26%).

[18] Excludes 'Don't know'

Q What else could the council and transport providers do to help you travel more safely, sustainably, and easily?

Respondents tended to not answer the question as written but comments have been coded into the following themes:

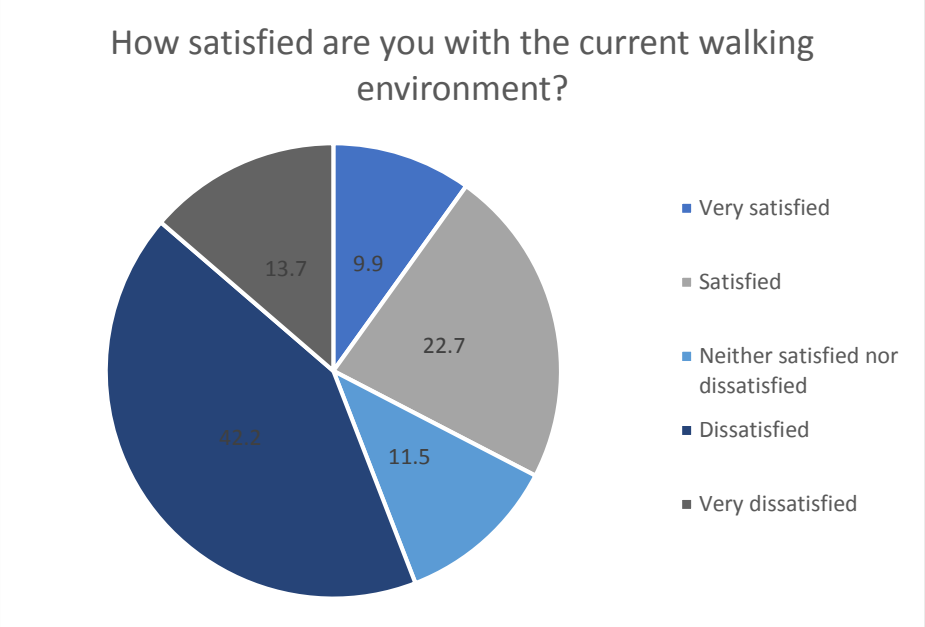
Mode	Comment (top 10 for each mode)	No. of times raised
Cycling	Cycle lanes: More/ safe/ segregated/ better routes/ quieter routes/ joined up/ better planned/ improve links to South Downs	147
	Cycle parking: more/ secure/ adapted bikes/ cycle hangars/ e-cycle parking/ city centre/ reduce cycle theft	48
	Enforce cycling regulations/ cyclists need training/ helmets/ insurance/ number plates/ pay road tax/ must use lane if there is one	30
	Cycle lanes: waste of money/ no more/ in wrong place/ remove/ negative comments about the A259 cycle lane	27
	Reinstate / keep / install Old Shoreham Road cycle lanes	18
	E-scooters: keep off roads/ pavements/ cycle lanes, clarity needed/ regulate/ hire scheme, no skateboards	15
	Enforce parking in cycle lanes/ remove obstacles	15
	BTN Bikeshare: e-bikes/ e-cargo/ cargo bikes needed/ e-scooters	9
	Don't remove cycle lanes (general)	8
	Don't remove cycle lanes (Old Shoreham Road)	8
	Cycle maintenance or training: free / cheap/ taster days/ community-based	8
	It's dangerous to cycle in the city/needs to be safer for children	7
	Encourage e-bikes/ for deliveries/ e-bike charge points	7
	Support the removal of the Old Shoreham Road cycle lanes	6
Driving	Reduce/ charge/ restrict cars/ into city/ traffic free city centre/ EV's only/ install Low-Traffic Neighbourhoods (LTNs)/ stop prioritising cars/local traffic calming	68
	Park & Ride: with free bus pass /stop tourists driving into city	34
	Congestion: blocking off routes / Rottingdean/ improve traffic flow/ into city centre/ through routes just for cars / LTNs cause congestion	27
	Speeding: enforce/ more 20mph areas/ traffic calming	26
	EV charging points: more/ free / at Park & Ride	18
	Have to drive / for work/ disability/ late at night/ carrying heavy goods/ schools	10
	Parking: want cheaper / more parking / less CPZs	9
	Parking: enforce illegal parking	9
	Reduce car/ cycle conflict/ educate drivers how to share the road	9
	More car club vehicles/ e-car club vehicles	5
	EVs: Promote/ incentivise	5
	Don't reallocate road space for walking and cycling	5
Public Transport	Buses: expensive/ subsidise/ free (for school children)/ cheaper for Electric buses	87
	Buses: frequency/ reliability/ to outer areas/ orbital routes/ nearby towns/ schools/ universities	48
	Buses: too slow/ trams/electric trams/ express buses	21

Mode	Comment (top 10 for each mode)	No. of times raised
	Bus station needed/ don't want all buses into the centre/ remove buses from North Street/ restructure routes/ want seafront route	16
	Step free access at rail stations/ Preston Park station	14
	Multi-modal ticketing/ include bikeshare/ more ticket outlets needed	11
	Better interchange at bus stops/ train stations and journey links	7
	More bus lanes/ bus priority/ enforcement	7
	Better/ more bike carrying on trains and buses	6
	Nationalise/ Local Government run public transport/ pay for from council taxes	5
	Buses unsafe: Covid/ masks	5
	Train fares are too expensive	5
Walking	Pavements: better/ safer/wider /more/ weeding/ maintain/ dementia friendly	56
	Pavements: remove street clutter/ bins/ scaffolding	23
	Crossings: better/ safer/ at junctions/ pedestrian priority/ wheelchair users/ more dropped kerbs	19
	Pavement parking: enforce/ stop	18
	Personal safety: CCTV/ streetlights/ with sensors/ underpasses/ pedestrian bridges/ The Level/ women	17
	Pedestrianise city centre/ more areas/ like New Road/ Rottingdean High Street	11
	Keep vehicles/ cycles/ e-scooters off pavements/ seafront/ undercliff	7
	More walking routes/ segregated/ away from pollution/ greener	6
	Subsidise walking equipment for people eg jackets and shoes	4
Misc	Greener streets/ more trees/ planting	25
	Consider everyone: young people/ elderly/ people with disabilities/ with low incomes	11
	Manage road works	11
	Water taxis/ electric cable car system/ automated personal transport	9
	More consultation: with disabled/ outlying areas/ Old Shoreham Road cycle route needed more consultation	6
	Transport: holistic/ better planned	5
	Active travel: prioritise/ fund/ promote / financial incentives	5
	Reduce the need to travel/ more local amenities/ 15-minute neighbourhoods	4
	Support School Streets	4
	Subsidise travel for disabled	5

Views on walking and cycling in your local area

Q How satisfied are you with the current walking environment in your local area?

	No.	%
Very satisfied	87	9.9
Satisfied	199	22.7
Neither satisfied nor dissatisfied	101	11.5
Dissatisfied	370	42.2
Very dissatisfied	120	13.7
Total	**878**	**100**



Q If you answered SATISFIED or VERY SATISFIED why do you feel this way about the current walking environment in your local area?[19]

	Number	%
The condition of pavements is good	113	12.4
Pavements are wide enough	171	18.8
Good quality crossings	109	12.0
Pedestrian crossings are where I need them	137	15.0
Routes have enough seating and resting points	36	3.9
Routes have enough greenery	119	13.0
Routes are joined up and take me where I need to go	154	16.9
I feel safe walking in my local area	220	24.1
Routes are well lit	97	10.6

[19] Respondents could choose more than one option

Walking routes are away from the busy roads	49	5.4
Other includes: Green space/ sea nearby Air quality is good Roads are attractive	43 6 1 1	4.9

Q If you answered DISSATISFIED or VERY DISSATISFIED above why do you feel this way about the current walking environment in your local area? [20]

	Number	%
The condition of pavements is poor	402	44.1
Obstructions on pavements (eg bins, seating, signage)	350	38.4
Pavements are not wide enough	238	26.1
Parking on pavements	304	33.3
Vehicles are inconsiderately parked	280	30.7
Not enough dropped kerbs	114	12.5
Poor driver behaviour towards pedestrians	233	25.5
Poor cyclist behaviour towards pedestrians	192	21.1
Difficult to cross the roads at junctions	228	25.0
Not enough pedestrian crossings	190	20.8
Pedestrian crossing signals take too long	143	15.7
Poor street lighting	181	19.8
Not enough routes to where I need to get to	52	5.7
Traffic is too fast	231	25.3
Feel unsafe walking in my local area	91	10.0
Poor air quality	206	22.6
Traffic noise	198	21.7
Traffic congestion	195	21.4
Not enough seating or resting points	115	12.6
Not enough greenery or planting	200	21.9
Not enough travel information / maps on street	52	5.7
Local shops/ services/ schools are too far to walk to	38	4.2
Other includes (top 5): Litter / dog mess / weeds/ tree roots/ unkept pavements / obstructions Difficulties crossing roads Conflict with scooters/ cyclists/ mopeds Routes: lack of/ disjointed/ no pavement Anti-social behaviour / fear of crime/ not enough lighting	95 47 17 15 14 11	10.4

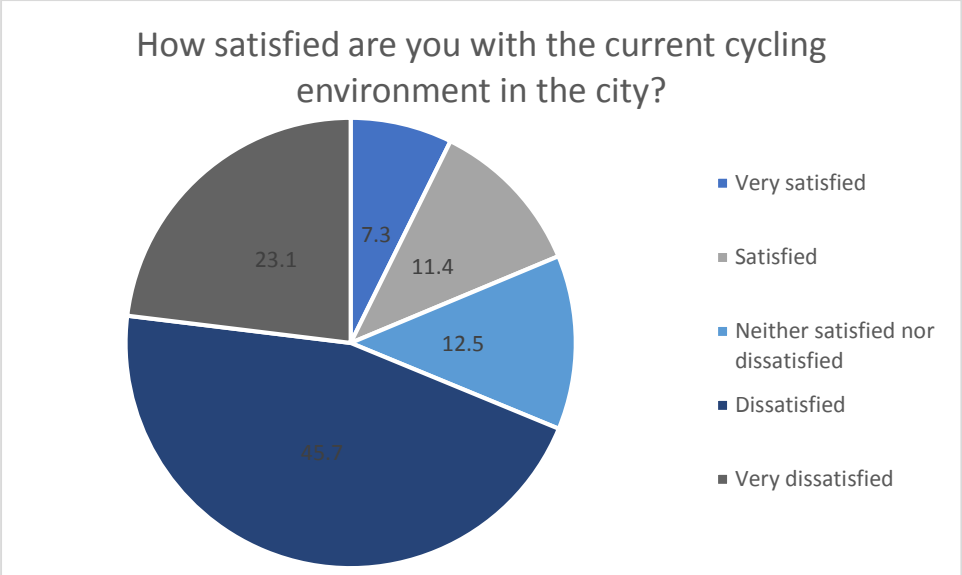
[20] Respondents could choose more than one option

55% of respondents who express levels of dissatisfaction[21] with pavements in the local area. This shows that we need to make improvements. The top 3 comments relating to this refer to the condition of pavements, obstructions & clutter on pavements and pavement parking.

Conversely, 286 respondents show satisfaction with the local walking area. Their top 3 comments relate to respondents feeling safe walking in their local area, pavements are wide enough, and routes are joined up and take me where I need to go

Q How satisfied are you with the current cycling environment in the city?

	No.	%
Very satisfied	52	7.3
Satisfied	81	11.4
Neither satisfied nor dissatisfied	89	12.5
Dissatisfied	325	45.7
Very dissatisfied	164	23.1
Total	**711**	**100**



[21] Dissatisfied or very dissatisfied

Q If you answered SATISFIED or VERY SATISFIED why do you feel this way about the current cycling environment in the city?[22]

	Number	%
Cycle routes have good quality surfaces	80	8.8
Cycle lanes are wide enough	78	8.6
Good separation of cycle lanes from traffic	50	5.5
Cycle routes are safe	64	7.0
Routes are joined up and take me where I need to go	37	4.1
Good amounts of cycle parking near to routes	32	3.5
Cycle routes are away from busy roads	26	2.9
Other includes:	55	6.0
City Centre/ Valley Gardens/ seafront routes are good	5	
Many roads/ side streets are for safe cycling	4	
I know how to cycle safely	2	
Good Bikeshare scheme	1	
Pre-Covid routes are good	1	
There are lots of cyclists around	1	

Q If you have answered DISSATISFIED or VERY DISSATISFIED why do you feel this way about the current cycling environment in the city? [3]

	Number	%
Lack of safe cycle routes	402	44.1
Driver behaviour towards cyclists	351	38.5
Conflict with pedestrians	206	22.6
Junctions that are dangerous for cyclists	310	34.0
Cycle lanes end abruptly	388	42.5
Traffic speeds are too high	227	24.9
Feel unsafe cycling in the city	226	24.8
Cycle lanes are too narrow	218	23.9
Cycle lanes are not protected	296	32.5
Parked cars/ loading in the cycle lanes	346	37.9
Poor street lighting	75	8.2
Poor air quality	211	23.1
Traffic noise	124	13.6
Traffic congestion	192	21.1
Current cycle routes don't go where I need to get to	293	32.1
Gaps in current cycle network/ routes	387	42.4
Barriers on routes eg bollards/ railings	85	9.3

[22] Respondents could choose more than one option

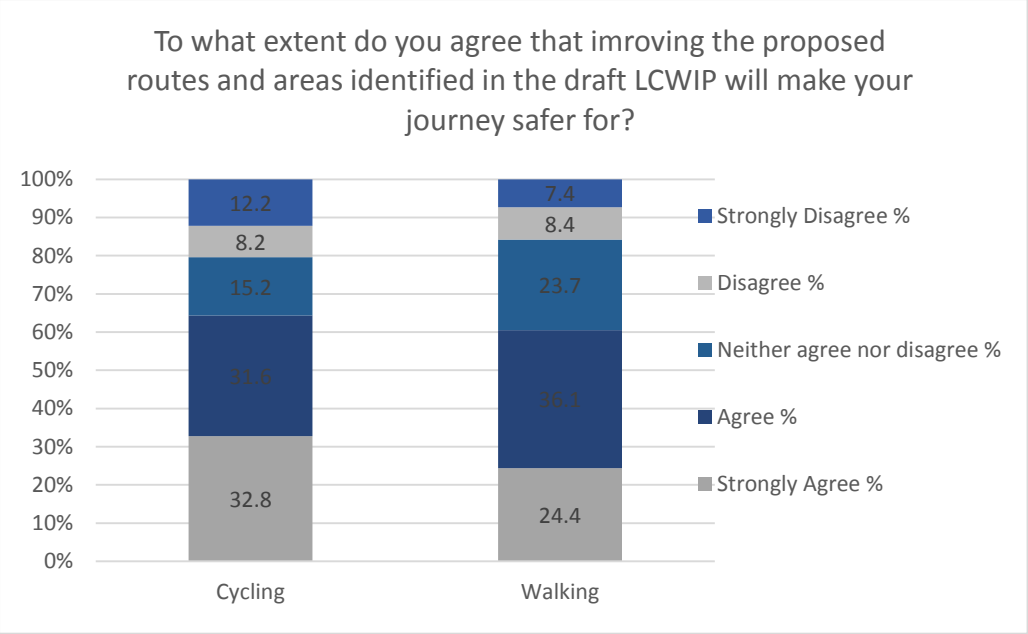
	Number	%
Not enough cycle parking at destinations I need to get to	222	24.3
Not enough secure cycle parking near my home	161	17.7
Not enough BTN Bikeshare hubs	55	6.0
Fear of cycle theft	258	28.3
Poor road surfaces	286	31.4
Poor signage	86	9.4
Other includes: Cyclists don't obey Highway Code/ jump red lights/ need training/ need ID Remove cycle lanes from pavements Don't remove cycle lanes/ bring back Old Shoreham Road cycle lane Hills Cycle lanes cause displacement traffic/ congestion	88 16 6 8 5 5	9.6

489 respondents show levels of dissatisfaction with the cycling environment in the city. Their top 3 comments relating to this are: that there is a lack of safe cycle routes, cycle lanes end abruptly, and gaps in current cycle network / routes. Conversely, 133 people are satisfied with the cycling environment. Their top 3 comments are that cycle routes have good quality surfaces, lanes are wide enough and cycle lanes are safe.

Your views on our draft Local Cycling and Walking Infrastructure Plan (LCWIP)

Q To what extent do you agree that improving the proposed routes and areas identified in the draft LCWIP will make your journey safer for:

	Strongly Agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	
Cycling	228	32.8	220	31.6	106	15.2	57	8.2	85	12.2	696
Walking	182	24.4	270	36.1	177	23.7	63	8.4	55	7.4	747



Walking:

More than half of all respondents agree[23] that improving the proposed routes and areas identified in the draft LCWIP would make journeys safer for walking 452 (60.5%). There's not a great deal of difference to perceptions of safety for walking for males (207, 63.9%) compared to females (207, 63.9%). People with disabilities are less likely to perceive proposals in the LCWIP would make them feel safer (48.1%) compared to those without a disability (66.6%)

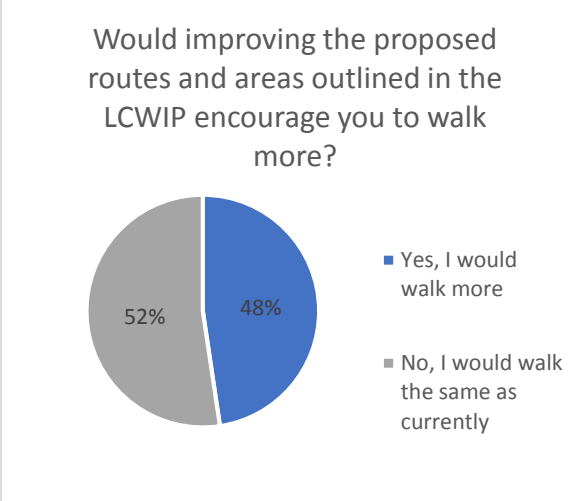
[23] Agree or strongly agree excluding don't know

Cycling:

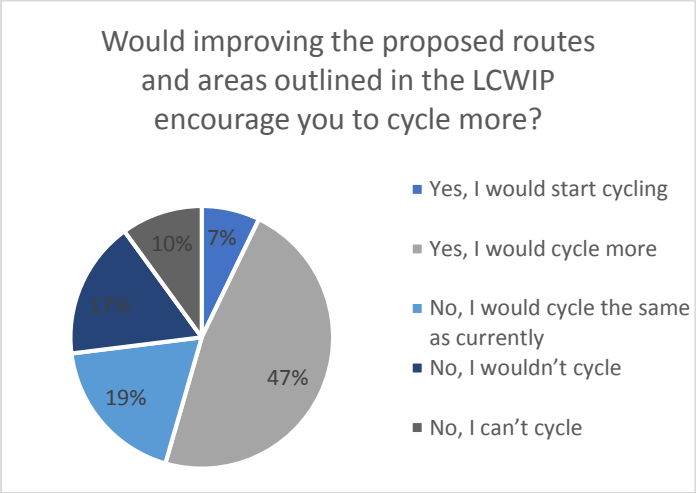
More than half of all respondents agree[24] that improving the proposed routes and areas identified in the draft LCWIP would make journeys safer for cycling 448 (64.4%). As for walking, there's not a huge difference in perceptions of safety for males (217, 68.5%) and females (176. 67.2%). Those with a disability perceive that they would feel less safe. (60, 51.3%) compared to those without a disability (342, 70.8%).

Q Would improving the proposed routes and areas outlined in the draft LCWIP encourage you to walk or cycle more?[25]

	No.
Yes, I would walk more	293
Yes, I would start cycling	53
Yes, I would cycle more	349
No, I would walk the same as currently	322
No, I would cycle the same as currently	137
No, I wouldn't cycle	125
No, I can't cycle	74
Don't know	42



[24] Agree or strongly agree excluding don't know
[25] Respondents could choose more than one option



A higher percentage of males would walk or wheel more 52.8% against 48.2% of females. 39.6% of those with a disability would walk or wheel more compared to 52.6% of those without a disability.

As for walking, a higher percentage of males would cycle more at 56.7%, compared with only 43.5% of females and, similar to walking 30.1% of people with disabilities would cycle more compared to 55.2% of people without a disability.

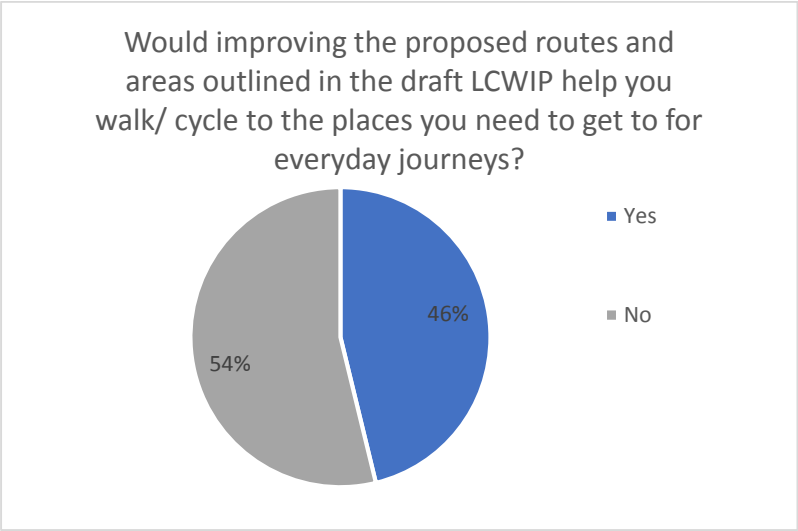
322 respondents would walk the same as currently and 137 would cycle the same as currently.

51.8% of females and 47.2% of males would walk the same as currently. 60.3% of those with a disability would walk or wheel the same amount compared to 47.4% of those without a disability.

14.6% of females and 18.4% of male respondents would cycle the same amount. There is a greater variation between those with and without disabilities who would cycle the same amount (12% compared to 19.2%).

Q Would improving the proposed routes and areas outlined in the draft LCWIP help you walk / cycle to the places you need to get to for everyday journeys (eg to work or to local shops and services)?

	No.	%
Yes	251	46.2
No	292	53.8
Total	**543**	**100**



There is a higher percentage of males (62.2%) who feel that proposed routes and areas outlined in the draft LCWIP would help walking or cycling for everyday journeys compared to only 53.7% of females. 41.4% of respondents with disabilities believe that proposals outlined in the draft LCWIP would help them to walk or cycle to places for everyday journeys compared to 61.7% of respondents without a disability

Respondents could leave further comments. These are as follows:

Comment (top 10)	No. of times raised
Not enough routes / suggestion for other locations	60
Consultation information confusing/ not enough detail/ difficult to read	29
Extend/ join up existing routes/ to W Sussex/ to South Downs/ Hassocks	12
Not necessary / too many/ waste of money	12
Support the routes / positive / would cover my journeys	9
Condition/ width of pavements	7
Don't agree with removal of Old Shoreham Road cycle lane	6
Need routes away from pollution/ traffic	4
Won't help walking for everyday journeys/ Ovingdean	4
Place cycle routes away from city centre / main access routes	4

Q Do you have any other comments on the proposed routes or areas identified for improvement?

Respondents left the following numbers of comments on cycle routes and walking areas. Comments have been taken into consideration as part of the final LCWIP network. Some comments were detailed comments on routes / areas / issues / suggestions, which will be utilised when routes / areas are taken forward for detailed design in future.

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	Summary of responses
Strategic route 1 – Church Street	2	• Comments for consideration at detailed design stage (2)	• This is a dangerous route for cycle / pedestrian conflict – quote from feedback '*not sure what can be done other than complete segregation or no cars'* • Cycle lane is on the wrong side of the Old Steine to link with this route
Strategic route 2 – North Street / Dyke Road	8	• In support of route (7) • Comments for consideration at detailed design stage (6) • Not in support of route (1) • Cycle lanes need to be segregated (1) • Cycle lanes cause congestion (1)	• Cycle safety issues on Dyke Road – improvement needed • Cycle safety issues at roundabout at the top of Dyke Road – improvements needed in order to link to South Downs • Need better protection for cyclists, from Seven Dials upwards • Need more separation for cyclists on North Street and in general • One comment relating to not putting cycle lanes on main thoroughfares as they cause congestion
Strategic route 3 – Lewes Road	7	• In support of route (7) • Cycle lane enforcement needed (2) • Cycle lanes need to be segregated (1) • Comments for consideration at detailed design stage (1)	• This is a key route for the LCWIP • Protection is needed for cyclists on the whole route • Enforcement of cycle lanes is needed – lots of abuse by parked and moving vehicles currently • Middle section (The Vogue to The Level) is dangerous for cycling • Extend route to Plumpton College (Stanmer Park, off Stony Mere Way)
Strategic route 4 – A23	5	• In support of route (4) • Cycle lanes need to be segregated (2) • Not in support of route (1) • Cycle lanes cause congestion (1) • Route needs to be higher priority in LCWIP (1)	• Route 4c to be short term rather than medium • Need to connect Valley Gardens to the seafront • Cycle safety issues on this route – segregation needed • Concern re cycle lane causing congestion especially for visitors to the city
Strategic route 5 – Eastern Road / Edward Street	5	• In support of route (1) • Route needs to be higher priority in LCWIP (1) • More north-south linkages needed (1) • Alternative route needed (1)	• Further north-south links are needed to connect this route to destinations

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	**Summary of responses**
		• Cycle lanes need to be segregated (1) • Further measures are needed (1)	• Further measures are needed around the hospital e.g. restriction of (non-emergency) vehicles, cycle parking for staff, pedestrian walkways and bridges • One comment that an alternative route is needed, though no suggestion given
Strategic route 6 – A259 west	11	• In support of route (8) • Cycle lanes need to be segregated (3) • More north-south linkages needed (2) • Not in support of route (3) • Comments for consideration at detailed design stage (1) • Cycle lanes cause congestion (1) • Keep cycle lane on prom (2)	• Support for route generally • Further north-south connections are needed to connect this route to destinations • Connections to neighbouring areas also needed • A couple of comments suggesting the cycle lane remains on the promenade and that cycle lanes cause congestion
Strategic route 7 - Chesham Road. St George's Road, Bristol Road and St James's Street	4	• Alternative route suggested (2) • In support of route (1) • Route needs to be higher priority in LCWIP (1) • Cycle lanes need to be segregated (1)	• Higher priority needed for routes in east Brighton • Suggestions of Mount Pleasant and also making St George's Road a Low Traffic Neighbourhood instead of a strategic route
Strategic route 8 - Buckingham Pl / Terminus Rd / Queens Rd / West St	1	• In support of route (1) • Comments for consideration at detailed design stage (1)	• Route from station is polluted, noisy and needs to be more welcoming. • Need to prioritise pedestrians. Potentially have a guided bus service up and down Queens Road
Strategic route 9 – A259 east (and Marine Parade)	15	• In support of route (11) • Cycle lanes need to be segregated (3) • More north-south linkages needed (4) • Not in support of route (2) • Comments for consideration at detailed design stage (1) • Higher priority needed for the east of the city (1) • Keep cycle lane on prom (1) • Do not reduce carriageway space (1)	• Support for route generally • North-south connections needed to connect with this route in order to reach communities and destinations sufficiently • Cycle safety issues on this route, protection needed • Better access to Marina needed

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	**Summary of responses**
		• Route not safe after dark (1)	
Strategic route 10 – Western Road / New Church Road / Church Road	18	• In support of route (11) • Comments for consideration at detailed design stage (5) • Cycle lanes need to be segregated (4) • Not in support of route (2) • Route needs to be higher priority in LCWIP (3) • Cycle lanes cause congestion (2) • Route needs to be lower priority in LCWIP (1) • Route important for children travelling to school (1) • Alternative route needed (1)	• Support for this route in the comments, with many respondents citing unsafe facilities for cycling journeys currently • Comments about conflicts between modes on this route – cars / buses / pedestrians / cyclists • Some calling for higher priority of this route and one respondent calling for lower priority compared to Portland Road (due to access to the shops) • One comment that Lansdowne Road / Upper North Street should be considered as alternative to Western Road
Strategic route 11 – Queens Park Road	3	• In support of route (1) • Cycle lanes need to be segregated (1) • Alternative route needed (1) • Extension needed (1)	• Cycle safety issues generally noted – the need for more segregation • Suggestion to explore alternative route through Hanover or Freshfield Road
Strategic route 12 - Old Shoreham Road / New England Road / Viaduct Road / Upper Lewes Road	55	• In support of route (34) • Cycle lanes need to be segregated (20) • Not in support of route (16) • Route important for children travelling to school (14) • Comments for consideration at detailed design stage (7) • Route needs to be higher priority in LCWIP (6) • Cycle lanes cause congestion (4) • Do not reduce carriageway space (2) • Alternative route suggested (1) • Cycle lane enforcement needed (1)	• Support for this route in the comments, with many comments mentioning respondents feeling unsafe when cycling on this route currently, with segregation from motor vehicles mentioned • Many comments cited key links to schools via this route • Some comments cited lack of alternative safe cycling routes from this area and that since the temporary lane was removed cycling has not been possible here • Surface issues currently a problem • Addressing junctions on this route is key • Some comments not in support of route, some of these citing cycle lanes as the cause of congestion, and some don't want carriageway space reduced
Strategic route 13 – Ditchling Road	11	• In support of route (7) • Route needs to be higher priority in LCWIP (4) (NB these comments are all in relation to 13b)	• Higher priority for southern end of Ditchling Road (13b) needed as this reaches more people and connects to more places

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	**Summary of responses**
		• Comments for consideration at detailed design stage (2) • Not in support of route (1)	• Better surfacing needed at northern end as well as more space to accommodate all users
Strategic route 14 – Upper Hollingdean Road	2	• In support of route (2) • Cycle lanes need to be segregated (1) • Comments for consideration at detailed design stage (1)	• This route is noted as a useful link for the network in general • Bottleneck at railway bridge – suggestions for wider or second bridge here
Strategic route 15 – Union Road	2	• In support of route (2) • Cycle lanes need to be segregated (1) • Comments for consideration at detailed design stage (1)	• Comments suggesting segregation for safer cycling here • Suggestion for more cycle parking in this area
Strategic route 16 – Nevill Road / Sackville Road / King George VI Avenue	6	• Not in support of route (4) • In support of route (1) • Alternative route needed (1) • Route needs to be higher priority in LCWIP (1) • Route important for children travelling to school (1) • Cycle lanes cause congestion (1)	• Some concerns cited about this route, mainly due to the topography on the northern section (King George VI Avenue) • One respondent suggesting higher priority for Sackville Road section due to links with schools, another suggesting that Cycling route 2 is a better way to reach Kling George VI Avenue • Multiple new developments along this route mentioned in terms of the potential for increasing congestion here • Two comments mentioned the Old Shoreham Road temporary cycle lane and that usage levels needs to be considered in future schemes
Strategic route 17 – Wilson Avenue	1	• Alternative route needed (1)	• Suggestion for alternative route through Whitehawk which would be closer to people's homes and on roads with slower speeds
Strategic route 18 – Springfield Road	2	• In support of route (2) • Comments for consideration at detailed design stage (2) • Cycle lanes need to be segregated (1)	• Suggestion for cycle parking in this area • Support for route in terms of its links alongside route 19 / 4 at gyratory • Support for protecting cyclists via segregation
Strategic route 21 – Elm Grove / Warren Road	5	• In support of route (5) • Comments for consideration at detailed design stage (2) • Cycle lanes need to be segregated (1) • Extension needed (1) • Route needs to be higher priority in LCWIP (1)	• Support for route, with one respondent suggesting higher priority needed • Suggestion for extension to link with Lewes Road

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	**Summary of responses**
Strategic route 23 – Boundary Road, Hangleton Road	3	• Extension needed (2) • In support of route (1) • Cycle lanes need to be segregated (1) • Cycle lane enforcement needed (1)	• One comment suggesting linking routes 23 and 24 better • One comment suggesting an extension to link this route with Old Shoreham Road (route 12) near Hove Park
Strategic route 25 – Vernon Terrace / Montpelier Road	1	• In support of route (1) • Comments for consideration at detailed design stage (1)	• Suggestion for quieter routes away from traffic
Strategic route 26 – The Avenue (Bevendean)	1	• Extension needed (1)	• Suggestion for extension of route – a ramp next to the existing steps to cut through to Woodingdean, avoiding the need to go via Bear Road
Strategic route 28 – Portland Road	4	• In support of route (3) • Extension needed (2) • Route needs to be higher priority in the LCWIP (1) • Cycle lanes need to be segregated (1)	• A couple of suggestions that the route needs to continue to the east (Blatchington, Eaton, Lansdowne, Upper North Street) for better connections including to Hove station • A few comments in support of the route, one stating it needs to be higher priority than New Church Road due to the amount of shops here
Strategic route 29 – Basin Road South	1	• For detailed design stage (1)	• Comment re issue on route including at lock gates (further west of BHCC area)
Strategic route 31 – Carden Avenue	3	• In support of route (2) • Extension needed (2) • Route important for children travelling to school (2) • Route needs to be higher priority in LCWIP (1) • Alternative route needed (1)	• Two comments asking stating the importance of school connections and needing to extend the route accordingly – Winfield Avenue and schools in Patcham / Hollingbury • One suggestion for the route to go north and connect with the bridleway near the Upper Lodge at Stanmer Park
Strategic route 32 – Coldean Lane	2	• In support of route (2) • Comments for consideration at detailed design stage (2)	• Important route for linking key destinations • Surfacing issues and narrow pavements currently, speed limit 40mph

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	**Summary of responses**
Strategic route 35 – The Upper Drive	2	• In support of route (1) • Comments for consideration at detailed design stage (1) • Route important for children travelling to school (1)	• Support for better cycling provision on this wide route which also connects with schools
Strategic route 38 - Rottingdean High Street and Falmer Road	5	• In support of route (2) • Not in support of route (2) • Extension needed (1) • Route needs to be higher priority in the LCWIP (1) • Comments for consideration at detailed design stage (1)	• Three comments about the challenging topography of this route and how it would be off-putting to cyclists • Further extension to Ovingdean mentioned by one respondent • One suggestion that the route needs to be higher priority as this is a busy car route so could be potential for modal shift
Strategic route 39 - Barcombe Place and Lucraft Road	1	• In support of route (1)	• This area is difficult to navigate on foot and by bike from Coldean Lane heading towards the Brighton Falmer campus, as crossing to the eastbound side of Lewes Road to access this area is difficult
Prioritised area 4 – Knoll / West Blatchington	3	• Comments for consideration at detailed design stage (3)	• Make this area a liveable streets scheme • Measures outside schools – discouragement for drivers parking illegally • Make School Road and Marmion Road one-way • Make Knoll Park a focus point as it is an under-used green space, more cycle parking in Knoll Park • Include Friends of Knoll Park in future consultations
Prioritised area 7 – Hollingdean	2	• In support of walking route / area(s) (2) • Comments for consideration at detailed design stage (1) • Route important for children travelling to school (1)	• Suggestion for pedestrian improvements, including crossings, on Brentwood Road • Children using the route to get to school, safety measures needed
Prioritised area 9 – West Hove	1	• Comments for consideration at detailed design stage (1)	• High levels of air pollution in this area – especially in Portland Road, Blatchington Road, Sackville Road, etc. due to vehicles - a holistic approach to this plan is needed
Prioritised area 13 – Kemptown and Black Rock	1	• Comments for consideration at detailed design stage (1)	• Area very unsuitable for emergency vehicles • Suggestion of red route along Bristol Gate for the hospital

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	**Summary of responses**
Prioritised area 14 – Queens Park	1	• Comments for consideration at detailed design stage (1) • Route important for children travelling to school (1)	• Suggestions for pedestrian crossing locations / widening pavements / bin locations • Three schools in the area, safety measures needed to reduce speeding
Prioritised area 15 – London Road station	4	• New area for area-based treatment suggested (4) • Comments for consideration at detailed design stage (4) • Route important for children travelling to school (1)	• Four suggestions for considering the Round Hill area as a walking area for improvement • Suggestion for lighting and police presence in the cat creep (twitten) between Wakefield / Richmond Road and Round Hill Crescent due to anti-social behaviour • Pavement quality poor in this area • Improvements needed for pupils walking to school
Prioritised area 25 - Ovingdean	5	• In support of walking route / area(s) (5) • Area needs to be higher priority in LCWIP (5) • Comments for consideration at detailed design stage (2) • New walking route suggested (1)	• Support for this area and for the area to be prioritised higher • Support for pavement on Roedean Road (walking route CC within this area) • New walking route suggested for Greenways (no footway in place currently) • Speeding issues on Greenways and Ovingdean Road
Walking areas 7 and 8 - West Blatchington & Hangleton and Portslade	1	• In support of walking route / area(s) (1) • Extension suggested (1)	• Better connections between areas needed
Walking area 24 – Preston	2	• Comments for consideration at detailed design stage (2) • Route important for children travelling to school (1) • In support of walking route / area(s) (1)	• Area is very pedestrian un-friendly, particularly crossing main roads – crossings needed • Many roads eg Hamilton Road used as cut-throughs for journeys to school and need to be made safer for pedestrians • More needed in this area to give pedestrians right of way • Port Hall Road area – used as a rat run – speed reduction and traffic calming needed

Route / area	Number of responses from survey	**Themes emerging** (brackets show number of times this theme emerged within these responses; number of themes may be more than number of responses in previous column)	**Summary of responses**
Walking area 26 – Patcham west	1	• Comments for consideration at detailed design stage (1)	• Consider Patcham Peace Park for local mobility hub location • Patcham Peace Park is in a poor state and due attention
Walking area 32 – Rottingdean west	1	• In support of walking route / area(s) (1)	• Route needs to be safer for pedestrians
Walking route FF – Albourne Close (link to racecourse)	1	• In support of walking route / area(s) (1)	• Key connection for Whitehawk residents to destinations
Walking route W – Lower Rock Gardens	1	• Extension suggested (1)	• Extend route to Queens Park
South Downs National Park	1	• Detailed comments (1)	• Better links needed with the South Downs National Park
Marina (not in draft network)	1	• Detailed comments (1)	• Better access to Marina needed for both walking and cycling
Undercliff (not in draft network for improvement)	4	• Detailed comments (4)	• Three comments mention pedestrian / cycle conflict on the Undercliff, with one suggesting banning cycles from this route • One comment about the importance of this leisure cycling route and it needing to remain despite improvements planned on A259 itself
Misc	1	• Detailed comments (1)	• South of London Road station also needs considering
Misc	1	• General comment for LCWIP (not area or route-specific) (1)	• A holistic approach to all routes is needed
Misc	1	• General comment for LCWIP (not area or route-specific) (1)	• Traffic lights with cycle facilities / lights are really helpful • Schemes like Lewes Road and Old Shoreham Road by Cardinal Newman are well designed and user friendly - more of these please
Misc	1	• General comment for LCWIP (not area or route-specific) (1)	• Consider local opinions when developing improvements for local areas

Q Do you have any additional comments on other elements of the draft LCWIP?

Comment (top 10)	No. of times raised
Positive/ implement quickly/ needs to go further	49
Waste of money / unnecessary/ negative	30
Consultation: Not enough detail / too long / jargon/ biased/ needs more data/ wider consultation	20
Potential routes missing	12
Reduce cars/ traffic/ don't side with motoring lobby	9
Too focussed on cycling/ focus more on walking	8
Want segregated/ wide/ safe lanes	6
Consider needs/ accessibility/ disabled / pushchairs	6
Don't use arterial routes/ use quieter routes/ residential routes/ greener routes	6
Better pavements	5

About you

Q How have you heard about this consultation?[26]

	No.	%
I read about it on the council's website	111	12.2
I read about it on social media	386	42.3
I heard about it by word of mouth	139	15.2
I read about it in the local press	37	4.1
I heard about it at an event (eg Car Free Day)	9	1.0
I saw a poster	17	1.9
Other - Top 5: Local councillor School Local group Employer/ at work Jubilee Library	177 40 27 23 15 14	19.4

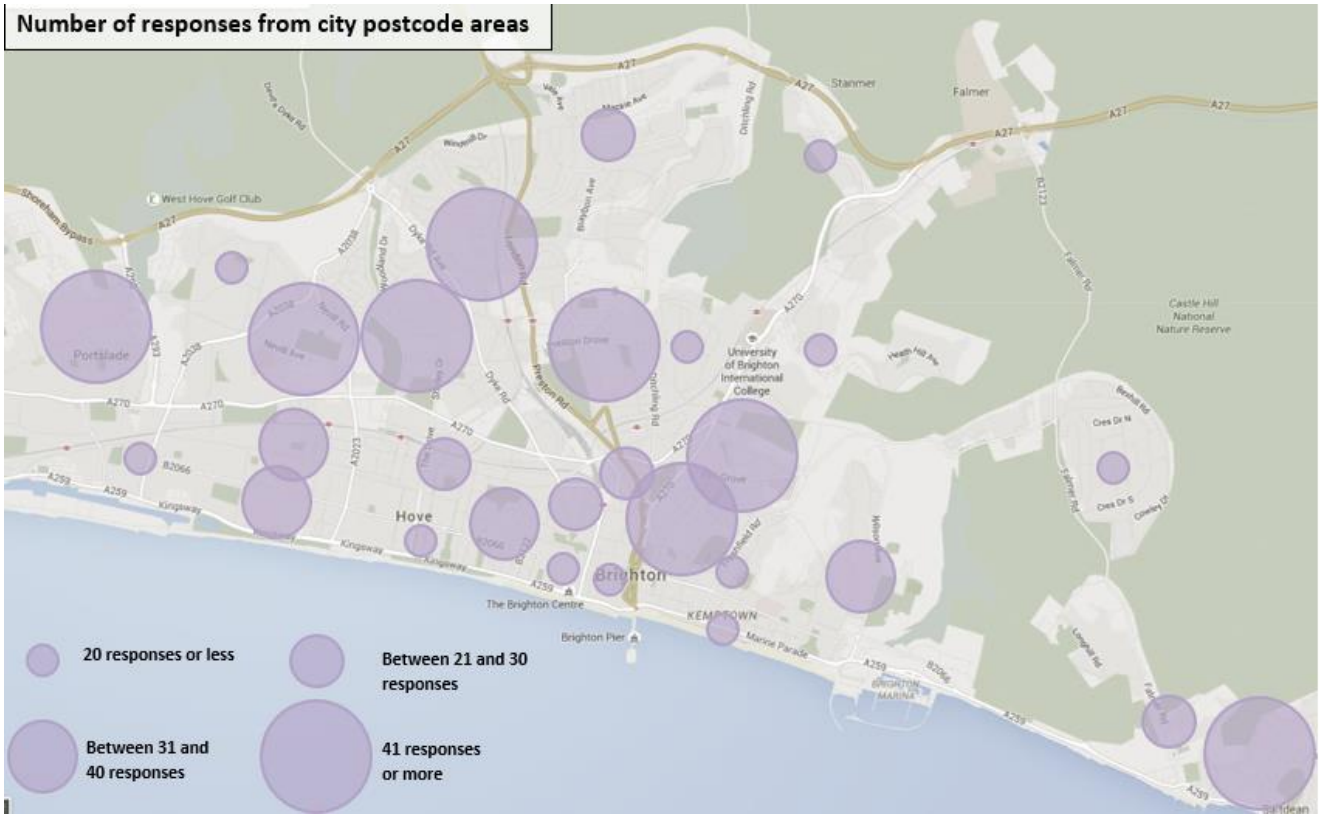
Q How are you responding to this consultation

- 824 people responded as individuals
- 29 people responded as a representative of a business, organisation or group

Comments received from organisations that took part in stakeholder workshops have been added to that report and not reported on here.

[26] Respondents could choose more than one option

Postcode map of respondents



Equalities Monitoring information

Gender	No.	%	Citywide %[27]
Female	363	48.9	50.2
Male	368	49.5	49.8
Non-binary	8	1.1	-
Other	4	0.5	-
Total	**743**	**100**	**100**

Age	No.	%	Citywide %
16 and under	6	0.8	17.2
17-24	14	1.9	15.0
25-34	82	11.0	16.4
35-44	158	21.1	16.0
45-54	179	23.9	13.1
55-64	178	23.8	9.3
65-74	104	13.9	6.4
75 and over	27	3.6	6.7
Total	**748**	**100**	**100**

Ethnicity		No.	%	Citywide %
Arab	Arab	0	0.0	0.8
Asian/ Asian British	Bangladeshi	1	0.1	0.5
	Chinese	1	0.1	1.1
	Indian	3	0.4	1.1
	Pakistani	0	0.0	0.2
	Any other Asian background	0	0.0	1.2
Black/ Black British	African	3	0.4	1.1
	Caribbean	2	0.3	0.3
	Any other black background	3	0.4	0.2
Mixed	Asian and white	4	0.6	1.2
	Black African and white	1	0.1	0.7
	Black Caribbean and white	3	0.4	0.8
	Any other mixed background	16	2.3	1.0
White/ White British	English / Welsh / Scottish / Northern Irish	565	79.5	80.5
	Irish	20	2.8	1.4
	Gypsy or Irish Traveller	0	0.0	0.1
	Any other white background	81	11.4	7.1
Other	Any other ethnic group	11	1.5	0.7
Total		**711**	**100**	**100**

[27] 2011 Census

Disability	No.	%	Citywide %
Yes, a little	108	14.2	7.5
Yes, a lot	59	7.8	8.8
No	591	78.0	83.7
Total	**758**	**100**	**100**

Disability type[28]	No.
Physical impairment	100
Sensory impairment	26
Learning disability/ difficulty	6
Long standing illness	44
Mental health condition	33
Developmental condition	0
Autistic spectrum	12
Other	55

[28] Respondents could choose more than one disability type

Annex 1 – List of events, workshops and poster distribution

Public events

Public events were held at the Jubilee Library on:

- Wednesday 6 Oct - 10am-5pm
- Friday 8 Oct - 10am-5pm
- Tuesday 26 Oct - 12pm-7pm
- Saturday 30 Oct - 10am-5pm

The consultation was also promoted at the following wider events:

- Car Free Day – Wednesday 22 September
- Road Safety Awareness, Old Steine – Saturday 23 October
- Various local events to promote the Hanover & Tarner Liveable Neighbourhood project in October 2021

A public exhibition was also in place at the Jubilee Library on:

- Monday 4 October – Saturday 9 October 2021
- Monday 25 October – Saturday 30 October 2021

Workshops

Stakeholder workshops were held on:

- Tuesday 12 October
- Thursday 28 October

Additional meetings also attended by officers:

- City Management Board – Tuesday 5 October
- Quality Bus Partnership – Thursday 7 October
- Local Action Team (LAT) Forum – Tuesday 12 October
- Destination Experience Group – Wednesday 13 October
- Dementia Action Alliance meeting – Monday 18 October
- Brighton & Hove Economic Partnership – Monday 18 October
- Sustrans Bike It stakeholder meeting – Tuesday 19 October
- Equality & Inclusion Partnership – Wednesday 20 October
- Transport & Public Health Group – Thursday 30 October
- Transport Partnership – Tuesday 2 November
- Local Access Forum – Thursday 4 November
- Taxi forum – Thursday 25 November

Focus groups facilitated by officers:

- Youth Council – Saturday 16 October
- Disabled people – Thursday 28 October

- Cardinal Newman school – Wednesday 10 November
- Dorothy Stringer school – Wednesday 10 November
- Older people – Wednesday 10 November
- Longhill School – Thursday 11 November
- Black, Asian and Minority Ethnic (BAME) people – Thursday 11 November
- Brighton Aldridge Community Academy – Tuesday 16 November

Poster distribution

Posters for the consultation were posted to the following organisations with a letter asking the recipients to display in their premises where possible. Postcards were also distributed to some larger venues eg leisure centres:

- Brighton Met College, Pelham Street
- University of Brighton, Grand Parade
- Amex
- Police Station, John Street
- Regency Surgery, Old Steine
- Prince Regent Swimming Pool
- Brighthelm Centre
- Morrison's St James's St
- King Alfred Leisure Centre
- Moulsecoomb Leisure Centre
- Withdean Leisure Centre
- St Luke's Swimming Pool
- Stanley Deason Leisure Centre
- Portslade Sports Centre
- Old Steine Café
- YHA
- Hollingdean Community Centre
- Hangleton Community Centre
- The Level Community Centre
- Kemptown Crypt Community Centre
- Royal Sussex County Hospital
- Brighton General
- Legal and General
- BUPA Brighton Clinic
- Lloyds North Street
- Sussex University
- University of Brighton
- Amex Stadium
- New England House
- Sainsbury Lewes Road
- Tesco Hove
- Asda Hollingbury
- Asda Marina
- Hanover Community Centre
- Racecourse
- Café at the level
- Chalet Café Preston park
- Rotunda Café, The Rose Garden Preston Park
- YMCA
- Brighton Youth Centre
- Trust for Developing Communities

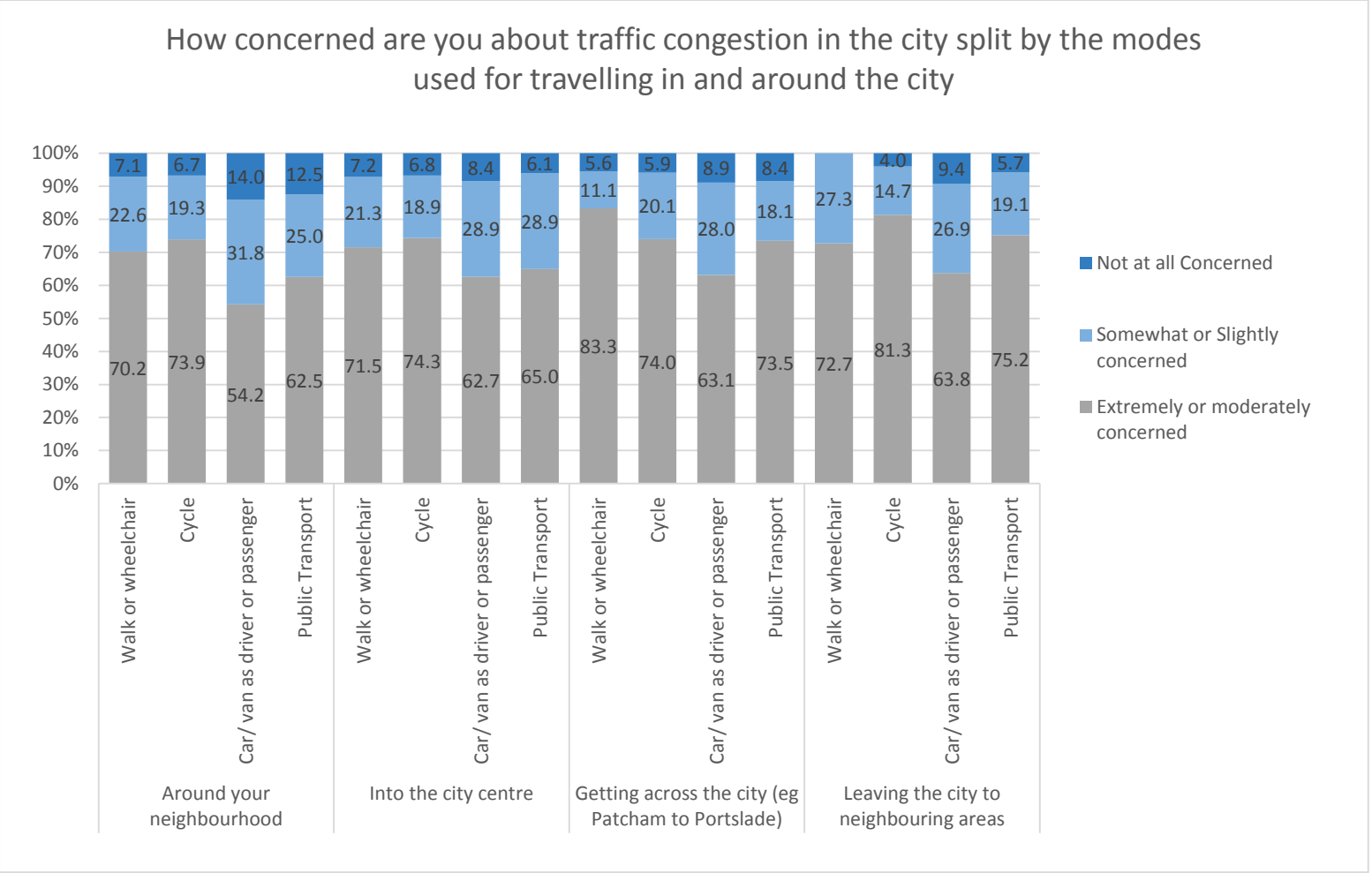
Annex 2 – Cross-tabulations from survey data

Q How concerned are you about each of the following in the city?

Results are shown split by the journey modes respondents use for travelling in and around the city.

Concerns - Traffic Congestion:

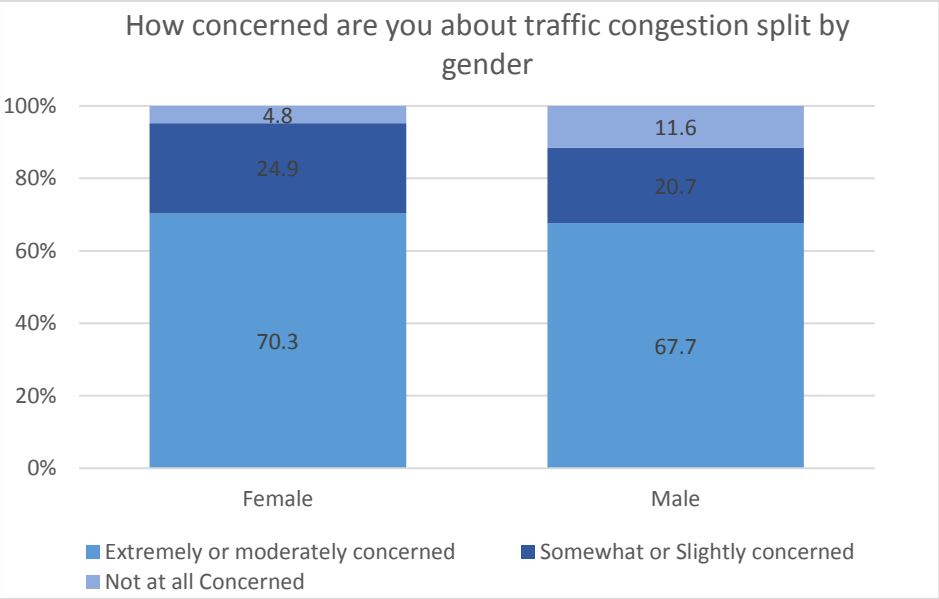
Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	308	42.2	204	28.0	115	15.8	50	6.9	52	7.1	729
	Cycle	59	49.6	29	24.4	16	13.4	7	5.9	8	6.7	119
	Car/ van as driver or passenger	40	37.4	18	16.8	21	19.6	13	12.1	15	14.0	107
	Public Transport	4	25.0	6	37.5	2	12.5	2	12.5	2	12.5	16
Into the city centre	Walk or wheelchair	113	43.0	75	28.5	39	14.8	17	6.5	19	7.2	263
	Cycle	105	47.3	60	27.0	28	12.6	14	6.3	15	6.8	222
	Car/ van as driver or passenger	63	38.0	41	24.7	31	18.7	17	10.2	14	8.4	166
	Public Transport	114	36.7	88	28.3	62	19.9	28	9.0	19	6.1	311
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	11	61.1	4	22.2	1	5.6	1	5.6	1	5.6	18
	Cycle	100	49.0	51	25.0	30	14.7	11	5.4	12	5.9	204
	Car/ van as driver or passenger	140	35.6	108	27.5	74	18.8	36	9.2	35	8.9	393
	Public Transport	118	47.4	65	26.1	24	9.6	21	8.4	21	8.4	249
Leaving the city to neighbouring areas	Walk or wheelchair	6	54.5	2	18.2	2	18.2	1	9.1	0	0.0	11
	Cycle	41	54.7	20	26.7	9	12.0	2	2.7	3	4.0	75
	Car/ van as driver or passenger	212	36.7	156	27.0	100	17.3	55	9.5	54	9.4	577
	Public Transport	167	47.6	97	27.6	50	14.2	17	4.8	20	5.7	351


How concerned are you about traffic congestion in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
7.1
22.6
70.2
6.7
19.3
73.9
14.0
31.8
54.2
12.5
25.0
62.5
7.2
21.3
71.5
6.8
18.9
74.3
8.4
28.9
62.7
6.1
28.9
65.0
5.6
11.1
83.3
5.9
20.1
74.0
8.9
28.0
63.1
8.4
18.1
73.5
27.3
72.7
4.0
14.7
81.3
9.4
26.9
63.8
5.7
19.1
75.2
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

57

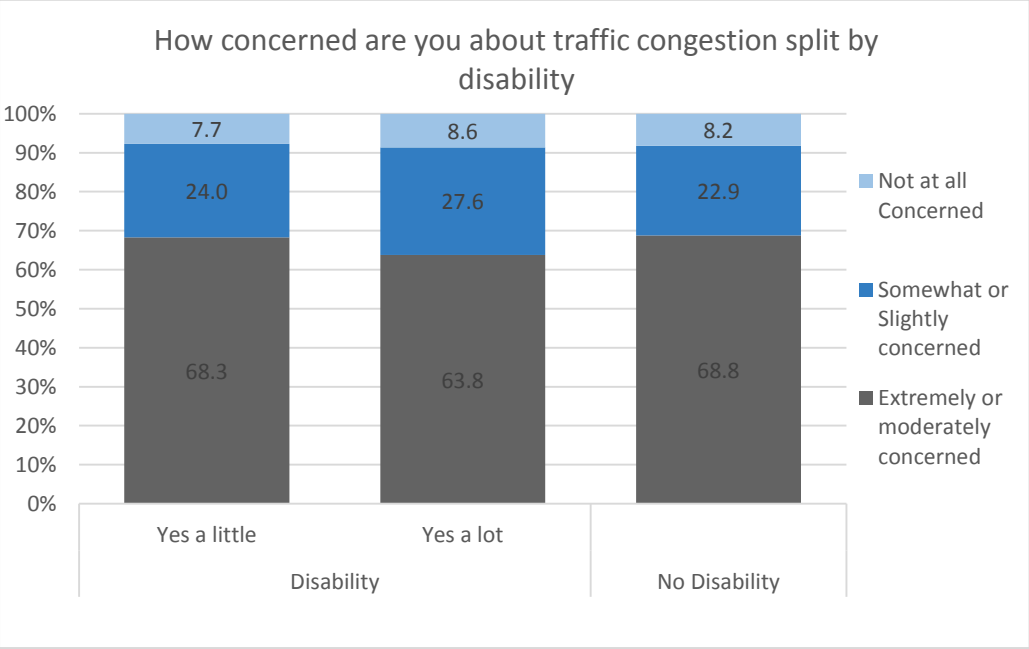
Concerns with traffic congestion split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	163	45.7	88	24.6	62	17.4	27	7.6	17	4.8	357
Male	139	38.4	106	29.3	49	13.5	26	7.2	42	11.6	362



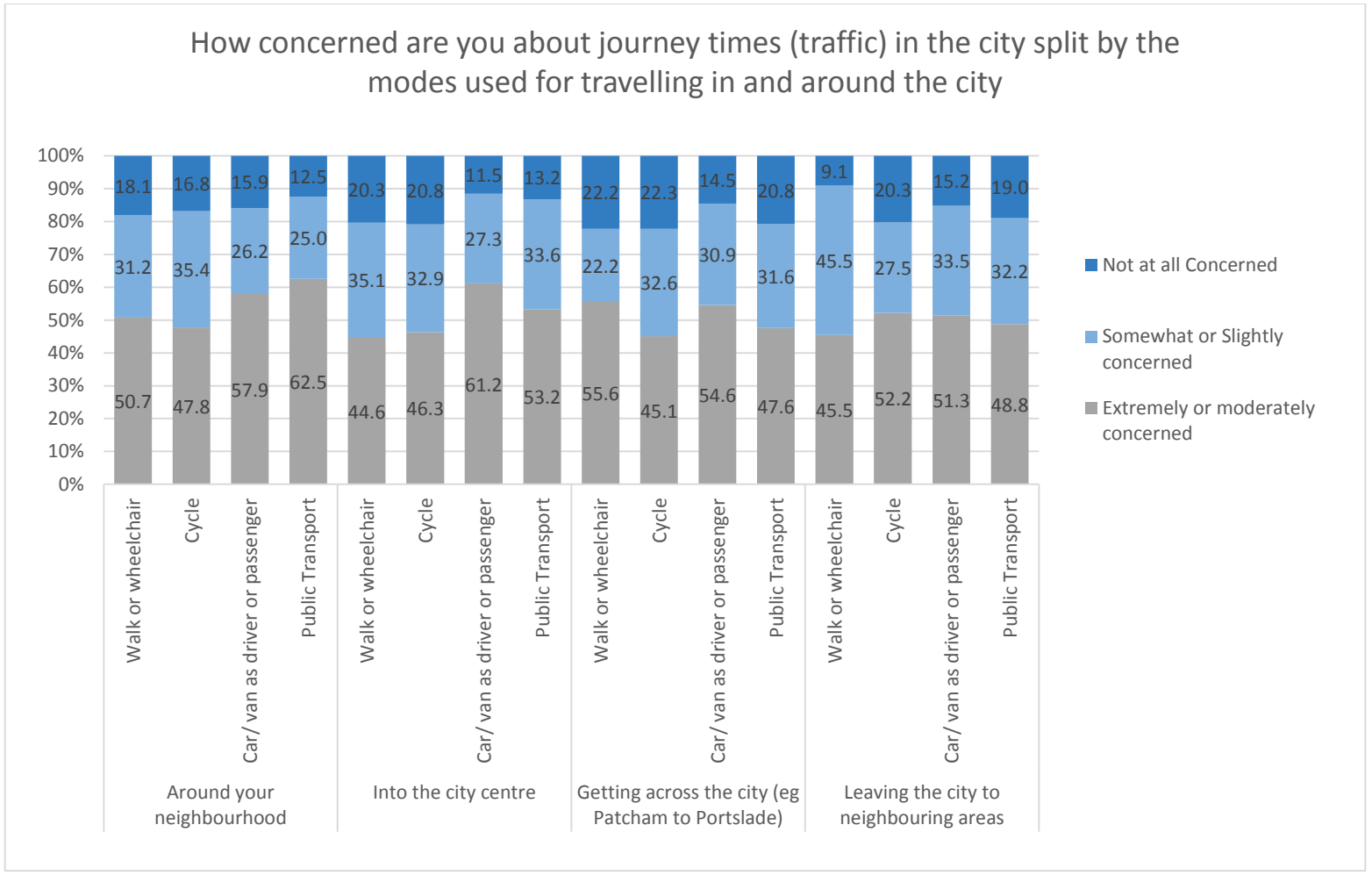
Concerns with traffic congestion split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	41	39.4	30	28.8	18	17.3	7	6.7	8	7.7	104
	Yes, a lot	24	41.4	13	22.4	10	17.2	6	10.3	5	8.6	58
No disability	No	248	42.5	154	26.4	90	15.4	44	7.5	48	8.2	584



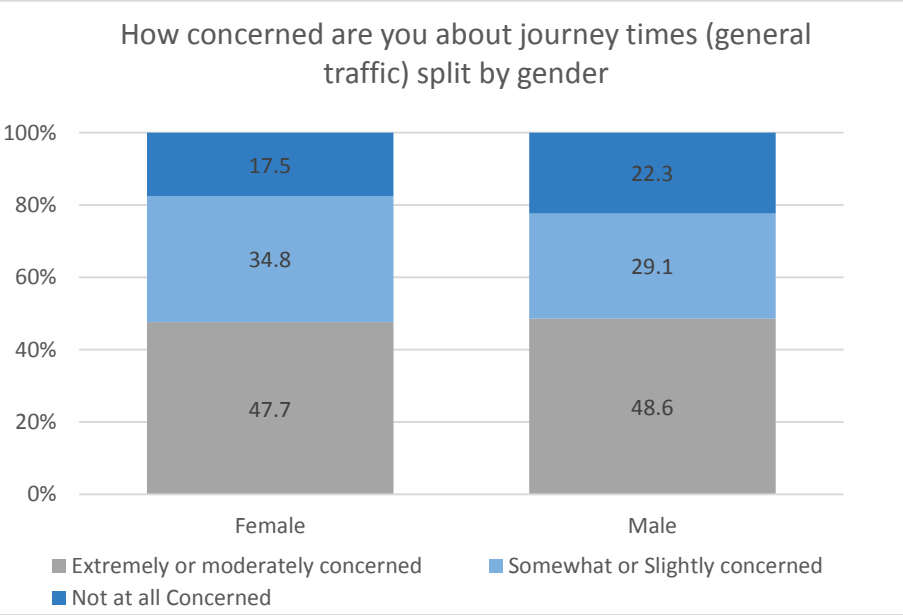
Concerns - Journey times (general traffic):

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	133	18.8	226	31.9	131	18.5	90	12.7	128	18.1	708
	Cycle	29	25.7	25	22.1	25	22.1	15	13.3	19	16.8	113
	Car/ van as driver or passenger	35	32.7	27	25.2	14	13.1	14	13.1	17	15.9	107
	Public Transport	5	31.3	5	31.3	0	0.0	4	25.0	2	12.5	16
Into the city centre	Walk or wheelchair	42	16.7	70	27.9	42	16.7	46	18.3	51	20.3	251
	Cycle	33	15.3	67	31.0	45	20.8	26	12.0	45	20.8	216
	Car/ van as driver or passenger	50	30.3	51	30.9	25	15.2	20	12.1	19	11.5	165
	Public Transport	57	19.3	100	33.9	62	21.0	37	12.5	39	13.2	295
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	6	33.3	4	22.2	1	5.6	3	16.7	4	22.2	18
	Cycle	28	14.5	59	30.6	36	18.7	27	14.0	43	22.3	193
	Car/ van as driver or passenger	89	22.7	125	31.9	70	17.9	51	13.0	57	14.5	392
	Public Transport	44	17.6	75	30.0	41	16.4	38	15.2	52	20.8	250
Leaving the city to neighbouring areas	Walk or wheelchair	3	27.3	2	18.2	1	9.1	4	36.4	1	9.1	11
	Cycle	15	21.7	21	30.4	9	13.0	10	14.5	14	20.3	69
	Car/ van as driver or passenger	119	20.8	174	30.5	117	20.5	74	13.0	87	15.2	571
	Public Transport	60	18.1	102	30.7	64	19.3	43	13.0	63	19.0	332


How concerned are you about journey times (traffic) in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
18.1
31.2
50.7
16.8
35.4
47.8
15.9
26.2
57.9
12.5
25.0
62.5
20.3
35.1
44.6
20.8
32.9
46.3
11.5
27.3
61.2
13.2
33.6
53.2
22.2
22.2
55.6
22.3
32.6
45.1
14.5
30.9
54.6
20.8
31.6
47.6
9.1
45.5
45.5
20.3
27.5
52.2
15.2
33.5
51.3
19.0
32.2
48.8
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

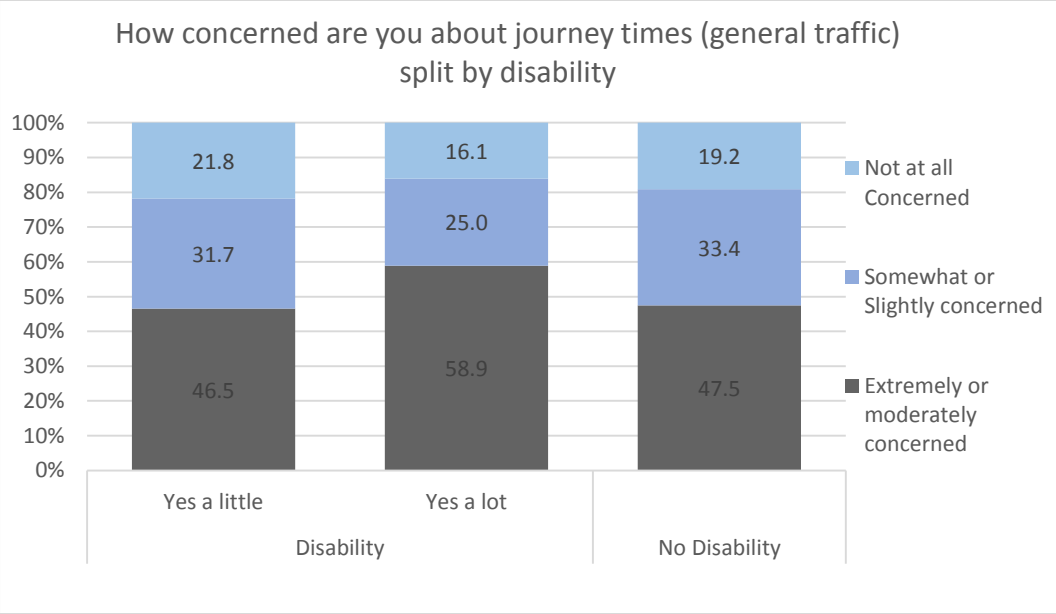
Concerns with journey times (general traffic) split by gender

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	64	18.7	99	28.9	68	19.9	51	14.9	60	17.5	342
Male	62	17.3	112	31.3	60	16.8	44	12.3	80	22.3	358



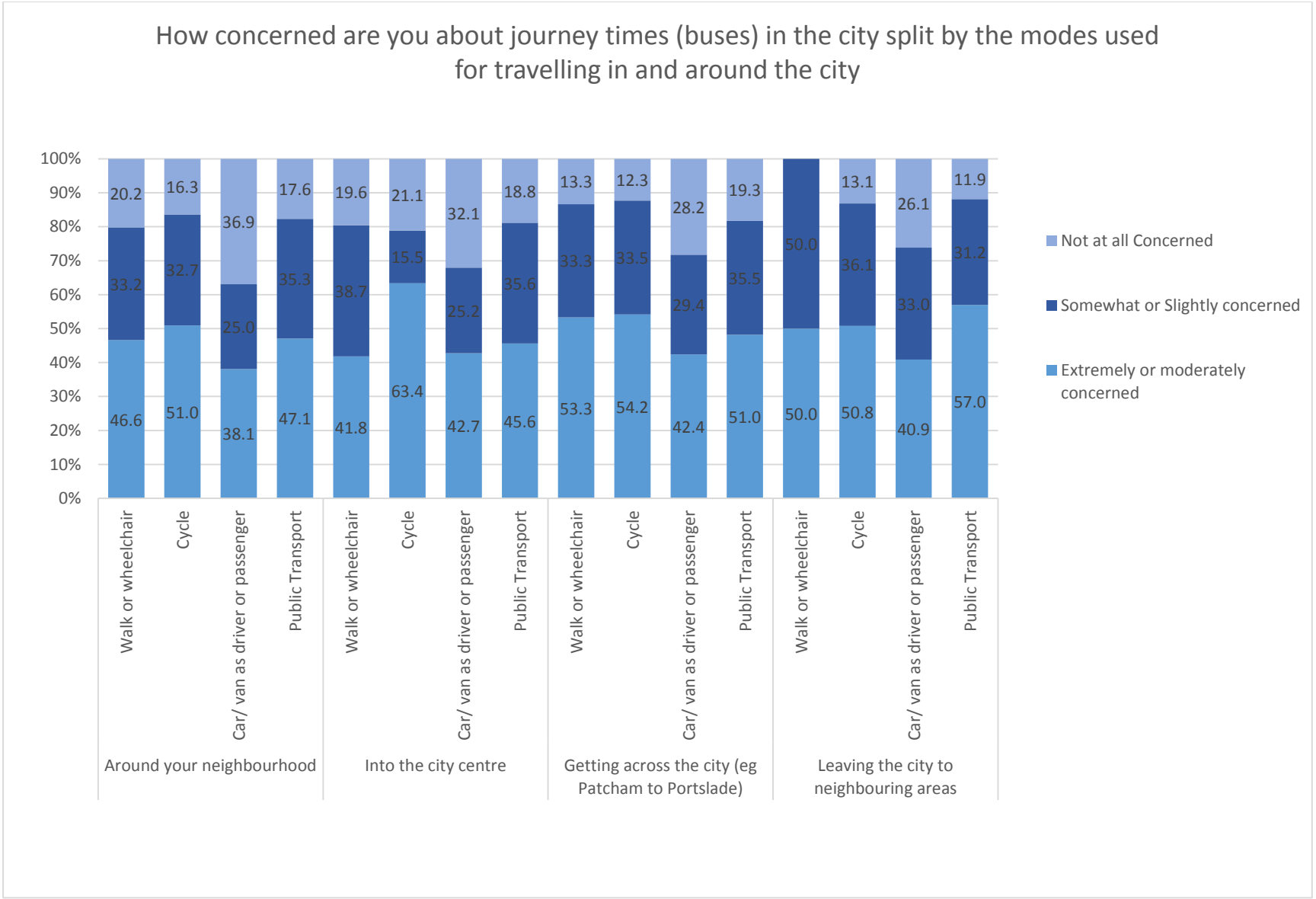
Concerns with journey times (general traffic) split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	17	16.8	30	29.7	23	22.8	9	8.9	22	21.8	101
	Yes, a lot	17	30.4	16	28.6	6	10.7	8	14.3	9	16.1	56
No disability	No	99	17.4	171	30.1	107	18.8	83	14.6	109	19.2	569



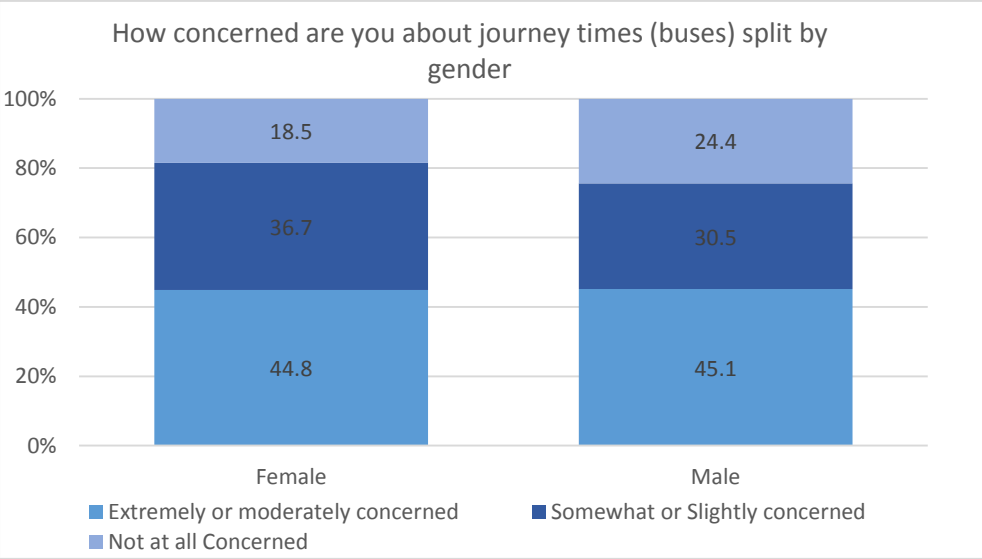
Concerns - Journey Times (buses):

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	102	15.3	208	31.3	119	17.9	102	15.3	134	20.2	665
	Cycle	22	21.2	31	29.8	18	17.3	16	15.4	17	16.3	104
	Car/ van as driver or passenger	16	19.0	16	19.0	14	16.7	7	8.3	31	36.9	84
	Public Transport	3	17.6	5	29.4	4	23.5	2	11.8	3	17.6	17
Into the city centre	Walk or wheelchair	25	11.1	69	30.7	45	20.0	42	18.7	44	19.6	225
	Cycle	31	19.3	71	44.1	16	9.9	9	5.6	34	21.1	161
	Car/ van as driver or passenger	25	19.1	31	23.7	23	17.6	10	7.6	42	32.1	131
	Public Transport	55	18.5	81	27.2	56	18.8	50	16.8	56	18.8	298
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	2	13.3	6	40.0	2	13.3	3	20.0	2	13.3	15
	Cycle	19	10.6	78	43.6	30	16.8	30	16.8	22	12.3	179
	Car/ van as driver or passenger	53	15.6	91	26.8	60	17.6	40	11.8	96	28.2	340
	Public Transport	41	15.8	76	29.3	51	19.7	41	15.8	50	19.3	259
Leaving the city to neighbouring areas	Walk or wheelchair	1	12.5	3	37.5	0	0.0	4	50.0	0	0.0	8
	Cycle	8	13.1	23	37.7	12	19.7	10	16.4	8	13.1	61
	Car/ van as driver or passenger	71	13.9	137	26.9	90	17.7	78	15.3	133	26.1	509
	Public Transport	68	20.2	124	36.8	62	18.4	43	12.8	40	11.9	337


How concerned are you about journey times (buses) in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
20.2
33.2
46.6
16.3
32.7
51.0
36.9
25.0
38.1
17.6
35.3
47.1
19.6
38.7
41.8
21.1
15.5
63.4
32.1
25.2
42.7
18.8
35.6
45.6
13.3
33.3
53.3
12.3
33.5
54.2
28.2
29.4
42.4
19.3
35.5
51.0
50.0
50.0
13.1
36.1
50.8
26.1
33.0
40.9
11.9
31.2
57.0
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

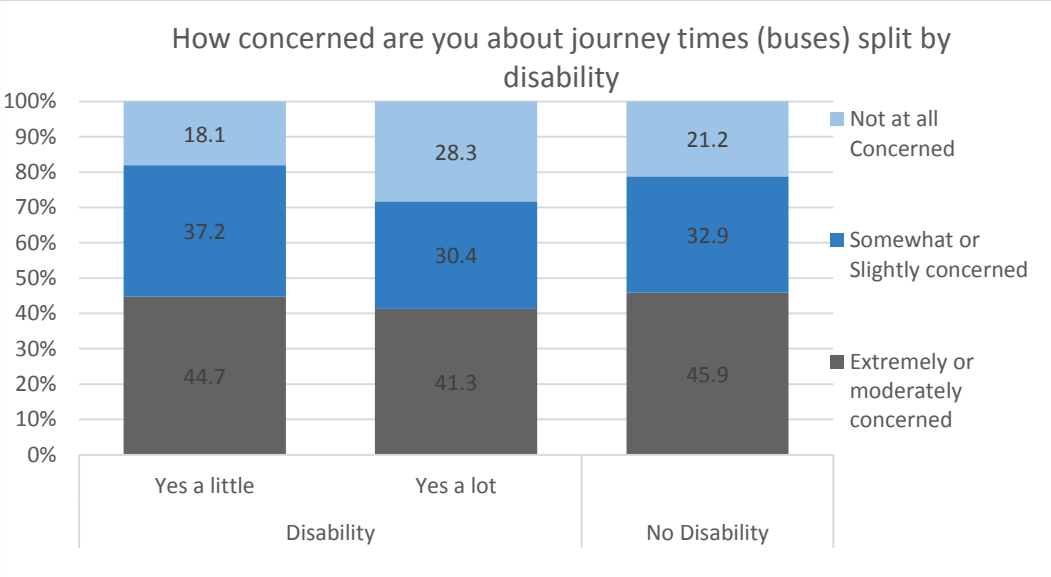
Concerns with journey times (buses) split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	46	14.4	97	30.4	65	20.4	52	16.3	59	18.5	319
Male	52	15.9	96	29.3	55	16.8	45	13.7	80	24.4	328



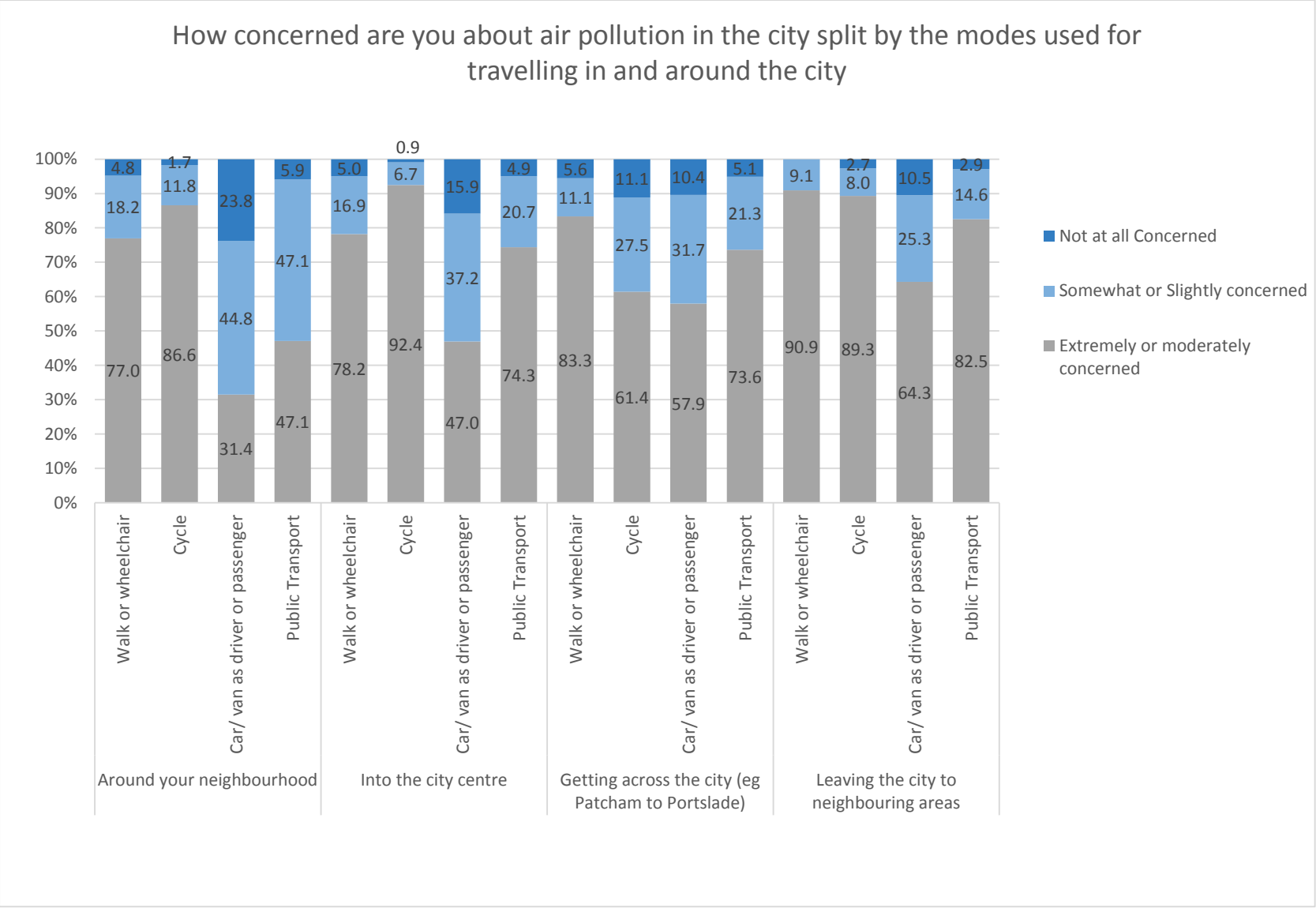
Concerns with journey times (buses) split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	12	12.8	30	31.9	24	25.5	11	11.7	17	18.1	94
	Yes, a lot	10	21.7	9	19.6	10	21.7	4	8.7	13	28.3	46
No disability	No	81	15.3	162	30.6	92	17.4	82	15.5	112	21.2	529



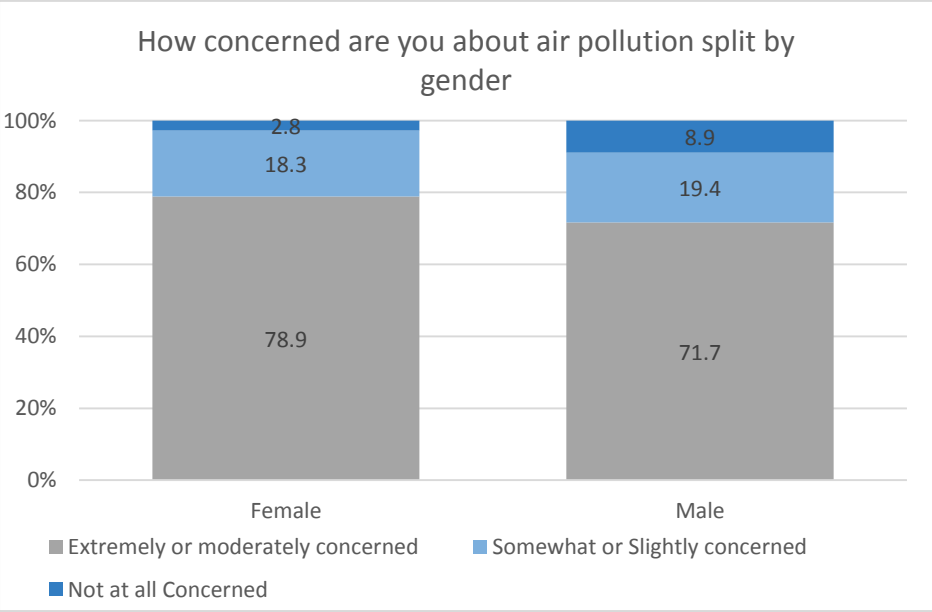
Concerns - Air Pollution:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	401	55.0	160	21.9	76	10.4	57	7.8	35	4.8	729
	Cycle	84	70.6	19	16.0	7	5.9	7	5.9	2	1.7	119
	Car/ van as driver or passenger	21	20.0	12	11.4	19	18.1	28	26.7	25	23.8	105
	Public Transport	6	35.3	2	11.8	3	17.6	5	29.4	1	5.9	17
Into the city centre	Walk or wheelchair	146	55.9	58	22.2	19	7.3	25	9.6	13	5.0	261
	Cycle	166	73.8	42	18.7	13	5.8	2	0.9	2	0.9	225
	Car/ van as driver or passenger	47	28.7	30	18.3	25	15.2	36	22.0	26	15.9	164
	Public Transport	157	51.6	69	22.7	40	13.2	23	7.6	15	4.9	304
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	13	72.2	2	11.1	2	11.1	0	0.0	1	5.6	18
	Cycle	156	43.3	65	18.1	46	12.8	53	14.7	40	11.1	360
	Car/ van as driver or passenger	147	38.2	76	19.7	60	15.6	62	16.1	40	10.4	385
	Public Transport	151	51.0	67	22.6	39	13.2	24	8.1	15	5.1	296
Leaving the city to neighbouring areas	Walk or wheelchair	10	90.9	0	0.0	0	0.0	1	9.1	0	0.0	11
	Cycle	58	77.3	9	12.0	3	4.0	3	4.0	2	2.7	75
	Car/ van as driver or passenger	255	44.4	114	19.9	72	12.5	73	12.7	60	10.5	574
	Public Transport	222	63.6	66	18.9	32	9.2	19	5.4	10	2.9	349


How concerned are you about air pollution in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
4.8
18.2
77.0
1.7
11.8
86.6
23.8
44.8
31.4
5.9
47.1
47.1
5.0
16.9
78.2
0.9
6.7
92.4
15.9
37.2
47.0
4.9
20.7
74.3
5.6
11.1
83.3
11.1
27.5
61.4
10.4
31.7
57.9
5.1
21.3
73.6
9.1
90.9
2.7
8.0
89.3
10.5
25.3
64.3
2.9
14.6
82.5
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

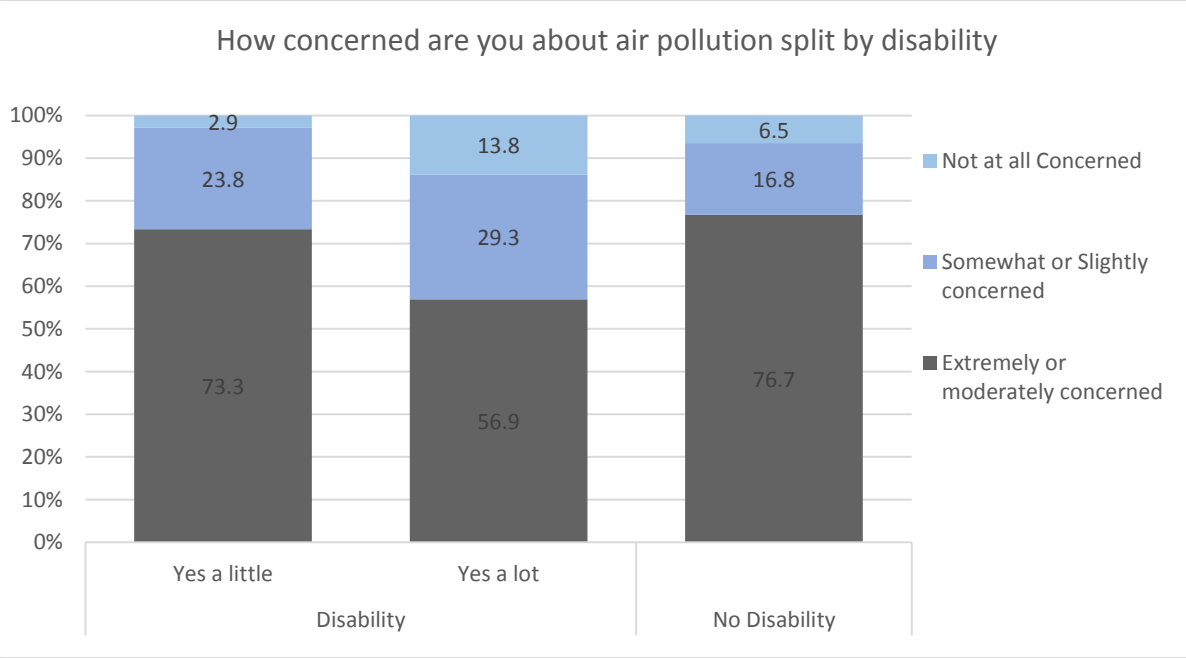
Concerns with air pollution split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	212	58.9	72	20.0	37	10.3	29	8.1	**10**	**2.8**	360
Male	182	50.6	76	21.1	40	11.1	30	8.3	**32**	**8.9**	360



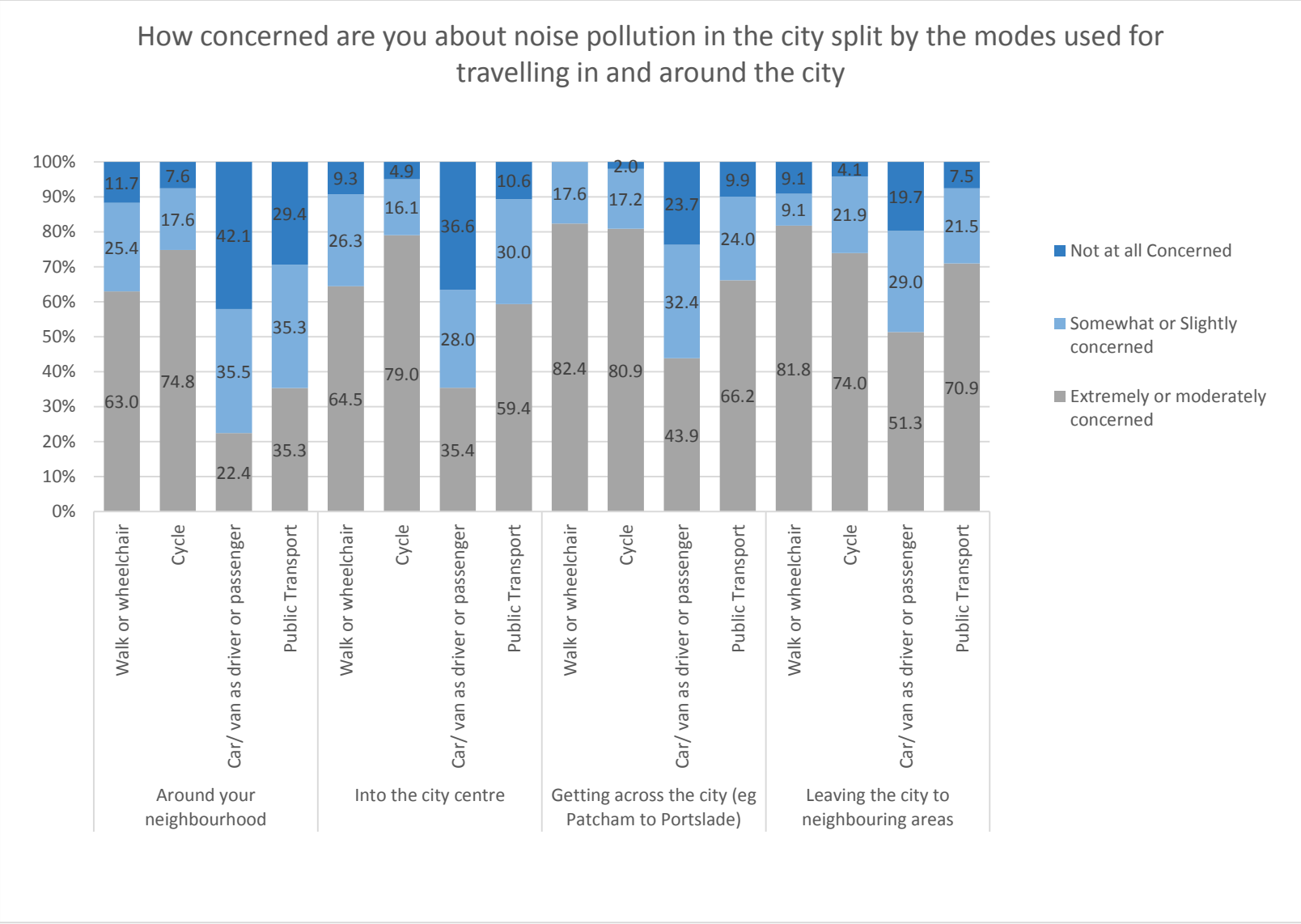
Concerns with air pollution split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	59	56.2	18	17.1	15	14.3	10	9.5	**3**	**2.9**	105
	Yes, a lot	29	50.0	4	6.9	6	10.3	11	19.0	**8**	**13.8**	58
No disability	No	321	55.0	127	21.7	57	9.8	41	7.0	**38**	**6.5**	584



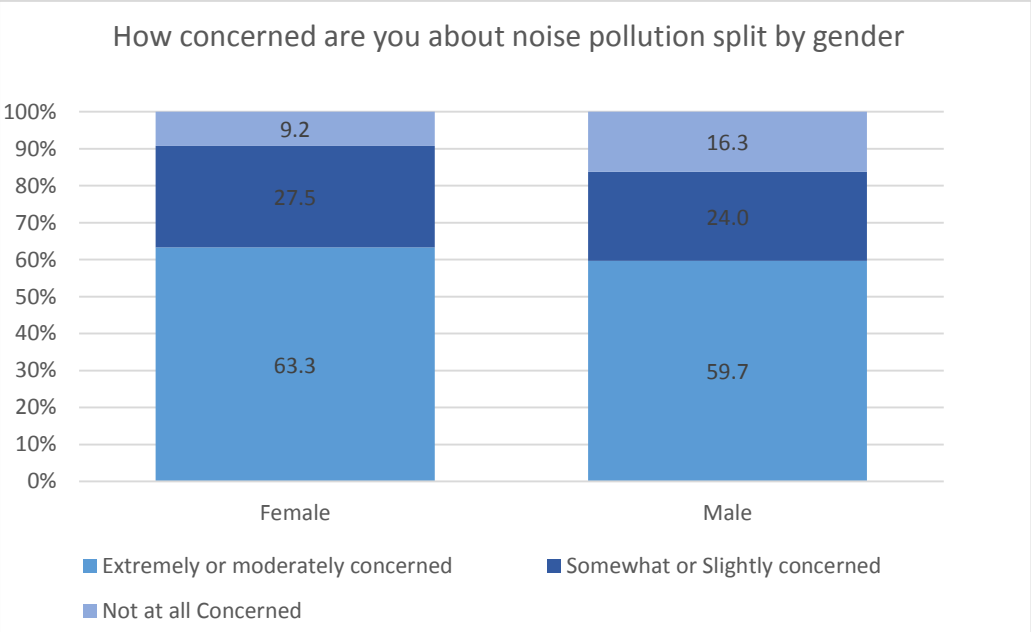
Concerns - Noise Pollution:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	260	35.7	199	27.3	101	13.9	84	11.5	85	11.7	729
	Cycle	57	47.9	32	26.9	13	10.9	8	6.7	9	7.6	119
	Car/ van as driver or passenger	13	12.1	11	10.3	20	18.7	18	16.8	45	42.1	107
	Public Transport	5	29.4	1	5.9	1	5.9	5	29.4	5	29.4	17
Into the city centre	Walk or wheelchair	105	40.5	62	23.9	34	13.1	34	13.1	24	9.3	259
	Cycle	108	48.2	69	30.8	28	12.5	8	3.6	11	4.9	224
	Car/ van as driver or passenger	28	17.1	30	18.3	21	12.8	25	15.2	60	36.6	164
	Public Transport	93	30.0	91	29.4	49	15.8	44	14.2	33	10.6	310
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	12	70.6	2	11.8	2	11.8	1	5.9	0	0.0	17
	Cycle	115	56.4	50	24.5	25	12.3	10	4.9	4	2.0	204
	Car/ van as driver or passenger	80	20.4	92	23.5	64	16.3	63	16.1	93	23.7	392
	Public Transport	97	36.9	77	29.3	36	13.7	27	10.3	26	9.9	263
Leaving the city to neighbouring areas	Walk or wheelchair	8	72.7	1	9.1	0	0.0	1	9.1	1	9.1	11
	Cycle	39	53.4	15	20.5	13	17.8	3	4.1	3	4.1	73
	Car/ van as driver or passenger	146	25.5	148	25.8	88	15.4	78	13.6	113	19.7	573
	Public Transport	167	46.6	87	24.3	42	11.7	35	9.8	27	7.5	358


How concerned are you about noise pollution in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
11.7
25.4
63.0
7.6
17.6
74.8
42.1
35.5
22.4
29.4
35.3
35.3
9.3
26.3
64.5
4.9
16.1
79.0
36.6
28.0
35.4
10.6
30.0
59.4
17.6
82.4
2.0
17.2
80.9
23.7
32.4
43.9
9.9
24.0
66.2
9.1
9.1
81.8
4.1
21.9
74.0
19.7
29.0
51.3
7.5
21.5
70.9
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

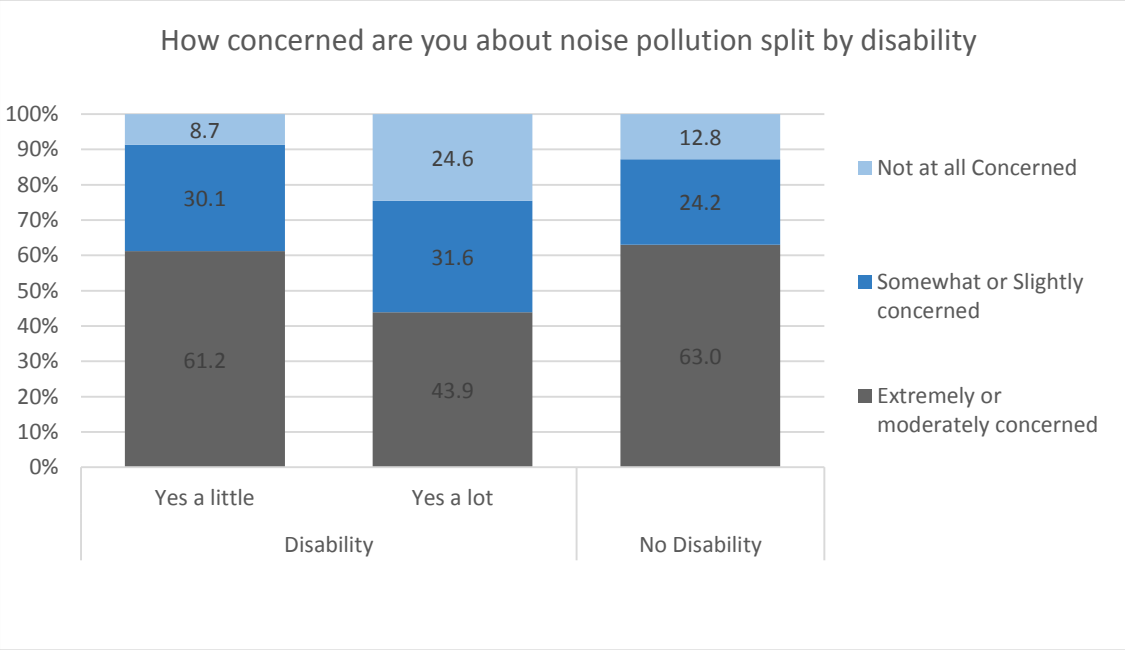
Concerns with noise pollution split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	125	35.0	101	28.3	57	16.0	41	11.5	33	9.2	357
Male	126	34.8	90	24.9	46	12.7	41	11.3	59	16.3	362



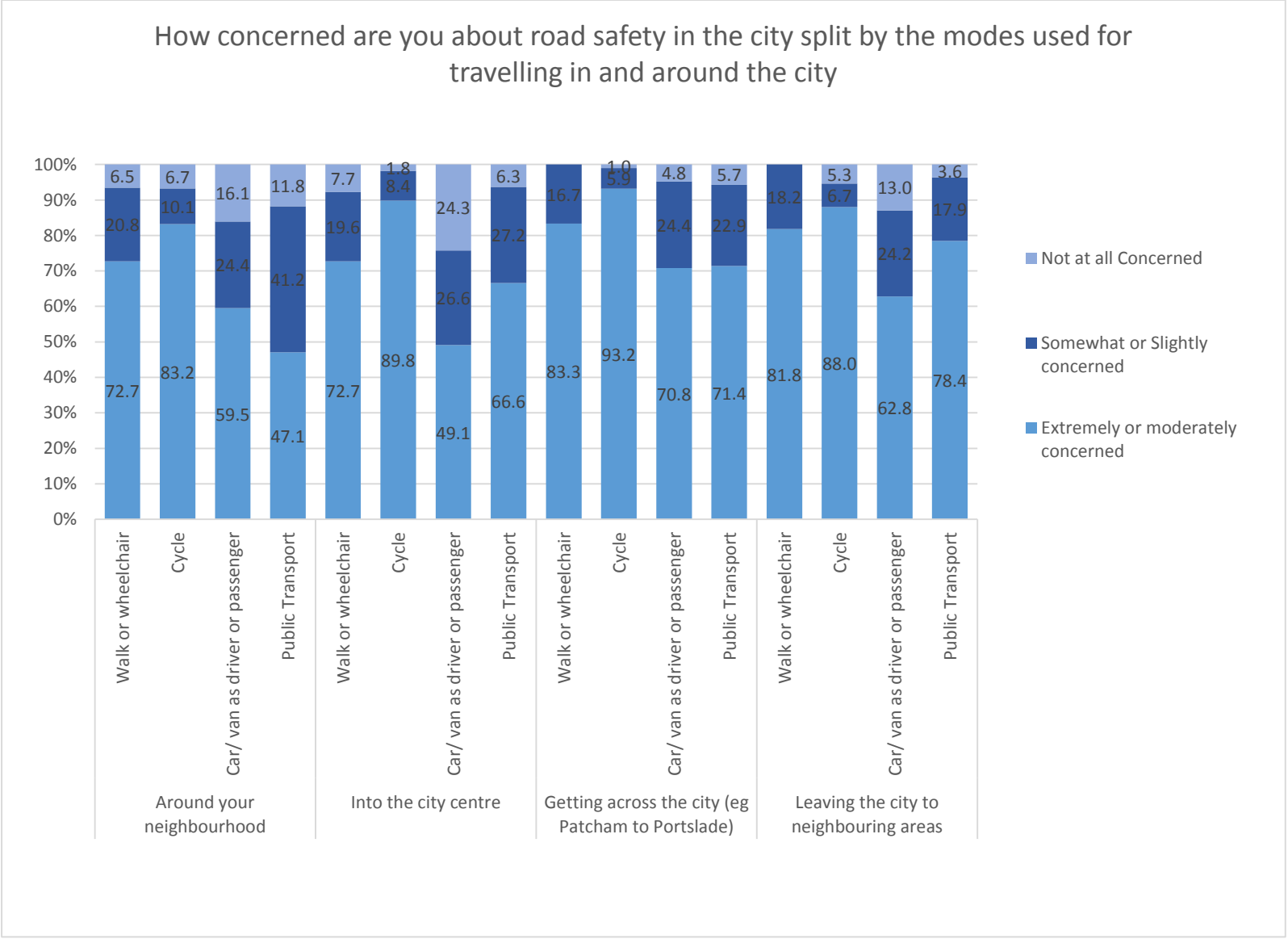
Concerns with noise pollution split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	38	36.9	25	24.3	16	15.5	15	14.6	9	8.7	103
	Yes, a lot	15	26.3	10	17.5	10	17.5	8	14.0	14	24.6	57
No disability	No	211	36.0	158	27.0	79	13.5	63	10.8	75	12.8	586



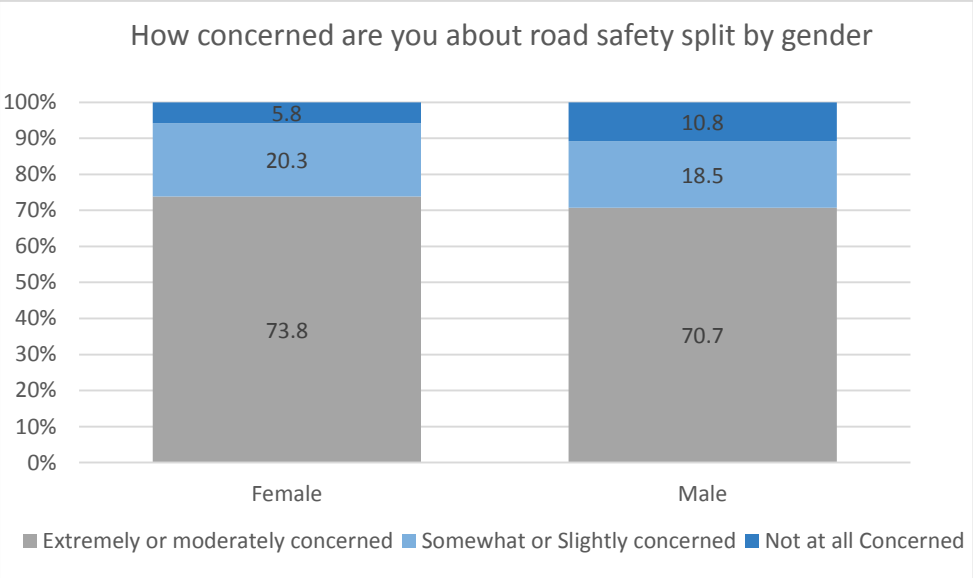
Concerns - Road Safety:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	343	46.5	193	26.2	85	11.5	68	9.2	48	6.5	737
	Cycle	77	64.7	22	18.5	8	6.7	4	3.4	8	6.7	119
	Car/ van as driver or passenger	200	37.0	122	22.6	70	12.9	62	11.5	87	16.1	541
	Public Transport	5	29.4	3	17.6	3	17.6	4	23.5	2	11.8	17
Into the city centre	Walk or wheelchair	121	46.5	68	26.2	27	10.4	24	9.2	20	7.7	260
	Cycle	155	68.6	48	21.2	12	5.3	7	3.1	4	1.8	226
	Car/ van as driver or passenger	55	32.5	28	16.6	29	17.2	16	9.5	41	24.3	169
	Public Transport	122	40.4	79	26.2	44	14.6	38	12.6	19	6.3	302
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	8	44.4	7	38.9	1	5.6	2	11.1	0	0.0	18
	Cycle	150	73.2	41	20.0	6	2.9	6	2.9	2	1.0	205
	Car/ van as driver or passenger	128	40.6	95	30.2	63	20.0	14	4.4	15	4.8	315
	Public Transport	124	47.3	63	24.0	33	12.6	27	10.3	15	5.7	262
Leaving the city to neighbouring areas	Walk or wheelchair	7	63.6	2	18.2	0	0.0	2	18.2	0	0.0	11
	Cycle	49	65.3	17	22.7	4	5.3	1	1.3	4	5.3	75
	Car/ van as driver or passenger	222	38.4	141	24.4	73	12.6	67	11.6	75	13.0	578
	Public Transport	191	53.5	89	24.9	39	10.9	25	7.0	13	3.6	357


How concerned are you about road safety in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
6.5
20.8
72.7
6.7
10.1
83.2
16.1
24.4
59.5
11.8
41.2
47.1
7.7
19.6
72.7
1.8
8.4
89.8
24.3
26.6
49.1
6.3
27.2
66.6
16.7
83.3
1.0
5.9
93.2
4.8
24.4
70.8
5.7
22.9
71.4
18.2
81.8
5.3
6.7
88.0
13.0
24.2
62.8
3.6
17.9
78.4
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

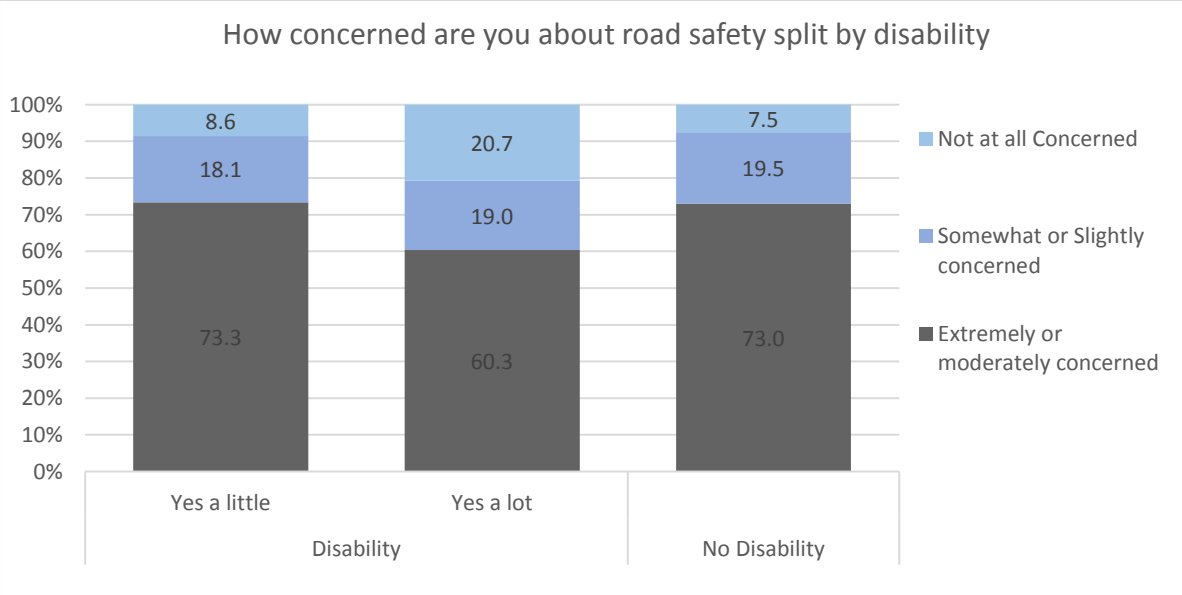
Concerns with road safety split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	179	49.9	86	24.0	42	11.7	31	8.6	21	5.8	359
Male	167	46.1	89	24.6	36	9.9	31	8.6	39	10.8	362



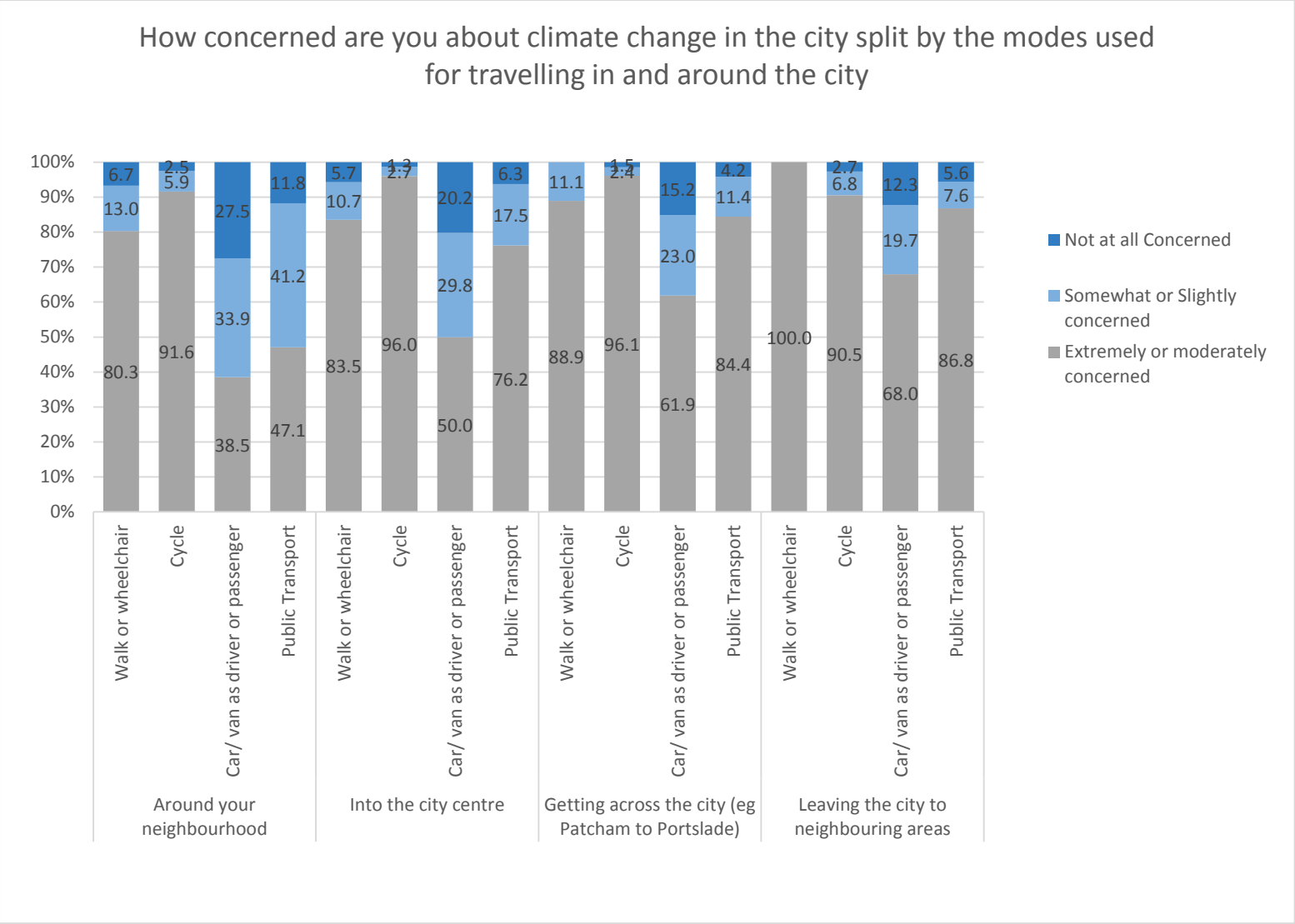
Concerns with road safety split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	48	45.7	29	27.6	13	12.4	6	5.7	9	8.6	105
	Yes, a lot	23	39.7	12	20.7	7	12.1	4	6.9	12	20.7	58
No disability	No	293	50.1	134	22.9	62	10.6	52	8.9	44	7.5	585



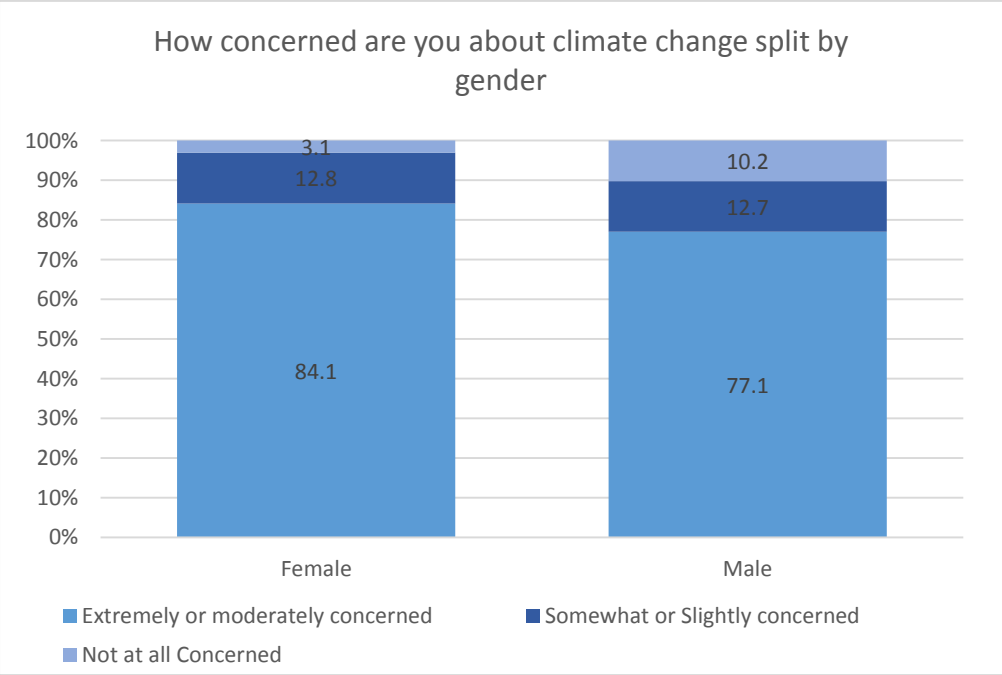
Concerns - Climate Change:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	450	61.6	136	18.6	61	8.4	34	4.7	49	6.7	730
	Cycle	96	80.7	13	10.9	4	3.4	3	2.5	3	2.5	119
	Car/ van as driver or passenger	29	26.6	13	11.9	24	22.0	13	11.9	30	27.5	109
	Public Transport	6	35.3	2	11.8	2	11.8	5	29.4	2	11.8	17
Into the city centre	Walk or wheelchair	169	64.8	49	18.8	17	6.5	11	4.2	15	5.7	261
	Cycle	183	81.7	32	14.3	3	1.3	3	1.3	3	1.3	224
	Car/ van as driver or passenger	54	32.1	30	17.9	24	14.3	26	15.5	34	20.2	168
	Public Transport	175	57.9	55	18.2	38	12.6	15	5.0	19	6.3	302
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	14	77.8	2	11.1	0	0.0	2	11.1	0	0.0	18
	Cycle	176	85.4	22	10.7	3	1.5	2	1.0	3	1.5	206
	Car/ van as driver or passenger	180	45.5	65	16.4	54	13.6	37	9.3	60	15.2	396
	Public Transport	171	65.0	51	19.4	20	7.6	10	3.8	11	4.2	263
Leaving the city to neighbouring areas	Walk or wheelchair	9	90.0	1	10.0	0	0.0	0	0.0	0	0.0	10
	Cycle	60	81.1	7	9.5	3	4.1	2	2.7	2	2.7	74
	Car/ van as driver or passenger	298	51.6	95	16.4	72	12.5	42	7.3	71	12.3	578
	Public Transport	244	68.5	65	18.3	20	5.6	7	2.0	20	5.6	356


How concerned are you about climate change in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
6.7
13.0
80.3
2.5
5.9
91.6
27.5
33.9
38.5
11.8
41.2
47.1
5.7
10.7
83.5
1.3
2.7
96.0
20.2
29.8
50.0
6.3
17.5
76.2
11.1
88.9
1.5
2.4
96.1
15.2
23.0
61.9
4.2
11.4
84.4
100.0
2.7
6.8
90.5
12.3
19.7
68.0
5.6
7.6
86.8
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

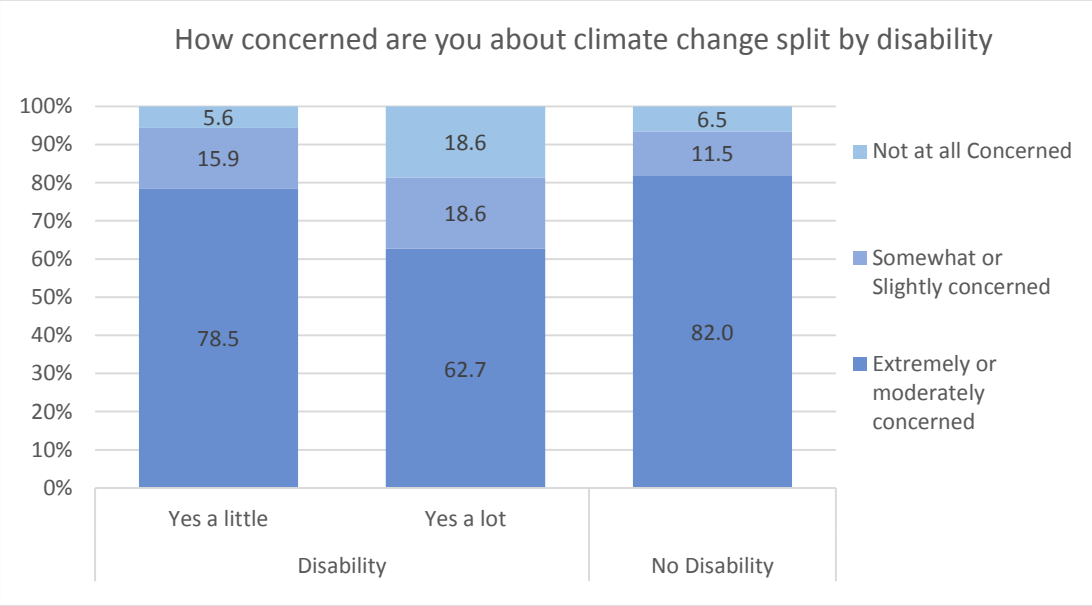
Concerns with climate change split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	241	67.1	61	17.0	33	9.2	13	3.6	11	3.1	359
Male	214	59.1	65	18.0	26	7.2	20	5.5	37	10.2	362



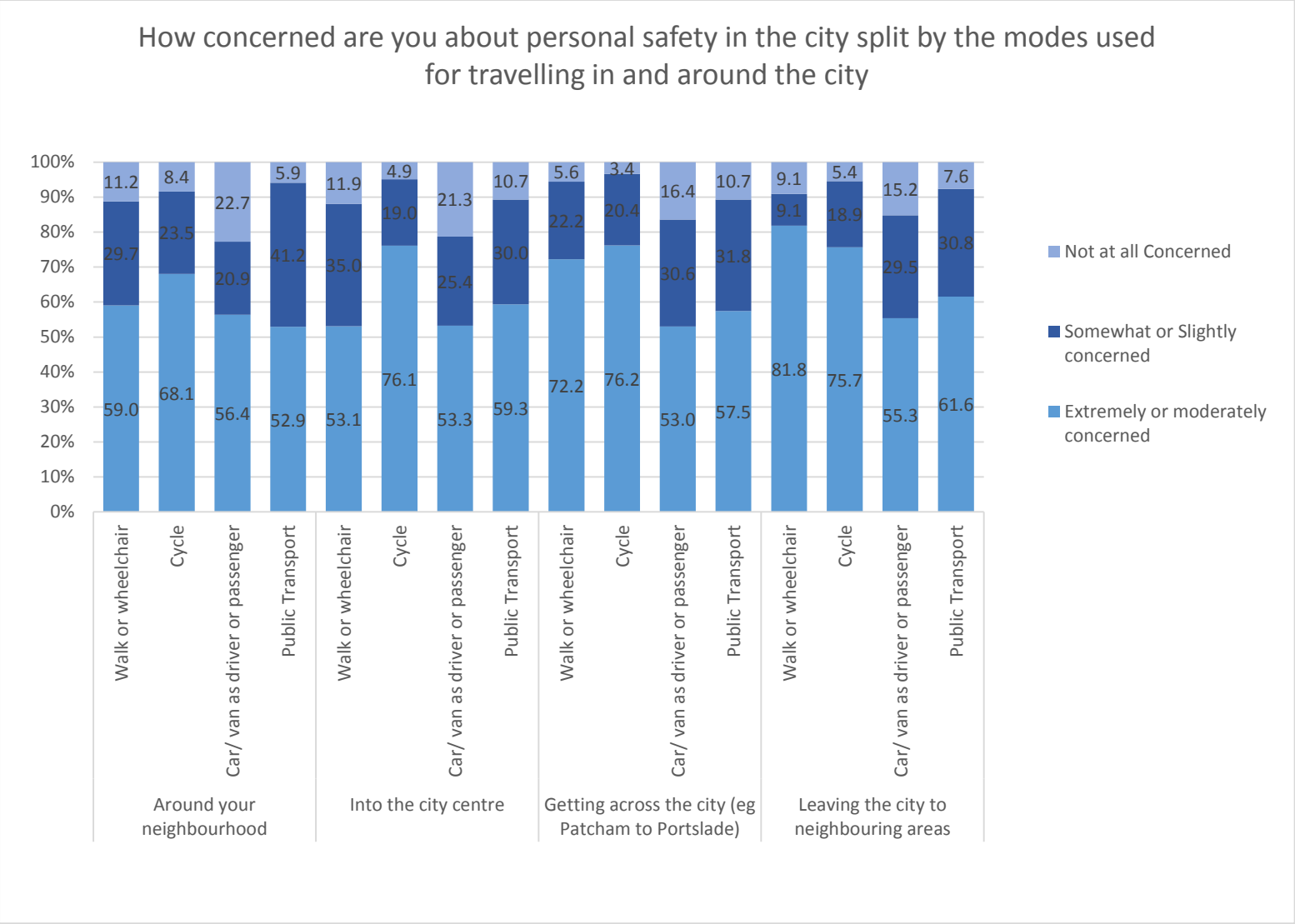
Concerns with climate change split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	63	58.9	21	19.6	11	10.3	6	5.6	6	5.6	107
	Yes, a lot	32	54.2	5	8.5	6	10.2	5	8.5	11	18.6	59
No disability	No	376	64.6	101	17.4	44	7.6	23	4.0	38	6.5	582



Concerns - Personal Safety:

Distance mode	Journey Main Mode	Extremely Concerned		Moderately Concerned		Somewhat Concerned		Slightly Concerned		Not at all Concerned		Total
		No.	%	No.	%	No.	%	No.	%	No.	%	
Around your neighbourhood	Walk or wheelchair	238	32.6	193	26.4	120	16.4	97	13.3	82	11.2	730
	Cycle	56	47.1	25	21.0	16	13.4	12	10.1	10	8.4	119
	Car/ van as driver or passenger	42	38.2	20	18.2	12	10.9	11	10.0	25	22.7	110
	Public Transport	7	41.2	2	11.8	4	23.5	3	17.6	1	5.9	17
Into the city centre	Walk or wheelchair	74	28.5	64	24.6	44	16.9	47	18.1	31	11.9	260
	Cycle	108	47.8	64	28.3	25	11.1	18	8.0	11	4.9	226
	Car/ van as driver or passenger	62	36.7	28	16.6	24	14.2	19	11.2	36	21.3	169
	Public Transport	92	30.7	86	28.7	49	16.3	41	13.7	32	10.7	300
Getting across the city (eg Patcham to Portslade)	Walk or wheelchair	11	61.1	2	11.1	1	5.6	3	16.7	1	5.6	18
	Cycle	100	48.5	57	27.7	23	11.2	19	9.2	7	3.4	206
	Car/ van as driver or passenger	122	30.8	88	22.2	60	15.2	61	15.4	65	16.4	396
	Public Transport	78	29.9	72	27.6	48	18.4	35	13.4	28	10.7	261
Leaving the city to neighbouring areas	Walk or wheelchair	8	72.7	1	9.1	0	0.0	1	9.1	1	9.1	11
	Cycle	30	40.5	26	35.1	9	12.2	5	6.8	4	5.4	74
	Car/ van as driver or passenger	188	32.4	133	22.9	93	16.0	78	13.4	88	15.2	580
	Public Transport	128	36.2	90	25.4	66	18.6	43	12.1	27	7.6	354


How concerned are you about personal safety in the city split by the modes used for travelling in and around the city
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
11.2
29.7
59.0
8.4
23.5
68.1
22.7
20.9
56.4
5.9
41.2
52.9
11.9
35.0
53.1
4.9
19.0
76.1
21.3
25.4
53.3
10.7
30.0
59.3
5.6
22.2
72.2
3.4
20.4
76.2
16.4
30.6
53.0
10.7
31.8
57.5
9.1
9.1
81.8
5.4
18.9
75.7
15.2
29.5
55.3
7.6
30.8
61.6
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Walk or wheelchair
Cycle
Car/ van as driver or passenger
Public Transport
Around your neighbourhood
Into the city centre
Getting across the city (eg Patcham to Portslade)
Leaving the city to neighbouring areas
Not at all Concerned
Somewhat or Slightly concerned
Extremely or moderately concerned

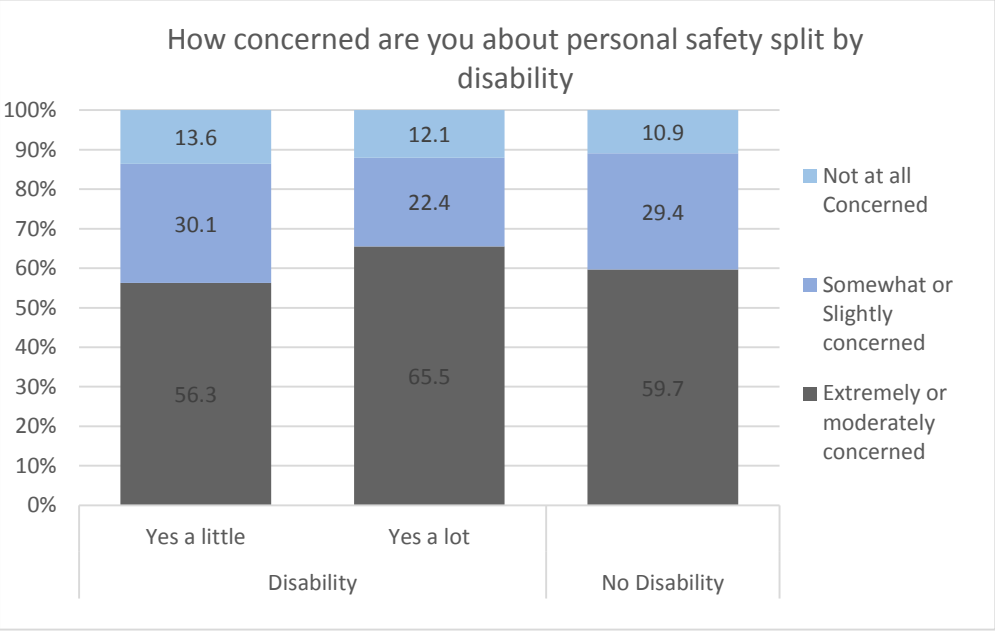
Concerns with personal safety split by gender:

	Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	139	38.7	98	27.3	50	13.9	44	12.3	28	7.8	359
Male	106	29.2	86	23.7	61	16.8	56	15.4	54	14.9	363



Concerns with personal safety split by disability:

		Extremely concerned		Moderately concerned		Somewhat concerned		Slightly concerned		Not at all concerned		
		No.	%	No.	%	No.	%	No.	%	No.	%	Total
Disability	Yes, a little	34	33.0	24	23.3	16	15.5	15	14.6	14	13.6	103
	Yes, a lot	23	39.7	15	25.9	6	10.3	7	12.1	7	12.1	58
No disability	No	203	34.5	148	25.2	93	15.8	80	13.6	64	10.9	588

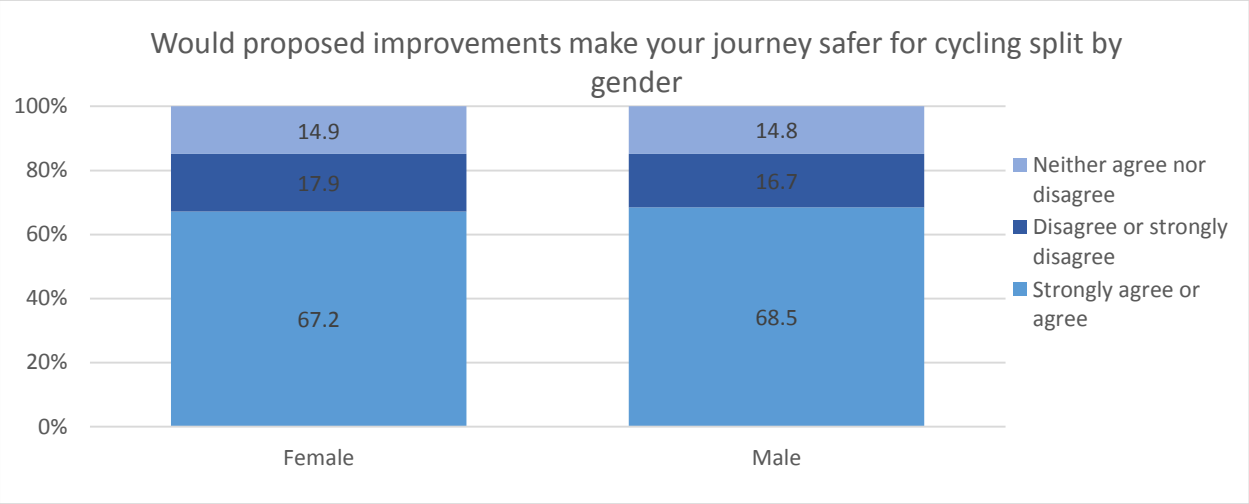


87

Q To what extent do you agree that improving the proposed routes and areas identified in the draft LCWIP will make your journey safer for cycling or walking? (Split by gender and disability)

Safer for cycling by gender:

	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly disagree		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	88	33.6	88	33.6	39	14.9	21	8.0	26	9.9	262
Male	114	36.0	103	32.5	47	14.8	20	6.3	33	10.4	317



Safer for walking by gender:

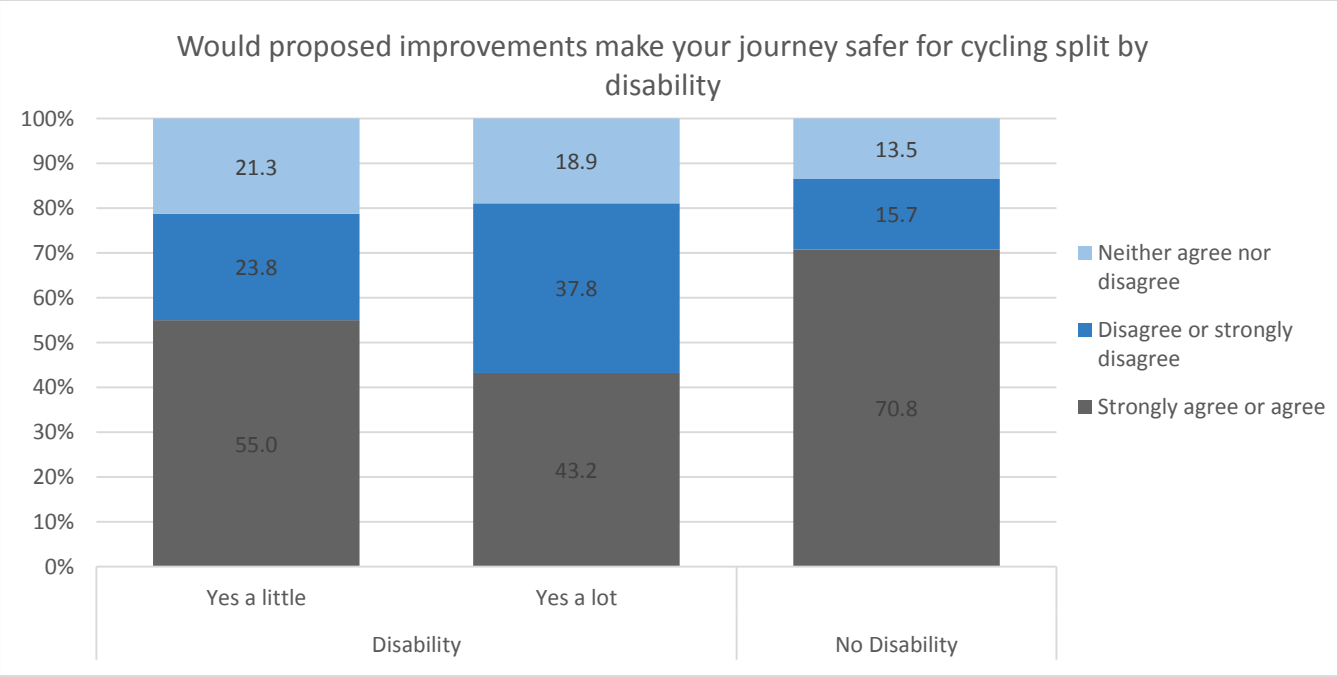
	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly disagree		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	78	26.2	113	37.9	72	24.2	20	6.7	15	5.0	298
Male	82	25.3	125	38.6	71	21.9	26	8.0	20	6.2	324



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Safer for cycling by disability:

	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly disagree		Total
Disability	No.	%	No.	%	No.	%	No.	%	No.	%	
Yes, a little	18	22.5	26	32.5	17	21.3	6	7.5	13	16.3	80
Yes, a lot	7	18.9	9	24.3	7	18.9	4	10.8	10	27.0	37
No	183	37.9	159	32.9	65	13.5	34	7.0	42	8.7	483



Safer for walking by disability:

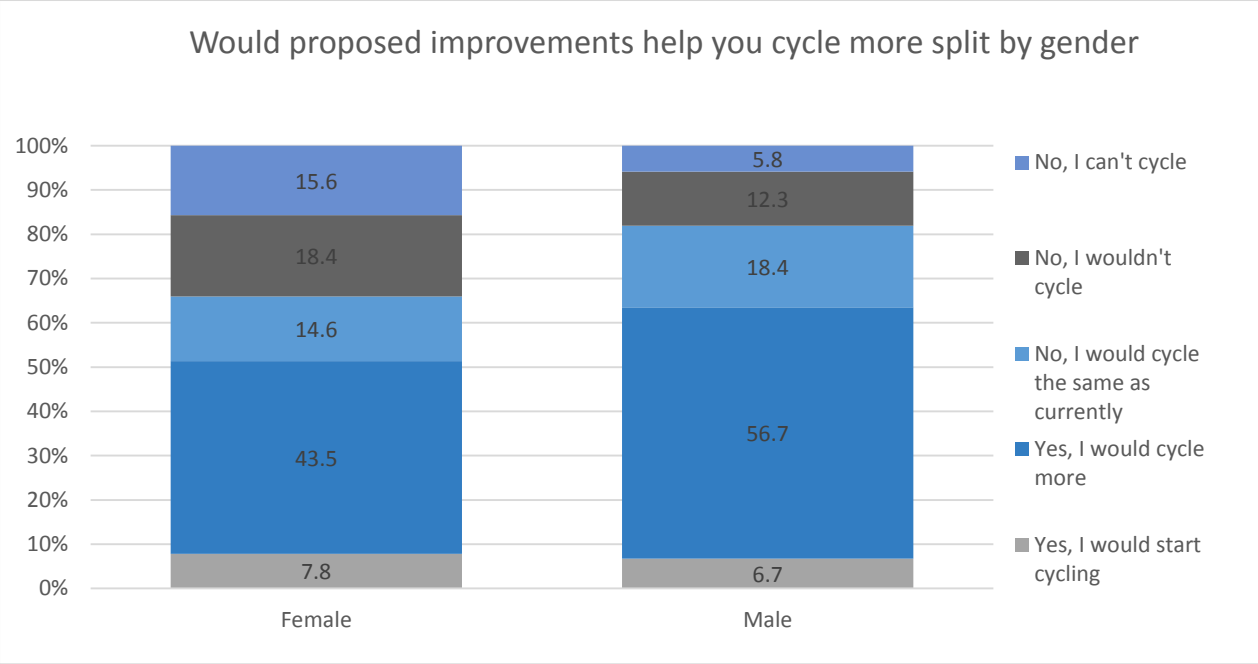
	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly disagree		Total
Disability	No.	%	No.	%	No.	%	No.	%	No.	%	
Yes, a little	15	16.7	30	33.3	27	30.0	10	11.1	8	8.9	90
Yes, a lot	8	19.5	10	24.4	10	24.4	6	14.6	7	17.1	41
No	143	27.8	200	38.8	110	21.4	36	7.0	26	5.0	515



Q Would improving the routes and areas outlined in the draft LCWIP help you to walk or cycle more? (split by gender and disability)

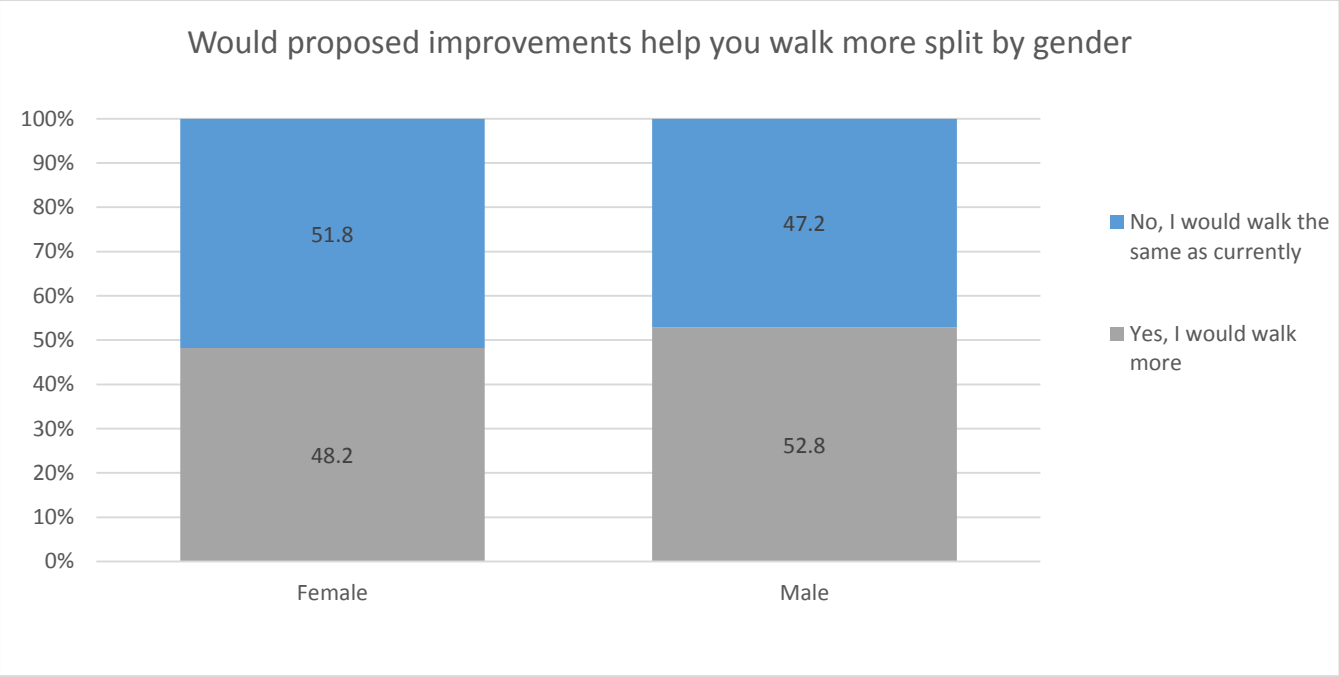
Cycle more by gender:

	Yes, I would start cycling		Yes, I would cycle more		No, I would cycle the same as currently		No, I wouldn't cycle		No, I can't cycle		Total
Gender	No.	%	No.	%	No.	%	No.	%	No.	%	
Female	23	7.8	128	43.5	43	14.6	54	18.4	46	15.6	294
Male	22	6.7	185	56.7	60	18.4	40	12.3	19	5.8	326



Walk more by gender:

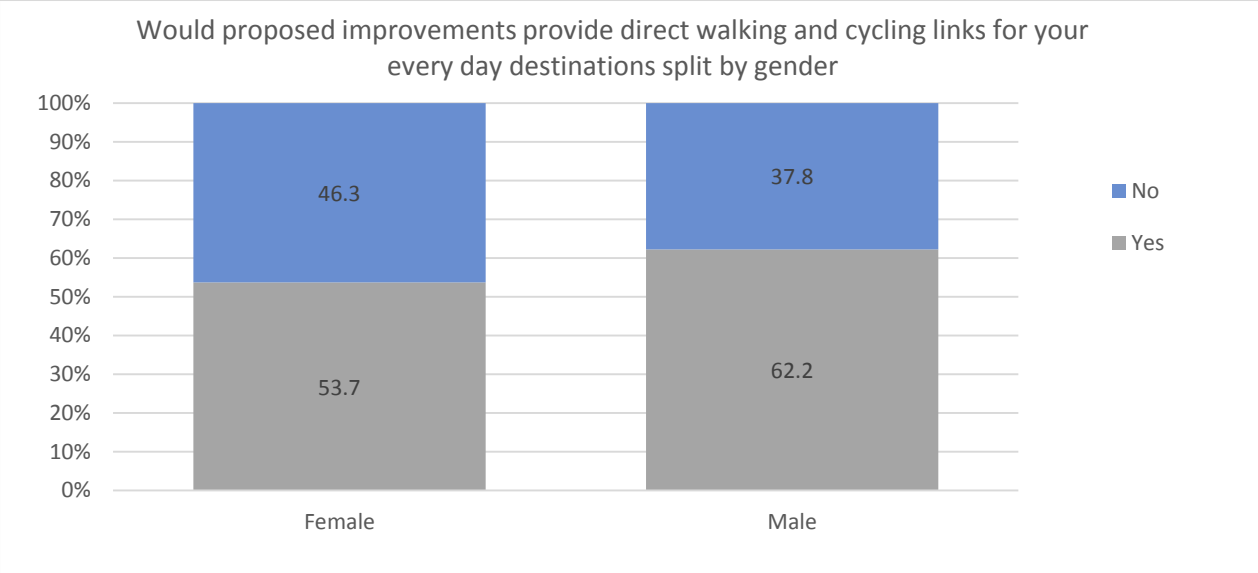
	Yes, I would walk more		No, I would walk the same as currently		Total
Gender	No.	%	No.	%	
Female	120	48.2	129	51.8	249
Male	140	52.8	125	47.2	265



Q Do the proposed routes and areas outlined for improvement in the draft LCWIP provide direct walking and cycling links for your everyday destinations? (split by gender and disability)

By gender:

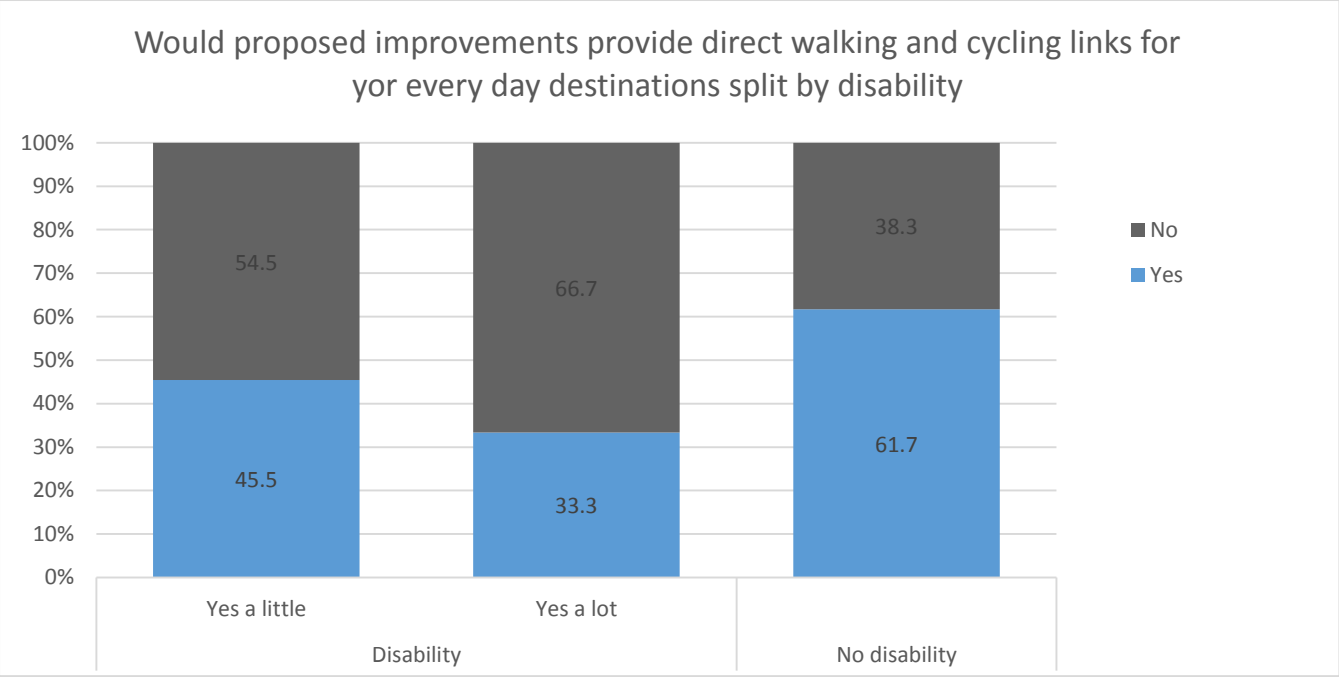
	Yes		No		Total
Gender	No.	%	No.	%	
Female	139	53.7	120	46.3	259
Male	176	62.2	107	37.8	283



315

By disability:

	Strongly Agree		Agree		Total
Disability	No.	%	No.	%	
Yes, a little	35	45.5	42	54.5	77
Yes, a lot	13	33.3	26	66.7	39
No	274	61.7	170	38.3	444


Would proposed improvements provide direct walking and cycling links for yor every day destinations split by disability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
54.5
45.5
66.7
33.3
38.3
61.7
No
Yes
Yes a little
Yes a lot
Disability
No disability

One Journey Better

Local Cycling and Walking Infrastructure Plan (LCWIP)

Planning strategically for active travel (walking, wheeling, cycling) network improvements in Brighton & Hove









February 2022

Brighton & Hove City Council

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Our LCWIP vision is:

A better connected city where active travel (walking, wheeling, cycling) is the first choice for getting from A to B, supported by high quality infrastructure which makes active travel accessible, easy, welcoming, enjoyable and safe.

Foreword

Brighton & Hove is a wonderful place. Its landscape, its people, its culture. A city with limitless potential and one which embraces active, inclusive and sustainable travel. The people who live, work and visit want better, cleaner ways to move and travel and it's something we're determined to deliver.

The way we travel is at the heart of everything we do. It connects us to our communities, schools, businesses, healthcare and leisure; it connects us to each other. Walking and cycling are an integral part of many journeys in the city – whether on their own or combined with other ways of travelling such as public transport.

Travelling sustainably is more important than ever. We face a climate and biodiversity emergency and need to do everything we can to reduce toxic emissions and improve air quality in the city. Members of our Climate Assembly in 2020 told us that we should be creating a car free city centre where people are prioritised over cars, as well as enabling cycling through a well-designed dedicated cycling network.

We know we can make changes. During the pandemic, there was a national increase in the number of people walking and cycling. We found ways of exploring and enjoying the space around our homes and new ways of working.

Our Local Cycling and Walking Infrastructure Plan (LCWIP) will be the foundation for creating a city which makes active travel accessible, easy, welcoming, enjoyable and safe.

We heard from so many of you in our consultation on the draft LCWIP. Thank you for giving us your views on this important plan, as these have helped us shape this final document. There will be many more opportunities to feed into projects as they develop in more detail and are consulted on.

Building an infrastructure that makes it easier for people to travel on foot or by cycle means we can increase the travel options people have. Walking and cycling needs to be a practical choice as well as a healthy and sustainable one.

Developing our walking and cycling network will have benefits which reach far beyond those that use it. By ensuring everyone has access to convenient, continuous and good quality routes, we improve the walking environment for everyone and level out disparities between different parts of the city. The new look Valley Gardens is a great example of how this can be done.

The plan will also complement the city's excellent public transport network of buses, trains, taxis and BTN BikeShare bikes and be an integral part of our new Local Transport Plan.

Working closely with our partners, through engagement with residents and businesses and by investing and innovating, we can create a city with walking and cycling at its core for the benefit of everyone.





Cllr Amy Heley **Cllr Steve Davis**

Joint Chairs, Environment, Transport and Sustainability committee

Brighton & Hove City Council

Stage 1 – Determining scope



The development of this Local Cycling and Walking Infrastructure Plan (LCWIP) document represents an important step for Brighton & Hove – setting out our strategic ambitions for improvements to the active travel network in the city, covering the next ten years. A network of safe and convenient routes and quality infrastructure is vital to ensure that we enable people to use active travel more in the future.

What is active travel?

Active travel is transport that involves physical activity, such as walking, wheeling (wheelchair / mobility aid) and cycling, to get from one place to another. Active travel also forms an important element of multimodal journeys, particularly for public transport. It is often a more affordable, healthier and low carbon way to travel which helps to improve wellbeing, reduce congestion, improve safety and improve air quality. **Where walking or pedestrians are mentioned in this document, please note this includes wheeling.**

What is inclusive travel?

Inclusive travel is about making sure experiences and places can be enjoyed by the widest number of people and that they have equal access to the destination of their choice. This enables people of all abilities and ages to travel more confidently, independently and safely, as well as benefitting the economy and society as a whole.

We are facing **three national and global challenges**:

Obesity and inactivity

Response to Covid-19

Climate and biodiversity emergency

An investment in active travel will help to address these three challenges and more. This investment would also improve air quality, improve mental and physical health, support sustainable development and economic growth (including the vital visitor economy) and promote low transport costs. In addition, it will help in developing and supporting vibrant neighbourhoods and local centres.

Over 70% of respondents to the survey on the draft LCWIP are **concerned with climate change** (71%), **air pollution** (73%) and **road safety** (70%)

Females generally have higher levels of concern about the transport-related issues than males, in particular relating to air pollution, climate change and personal safety.

Why is active travel so important?

Investing in active travel infrastructure improvements has a number of benefits. **Everyone uses the pedestrian environment at some point in their journey**, whether wheeling from a disabled parking space to the shops or walking to the bus stop / taxi rank / car club bay; therefore improved accessibility of walking routes benefits us all. Improving the quality of public spaces can also have a positive impact on our social interactions[1]. We know that people are concerned about road danger[2] and cycle safety[3]. We know that many local residents rate their local pavement conditions as poor[4]. By improving active travel facilities we can create healthier neighbourhoods where people *want* to walk and cycle, which helps to improve physical and mental wellbeing as well as create safer communities.

[1] Driven to Excess study, Hart & Parkhurst, Bristol (2011)
[2] Active Travel Fund consultation, Brighton & Hove City Council 2021 (p27)
[3] Active Travel Fund consultation, Brighton & Hove City Council 2021 (p22, 35-38, 45-49, 54-58, 63-67)
[4] Active Travel Fund consultation, Brighton & Hove City Council 2021 (p25-27)

Why invest in active travel?

Physical inactivity is responsible for **one in six UK deaths** (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone)[5]





More than half of the people killed or seriously injured on the city's roads are **travelling actively**[6]

Transport represents about **a third of CO^2 emissions nationally, mainly from road transport**[7], contributing to climate change





There is strong evidence that **people walking or cycling to the high street spend more** than people arriving by car[8]

There is strong evidence that regular moderate physical activity plays a vital part in staying healthy both physically and mentally and can **reduce the chances of developing numerous conditions such as diabetes, heart disease and dementia.**[9]

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Figure 1: Why invest in active travel

[5] Public Health England, 2019, Applying All Our Health
[6] Sussex Safer Roads Partnership data portal, average data for Killed & Seriously Injured (KSI) road casualties from 2015-2019
[7] Department for Business, Energy & Industrial Strategy, 2020 UK greenhouse gas emissions, provisional figures
[8] Transport for London (TfL) Walking and cycling economic benefits toolkit
[9] Academy of Medical Royal Colleges, 2015, Exercise – the miracle cure
[10] Sustrans, Active Travel toolbox, 2017



Figure 2: What is an LCWIP?

Why do we need change?

- Feedback shows that the current **active travel facilities need to be improved** so that we have a complete, safe network of infrastructure to encourage active travel journeys in the city
- We have **various targets and outcomes** to meet both as a city and nationally, for carbon reduction, safer streets, air quality and more. In order to meet these we need a step-change in the provision of infrastructure which enables active journeys
- Active travel journeys should be **easy, safe and accessible to all**. We need to encourage active travel journeys, reduce road collisions and casualties and road danger or perceptions of danger
- We need to ensure that national standards for active travel infrastructure are being met, in line with new national commissioning body and inspectorate, **Active Travel England**.

What needs to change?

The development of the LCWIP enables the council to:

- **Plan strategically** for active travel infrastructure – not the detail of specific improvements but the principle of the network for improvements
- Consider active travel improvements in **every transport scheme,** including everyday improvements and maintenance
- Develop a **complete network** of active travel infrastructure for the city
- Create **safe, accessible and welcoming spaces** for active travel, to reduce potential conflicts between road users which is particularly important for disabled people

How will the LCWIP help to deliver change?

The LCWIP will assist in meeting local and national targets and commitments including:

Target or commitment	Context
Cycling and walking will be the first choice for many journeys with **half of all journeys in towns and cities being cycled or walked by 2030**	Gear Change – national target
Brighton & Hove will be net **carbon neutral by 2030**	2030 Carbon Neutral Programme – Brighton & Hove City Council (BHCC) local target
To **double cycling levels by 2025**, increase **walking activity**, **reduce the rate of cyclists killed or seriously injured** (KSI), and increase the percentage of school children **walking to school**	Cycling & Walking Investment Strategy (CWIS) national targets
To help achieve **safe, healthy and welcoming streets** and neighbourhoods; an **accessible city** with a transport network that everyone can use; **improved air quality**, and **reduced carbon emissions**	LTP5, BHCC local key outcomes
To support (across the South East) an **increase in the length of separated cycleways** and **mode share of trips undertaken by foot and cycle**, a **reduction in NOx** (nitrogen oxides), **SOx** (sulphur oxides) and **particulate pollution** levels in urban areas, and a **reduction in non-renewable energy consumed by transport**	Transport Strategy, Transport for the South East (TfSE), regional key performance indicators
To support more people to travel actively, and walking and cycling to be prioritised in order to benefit physical and mental health	Joint Health and Wellbeing Strategy, BHCC/NHS, local key areas for action
To promote and facilitate the use of **low and zero emission vehicles**	LTP5, BHCC local priority area and principle
Targets for **improvements to passenger growth[11].** By improving walking through the LCWIP we can improve access to and use of public transport.	Bus Service Improvement Plan (BSIP), Brighton & Hove City Council and bus providers through the Enhanced Partnership

Table 1: Targets and commitments that an LCWIP will support

[11] See the Bus Service Improvement Plan for further details of these targets

What else is needed?

Producing our first LCWIP is an important step in improving active travel infrastructure, but it is only part of the solution to enabling more active travel in the city, as Figure 3 shows. These wider projects are covered by the Local Transport Plan 5 – the initial outcomes and principles for which are mentioned later in this document.



Figure 3: How to support and increase active travel levels in the city

Key outputs

Key outputs from the LCWIP process are:

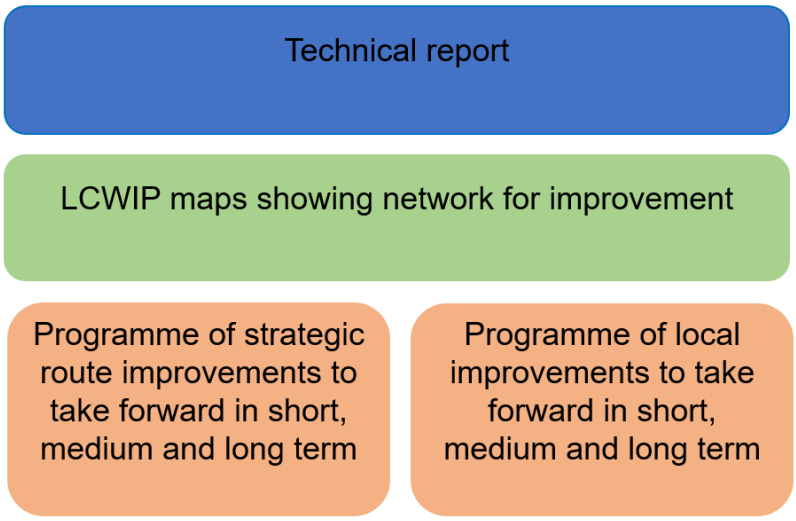


Figure 4: Key outputs from the LCWIP process

Engagement and consultation

Stakeholder engagement and public consultation have been a key element in the development of the LCWIP.

Developing the LCWIP document

A range of stakeholders were involved in developing the LCWIP, including those representing active travel interest groups, disability groups, older and younger people, local interest groups (eg residents' associations), transport providers, ward councillors and neighbouring local authorities.

Table 2 sets out the engagement undertaken in the development of the LCWIP document and the methods used.

Stage of LCWIP	Stakeholder engagement undertaken	Methods
Gathering information	Engagement with local and strategic stakeholders to understand key issues on the active travel network and suggestions for improvement	Stakeholder workshops , stakeholder survey, feedback received via email
Network planning for active travel	Engagement with local and strategic stakeholders to review the emerging and draft network	Stakeholder workshops, stakeholder survey, feedback received via email
Prioritising improvements	Engagement with strategic stakeholders to review draft prioritisation of improvements, prior to draft document going to public consultation	Stakeholder workshops
Draft LCWIP document	Stakeholder and public engagement on draft document	Stakeholder workshops, focus groups, public events, consultation survey

Table 2: Stakeholder engagement for development of LCWIP

Member involvement

A **Member Working Group** has been in place for the LCWIP development; this cross-party group of councillors has provided oversight to the development of the LCWIP document. At the January 2022 meeting of the group, it was agreed that the group would continue beyond the initial remit of the LCWIP document development, in order to have continued oversight of the LCWIP delivery.

Public consultation

A public consultation was held on the draft LCWIP document between 30 September and 15 November 2021 – this consultation also included the initial direction of travel document for the new Local Transport Plan (LTP5).

The consultation was promoted at local events, through advertisements on bus stops and on council screens such as libraries, on the council's website and social media, and by sending posters and information to various organisations and local stakeholder groups across the city. Officers also worked with local interest groups and schools in the city, and staged an exhibition and public drop-in sessions in Jubilee Library, to obtain as wide a coverage as possible. Focus groups were also held with specific groups – younger people, older people, Black, Asian and Minority Ethnic (BAME) people and disabled people.

An online survey was available on the council's consultation portal, Citizen Space. Consultation documents were available to read online or via paper copies.

The summary of engagement activity during the consultation is as follows:

- Approximately **250 people engaged via the four public events** at Jubilee Library
- **Eight focus group sessions** were held, enabling more in-depth discussion of issues and feedback on proposals
- **Fourteen workshops / meetings with stakeholders** were held, including general workshops with stakeholders to attending meetings such as the Equalities & Inclusion Partnership, Quality Bus Partnership, Local Access Forum and the Destination Experience Group
- **Over 900 responses to online survey** – which was a very good response rate to an unsolicited consultation (ie information was not mailed directly to households)

Materials developed for the consultation included posters to promote the consultation, postcards to hand out at events and to partners organisations, and paper copies of the consultation documents and questionnaire. Translations and large print / other formats of the documents were also available on request.

Feedback received from this public consultation has been incorporated into this LCWIP document where appropriate. Some quotes from the feedback are shown in Figure 5.

"Issues include condition of the pavement, broken kerbs, topography, potholes, enforcement of disabled bays, obstructions like skips in bays and pavement obstructions"

- Disabled people focus group participant

"Safety on bikes – dangerous drivers and leaving little space for bikes to manoeuvre"

"Feel unsafe walking in the evening"

"I was knocked off my bike by a car, luckily moving slowly, turning left at a junction"

- School / Youth Council focus group participants

"Too much conflict with pedestrians. Need for cyclists to be able to maintain speed and be separate from pedestrians."

"Cycle network is currently very piecemeal."

"I have a car but would prefer to use the bus more. In some places pavements don't exist or are too narrow or have no dropped kerbs"

- Stakeholder workshop participants

"Many parents are not allowing pupils to walk to school as they don't feel it's safe for children"

"I would cycle if there were more cycle lanes"

"Protected lanes are valuable and essential"

"More zebra crossings especially near schools"

"Cycling is too dangerous, it's scary / difficult cycling with other vehicles, especially when not confident on the road"

"Cyclists make it more difficult for those with visual impairments to use the pavement when it is shared space"

- Young people, Disabled people and Black Asian and Minority Ethnic (BAME) people focus group participants

"Shared cycle lanes - conflict with pedestrians"

- Public event comments

-

"Concern about dangerous junctions for cyclists and that cycle paths often give up at difficult junctions"

- Stakeholder workshop participant

"Cycling is too dangerous, it's scary / difficult cycling with other vehicles, especially when not confident on the road"

- Black Asian and Minority Ethnic (BAME) people focus group participant

Figure 5: Quotes from public consultation feedback

How we have developed the LCWIP

This LCWIP has been developed by following the process set out in the Department for Transport's *Local Cycling and Walking Infrastructure Plans – Technical Guidance (2017),* in line with the local transport objectives, priorities and vision set out in the emerging LTP5. Figure 6 sets out the different stages of the LCWIP development.

Stage 1 – Determining scope:

Geographical scope



Resources needed to deliver the plan



Governance arrangements



Stakeholder engagement approach



Timescales



Stage 2 – Gathering information

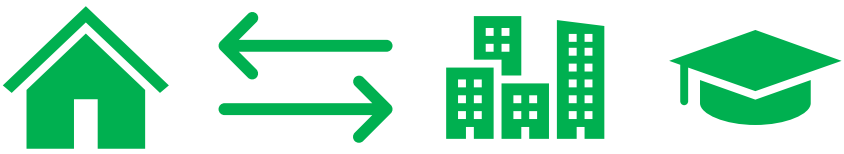
Review of local, regional and national policies to understand key linkages



Collating information and data on the existing walking and cycling network and trips



Identifying trip origins and destinations (existing and planned)

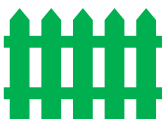


Stage 3 and 4 – Network planning for active travel

Mapping trip origin and destination points and trip generators



Identifying barriers to movement



Identifying desire lines for cycling journeys



Auditing of strategic routes to understand existing provision and potential for future improvement



Identifying local areas and routes for improvement



Stage 5 – Prioritising improvements

Developing timescales for delivery over short, medium and long-term



High-level prioritisation: prioritising improvements considering effectiveness, cost and deliverability



Stage 6 – Integration and application

Signoff of the document



Continued integration within policies, application for funding bids



Regular updating of the document



Figure 6: Developing the LCWIP

Stage 2 – Gathering information

Review of local, regional and national policies to understand key linkages

Collating information and data on the existing walking and cycling network and trips

Identifying trip origins and destinations (existing and planned)

Policy context

National policies and strategies – including Gear Change (2020) and Local Transport Note 01/20, Cycling & Walking Investment Strategy (2017), Inclusive Transport Strategy (2018)

Regional policies and strategies – including Transport for the South East (TfSE) Transport Strategy (2020), Local Economic Partnership Strategic Economic Plan (2018)

Local Transport Plan 4 (LTP4) (2015) and **Local Transport Plan 5** (LTP5) (in development)

Other transport plans and strategies include–
- Rights of Way Improvement Plan (2018)
- Bus Service Improvement Plan (2021)
- Air Quality Action Plan (2015 and in development)

Local Cycling and Walking Infrastructure Plan (LCWIP)

Figure 7: LCWIP policy and strategy linkages

Policy background - national

***Cycling and Walking Investment Strategy* (CWIS)** Department for Transport (DfT), 2017	Aims to: • **make cycling and walking the natural choices for shorter journeys, or as part of a longer journey** • double cycling levels by 2025 • increase walking activity • reduce the number of cyclists killed or seriously injured (KSI) • increase the percentage of school children walking to school Through the CWIS, local authorities are strongly encouraged by the DfT to prepare LCWIPs in order to take a more strategic approach to planning walking and cycling networks. It is noted in the DfT's LCWIP Technical Guidance that *'While the preparation of LCWIPs is non-mandatory, local authorities who have plans will be well placed to make the case for future investment."*
Gear Change and ***Local Transport Note 1/20 (LTN1/20)*** DfT, 2020 ***Gear Change: One Year On*** DfT, 2021	Gear Change is a bold vision for cycling and walking, which sets out the government's ambition to see a step-change in active travel in the coming years. Along with technical guidance **Local Transport Note 1/20 (LTN1/20)**, Gear Change is bold in its vision for improving infrastructure for cycling in order to encourage many more journeys by active modes. The document represents a step-change in the national approach to encouraging and supporting cycling via provision of high quality, fit for purpose routes. Gear Change's themes are: • Better streets for cycling and people • Putting cycling and walking at the heart of transport, place-making, and health policy • Empowering and encouraging local authorities to make improvements for active travel • Enabling people to cycle and protect them when they cycle The vision also announces the creation of a new national body, Active Travel England, to oversee scheme implementation and funding, inspect scheme delivery, as well as review planning applications. In 2021 the government published *Gear Change: One Year On,* which highlights some of the achievements since its original publication, as well as new and continuing commitments for supporting cycling amid the ever-present need for keeping towns and cities moving. These new commitments include: • changes to statutory network management guidance for local authorities • further funding and opportunities for walking and cycling projects • changes to the Highway Code to support pedestrians and cyclists; and • further powers of traffic enforcement for local authorities.
Decarbonising Transport DfT, 2021	This new strategy sets out how government will address the decarbonisation of transport across all modes. A key element of this is increasing levels of walking and cycling, with the delivery of a world-class cycling and walking network in England by 2040.
Future of Mobility: Urban Strategy DfT, 2019	The government's Future of Mobility programme starts with this urban strategy, setting out the principles which will guide our approach to emerging mobility technologies and services. One of the key principles is that *'Walking, cycling and active travel must remain the best options for short urban journeys'*
Clean Air Strategy	This sets out how government intends to tackle all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy by creating

DfT, 2019	better places. It notes that air quality is the largest environmental health risk in the UK, shortening lives and contributing to chronic illness.
Inclusive Transport Strategy DfT, 2018	This strategy will help deliver the government's manifesto commitment of creating a transport system offering equal access for disabled people by 2030, as well as getting a million more disabled people into work by 2027. This strategy is very relevant for the LCWIP development as walking and cycling are key modes not only in themselves but for multi-modal journeys; as well as needing to ensure the accessibility and inclusivity of schemes

Table 3: Key regional policy linkages for LCWIP

Policy background – regional

Transport Strategy Transport for the South East, 2020	Transport for the South East (TfSE) is an emerging Sub-national Transport Body (STB), a partnership of 16 local authorities (including Brighton & Hove City Council), five Local Enterprise Partnerships (LEPs) plus representatives of district and borough authorities, protected landscapes and national delivery agencies. **TfSE's Transport Strategy (2020)** aims to grow the economy of the South East by delivering a safe, sustainable, and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. Its ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors. The strategy is moving from a traditional 'predict and provide' approach, to one of actively choosing a preferred future and setting out a plan of how we can get there together. The key principles of the strategy are: 1. Supporting sustainable economic growth, but not at any cost 2. Protecting the environment 3. Creating great places to live 4. Putting people first 5. Planning regionally for the short, medium and long term 6. Planning for successful places 7. Putting the user at the heart of the transport system 8. Planning regionally for the short, medium and long-term These principles are then applied to six journey types: radial, orbital & coastal, inter-urban, local, journeys to international gateways and freight and journeys in the future. Active travel improvements will assist in delivering this strategy and will be identified through TfSE schemes or funding streams such as the area studies programme.
Strategic Economic Plan (SEP) – Gatwick 360° Coast to Capital LEP, 2018	This plan sets out eight economic priorities: ○ Deliver prosperous urban centres ○ Develop business infrastructure and support ○ Invest in sustainable growth ○ Create skills for the future ○ Pioneer innovation in core strengths ○ Promote better transport and mobility ○ Improve digital network capability ○ Build a strong national and international profile Based on the LEP's priorities, a number of projects in the city have secured significant funding from the LEP such as Valley Gardens and BTN BikeShare.

Table 4: Key regional policy linkages for LCWIP

Policy background - local

The Local Cycling and Walking Infrastructure Plan (LCWIP) is one of a number of plans which will assist in delivering the initial vision, key outcomes and principles of the emerging fifth **Local Transport Plan (LTP5)**, which were approved by the council's Environment, Transport and Sustainability committee in June 2021. A consultation document was produced showing the initial direction of travel for the LTP5, this was consulted on in autumn 2021 alongside the draft LCWIP.

LTP5 will cover all forms of transport, and ways to deliver it will include infrastructure as well as other measures eg behaviour change and enforcement.

The 2030 transport vision for the city is for ***'Better connected residents, businesses and visitors, for an improved quality of life in a healthy, inclusive and carbon neutral city.'***

The LCWIP aligns with the six initial LTP5 outcomes:

Initial key outcomes of the LTP5:
A sustainable, strong and fair economy
Safe, healthy and welcoming streets and neighbourhoods
An accessible city with a transport network that everyone can use
Improved air quality to safeguard the health of our communities
Reduced carbon emissions to protect our global environment
Travel that respects our local environment

Table 5: Local Transport Plan 5 (LTP5) initial outcomes

The following initial key principles will inform the development of the LTP5 priority areas:
Reduce the need to travel – avoiding or reducing the frequency and length of trips we make by vehicles
Shift how people travel – prioritising walking and cycling for shorter journeys, and public transport for longer journeys
Clean vehicle travel – vehicle travel to be low or zero emission, powered by renewable energy sources

Table 6: Local Transport Plan 5 (LTP5) initial key principles

Of these, the LCWIP will assist principally in **shifting how people travel for short journeys** in the city. Delivering an improved network of routes and areas for active travel will support the aims of the proposed LTP5 priority areas for interventions, including to:



Figure 8: Local Transport Plan 5 (LTP5) priority areas which the LCWIP will support

In this LCWIP we set out a number of themes for active travel improvement projects which align with or support a number of LTP5's key outcomes and proposed priority areas.

Other key strategic documents that the LCWIP will support, and that will support the delivery of the LCWIP, include:

Rights of Way Improvement Plan (ROWIP) BHCC, 2018	The ROWIP identifies changes that will improve rights of way and access provision for walkers, cyclists, horse riders and those with mobility issues. The ROWIP states the vision for rights of way in Brighton & Hove as: *'A city where people with diverse access needs have the opportunity to use a well maintained and joined up public Rights of Way network, connected to the varied green and blue spaces around the city: the seafront, city parks and gardens, open spaces on the urban fringe and the South Downs National Park.'* The LCWIP and the ROWIP complement each other by ensuring provision for not only everyday journeys, but also journeys to open spaces in and around the city.
Bus Service Improvement Plan (BSIP) BHCC, 2021	The BSIP was produced in response to the government's National Bus Strategy and will be reviewed annually. It sets out the council's aspirations for how bus services can be improved working in partnership with the city's bus operators. The BSIP and LCWIP are complementary plans which will enable more active travel and bus use.
Economic Strategy and ***Visitor Economy Strategy*** BHCC, 2018	Ensuring a liveable, welcoming city streetscape is important in ensuring continued growth of the economy including the visitor economy. One of the five key themes for action in the Economic Strategy is 'a sustainable city'. The development of a five-year Destination Management Plan will support the visitor strategy, and sustainable travel and movement after arrival in the city will play a key role. Good connections between venues and all the city's facilities are required and will be delivered through good transport and public realm design.

Joint Health & Wellbeing Strategy BHCC, 2018	This sets out the vision that *'Everyone in Brighton & Hove will have the best opportunity to live a healthy, happy and fulfilling life.'* The principles to guide the delivery of the strategy include partnership and collaboration, reducing health inequalities, engagement and involvement and keeping people safe.
City Plan Part One and ***City Plan Part Two*** BHCC, 2016 and 2020	The City Plan sets out the Development Plan framework for the city. It will help shape the future of the city and plays an important role in ensuring that other citywide plans and strategies achieve their objectives. Strategic Objective 11 (SO11) is to *'Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion, reduce noise and promote active travel.*
Safer Roads Strategy BHCC, 2014	The strategy sets out the vision to create a safe road traffic system, in which no-one will suffer death or serious injury whilst using it. The council will work with stakeholders including Sussex Safer Roads Partnership to deliver the strategy, which sets out the four principles of **education, engineering, enforcement and encouragement.**
Public Space, Public Life study BHCC, 2007	This work for the council was led by Gehl Architects and its principles and toolkit were endorsed in 2007. The study aimed to enhance the public realm and make the city become more legible for everyone, and included an audit of the quality of the public realm and recommendations for future improvements. This resulted in recommendations including the creation of links with special identity and character, improvements to conditions for walking and cycling in the city, designing a high-quality city for people and improving safety.
2030 Carbon Neutral Programme (CNP) BHCC, 2021	The council declared a climate and biodiversity emergency in December 2018 and has committed to becoming carbon neutral by 2030. This was a demonstration of the city's commitment to tackling climate change. The 2030 CNP will oversee the development and then delivery of a co-ordinated programme of projects which aim to tackle climate change and transition the city to become carbon neutral. Planning for future growth of walking and cycling, including by developing the LCWIP, is a key focus of actions from the CNP.
The city's **Air Quality Action Plan** and **an assessment framework for Low Traffic Neighbourhoods** are also in development, which the LCWIP will have close links with and will assist in delivering objectives from these documents.	

Table 7: Key local policy linkages for LCWIP

LCWIP themes

These themes for active travel improvement projects will steer the direction of how we carry out projects in the city and ensure active travel will be at the heart of project development and delivery, in line with our city-wide principles, objectives and outcomes through the emerging Local Transport Plan 5.

Local Transport Plan 5 – key outcome or priority area	**LCWIP themes**
Key outcome: *An accessible city with a transport network that everyone can use* Priority area: *Creating an inclusive and integrated transport system*	**Access for all:** • We will consider accessibility for everyone at the start of all schemes and seek to prioritise improvements • Meeting the needs of different users eg disabled people, visitors to the city, families, will be at the forefront of schemes in order to integrate provision for active travel as part of journeys • We will ensure active travel infrastructure enables safe and unobstructed travel along routes **Integration of projects and different means of travel:** • Active travel will be reviewed and improved as part of all transport projects • As well as considering active travel users in schemes, we will consider other road users, particularly disabled drivers, public transport and delivery vehicles, when developing schemes • We will take a holistic approach to scheme design, from major projects to everyday improvements and highway maintenance • We will provide more secure on-street cycle parking in residential areas and at destinations • We will consider future highway maintenance arrangements in the design of schemes

Key outcomes: *Safe, healthy and welcoming streets and neighbourhoods* *Travel that respects our local environment* Priority area: *Developing streets and places that encourage and enable active*	**A clear, coherent network that is promoted widely:** • We will promote the network as it develops and involve people in its design and delivery • Where coloured surfacing is necessary, we will adopt a clear and consistent approach by using green surfacing • We will adopt a clear approach to wayfinding for active travel, including online maps and information for journey planning • We will promote the benefits of active travel and support, encourage and incentivise sustainable travel use in the city **Greening:** • We will consider improved planting for all schemes, particularly provision of trees to increase shade and cover • We will consider parklets where appropriate in scheme designs, particularly in dense urban areas • We will consider Sustainable Urban Drainage Systems in scheme design
Priority area: *Promoting and using technology to reduce and manage travel*	**Innovation:** • We will trial new ways of doing things, including linking with other projects such as the development of the 5G network in the city • We will continue to be innovators in new designs, building on project successes such as Valley Gardens, New Road and Lewes Road

Table 8: LCWIP themes and integration with LTP5

Existing context and challenges

Existing travel context

Active travel represents about a quarter of journeys to work in the city, as shown by Figure 9. Active travel also forms an important element of journeys by other means of travel, particularly bus and train. The city has higher than average bus use compared to nationally (outside London) due to the comprehensive network of high-quality services in place in the city. Travel to work data shows the need for increasing active travel for short journeys or as part of longer journeys, and the importance of reducing private vehicle use in order to meet both local and national targets.

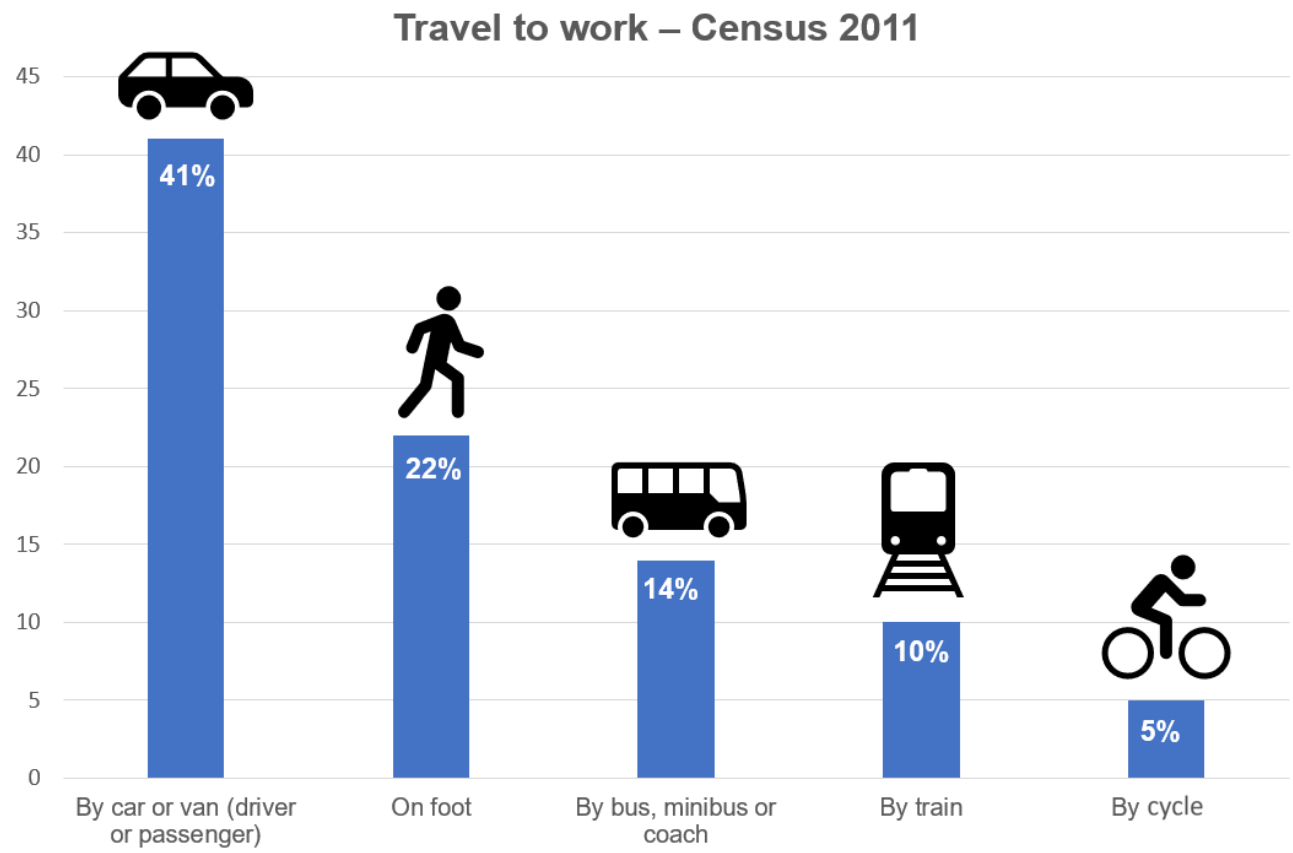


Figure 9: Travel to work in Brighton & Hove[12]

Data from the LCWIP public consultation shows that in autumn 2021:

- Walking is particularly high in local neighbourhood areas at 80% of respondents, and 74% of respondents walk to their local shops.
- The car is used by 12% of respondents to travel around the local neighbourhood
- 65% of respondents are using the car to leave the city into neighbouring areas compared to only 29% by train; 46% of respondents are also using the car to do the weekly food shop

Respondents are mostly using sustainable travel for journeys around the local neighbourhood and into the city centre. Car or van use for journeys in the local neighbourhood is low, rising to nearly 20% for journeys into the city centre so there is potential to encourage more sustainable modes for local trips.

[12] Census 2011

Car ownership in the city is low compared to national figures. **Over a third of households don't own a car** or have access to one.

In terms of travel for all purposes, data collected by the DfT shows that around a quarter of adults in Brighton & Hove cycle at least once a month; and 84% of adults in Brighton & Hove walk at least once a week. While this is encouraging, in order to meet our local and national targets and commitments, we need to increase these levels by providing high-quality facilities in the city where people want to walk and cycle, and crucially where they feel safe in doing so.

Data from the National Travel Attitudes Survey shows the **increased importance of active travel since the pandemic**. When interviewed between May and September 2020, 34% of cyclists reported to cycle more and 38% of those who walk as a means of transport reported to walk more than before the outbreak of the coronavirus.

In terms of traffic levels in the city, annual average daily traffic counts on key inner routes into the city show a reduction in traffic of 23% between 2019 and 2020[13], this is consistent with recent, national traffic flow trends which show a sharp decline in traffic levels across 2020.

Data from the National Highways and Transport Public Satisfaction Survey (NHT Survey) shows **falling satisfaction levels for traffic levels and congestion.[14]**

It is therefore critical that we continue to **invest in and plan for a comprehensive network to make active travel safe, accessible and the first choice, especially for short journeys in the city in order to free up roadspace and ease congestion**. It is important that the national rise in active travel for local journeys seen since the Covid-19 pandemic is adequately catered for in terms of infrastructure to support these journeys longer term.

[13] Brighton & Hove City Council, Key Performance Indicators for traffic on key inner routes into the city, 2019-2020
[14] National highways and Transport Public Satisfaction Survey (NHT Survey) 2020

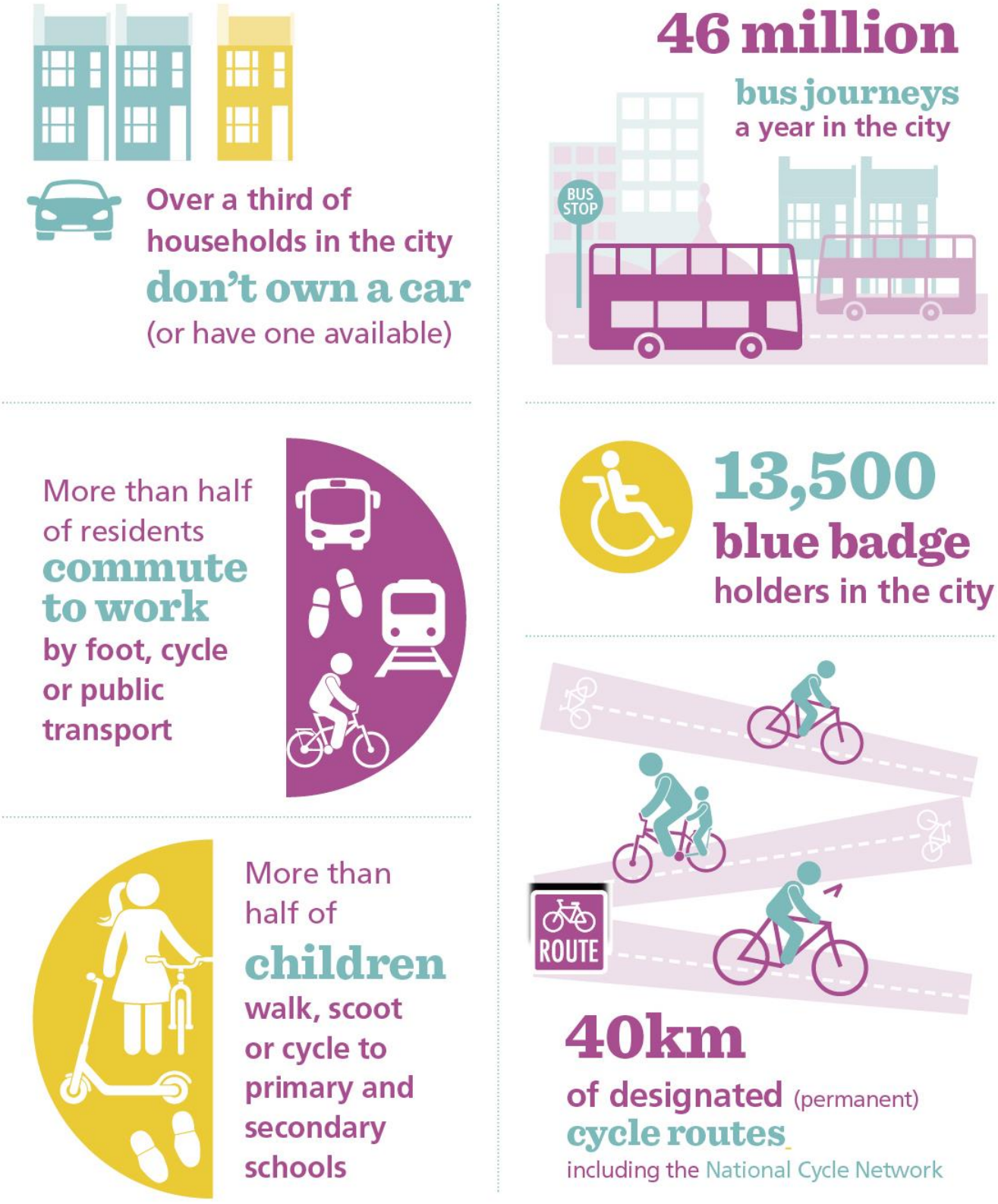


Figure 10: Existing context[15]

[15] All data are pre Covid 19

The city's current active travel network is illustrated on the council's cycling map, www.brightonandhovecyclemap.com which includes bridleways. This network will be further developed through the LCWIP.

Existing challenges

Extensive mapping and auditing have taken place and been combined with stakeholder engagement feedback to help identify current issues and challenges for infrastructure.

Brighton & Hove is a compact city and while this offers opportunities for active journeys, it also brings challenges such as limited space and challenging geography, such as narrow streets and hills.

55% of respondents expressed levels of dissatisfaction with the walking environment in the local area. This shows that we need to make improvements. The top 3 comments relating to this refer to the condition of pavements, obstructions and clutter on pavements, and pavement parking.

54% of respondents show levels of dissatisfaction with the cycling environment in the city. This shows that we need to make improvements. The top 3 comments are: a lack of safe cycle routes, cycle lanes end abruptly, and there are gaps in the current cycle network / routes.

- LCWIP consultation survey data



Figure 11: Barriers to active travel – feedback from autumn 2021 consultation

Evidence base for LCWIP network

Developing an active travel network

The LCWIP aims to connect people to places by active travel, making it easy and safe to do so. It plans strategically for whole routes and areas in order to overcome problems that can arise where infrastructure is incomplete. The network has been developed both strategically and locally, as Figure 12 explains.

Strategic network:

- Planned using strategic destinations
- An origin – destination approach planned around longer journeys (cycling-focused)
- A linear approach, taking direct routes and creating a complete network across the city
- Main focus of the network planning has been on cycling journeys but there will be many benefits for walking by improving these routes

Local network:

- Planned using local destinations and barriers
- An area-based approach as well as identifying some linear routes to connect with the strategic network
- Main focus of the network planning has been on walking journeys but there will be many benefits for cycling by improving these routes and areas

Figure 12: Definitions of strategic and local network within the LCWIP

Figures 13 and 14 illustrate the approach to linking up origins and destinations, and Figure 15 shows examples of types of origins and destinations (existing and planned) being linked by the LCWIP, both strategically and locally.

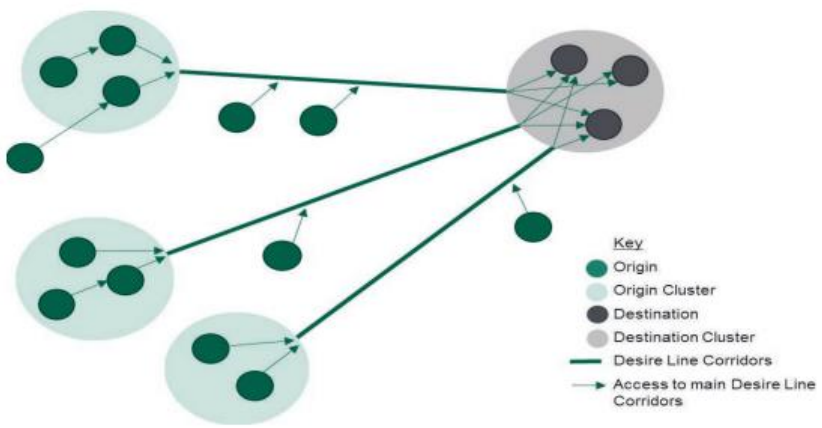


Figure 13: Clustering of origin and destination points corridors[16]

[16] From DfT Local Cycling and Walking Plans Technical Guidance (2017) p17

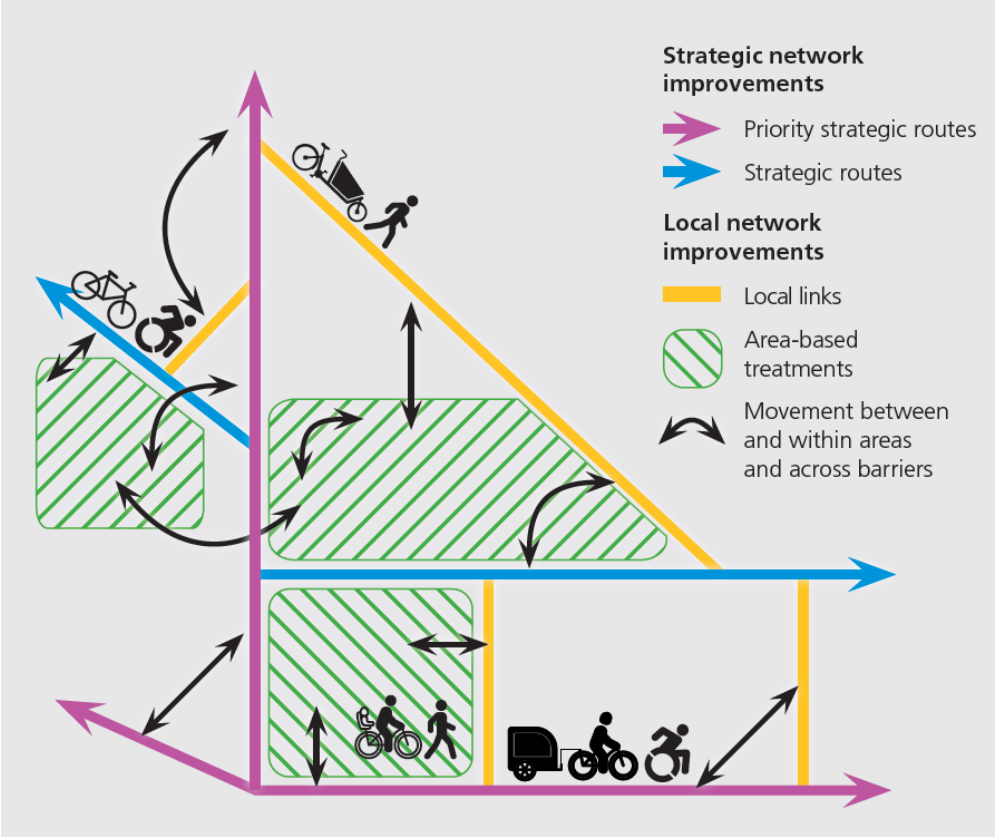


Figure 14: Linkages between strategic and local networks for active travel

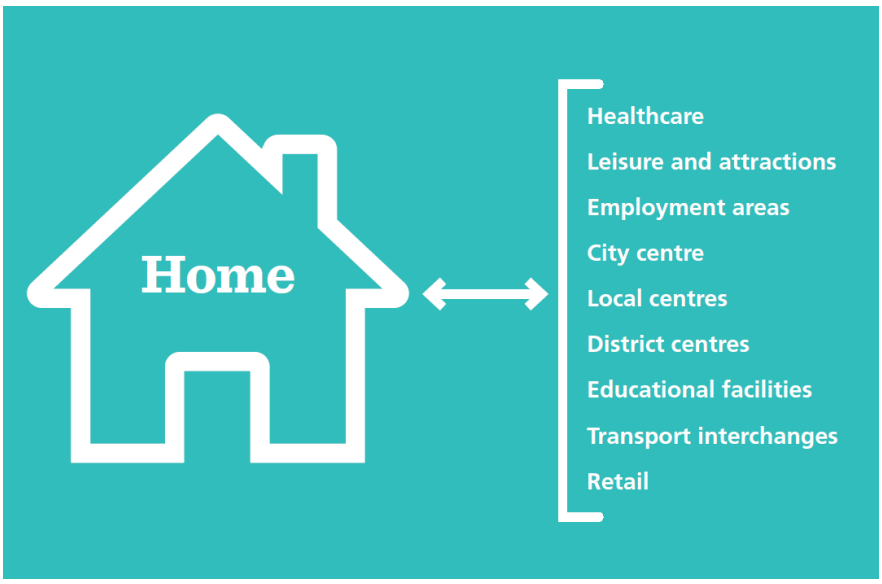


Figure 15: Origins and destinations (existing and planned) to be connected by the LCWIP

The LCWIP needs to support journeys to and from where people want to travel. It also needs to prioritise routes and areas for improvement based on where investment will be best placed and where the most uptake and benefit can be realised in future, therefore assisting in meeting the various national and local targets and commitments.

Gathering information to develop the network

Various data and information have been gathered and mapped as part of the LCWIP process, to identify and understand the current network, its issues and potential for change. This helps understand the need for supporting active travel in the city through a network of infrastructure. Further details are available in the **Technical Report**[17].

Data reviewed and analysed in developing the LCWIP network included:

- 2011 Census data (such as travel to work)
- Local and national traffic counts
- Road Traffic Collision data
- Previous consultations where improvements were proposed
- Previous area studies where issues were reviewed, and potential solutions proposed
- Locations of trip generators (origins and destinations)
- Perceptions of existing facilities.

Initial mapping work showed origin – destination analysis for cycling, which helped form the strategic network. The local network was informed by analysis around movement within areas and by considering barriers to movement. Both networks will be for improvements for active travel as a whole.

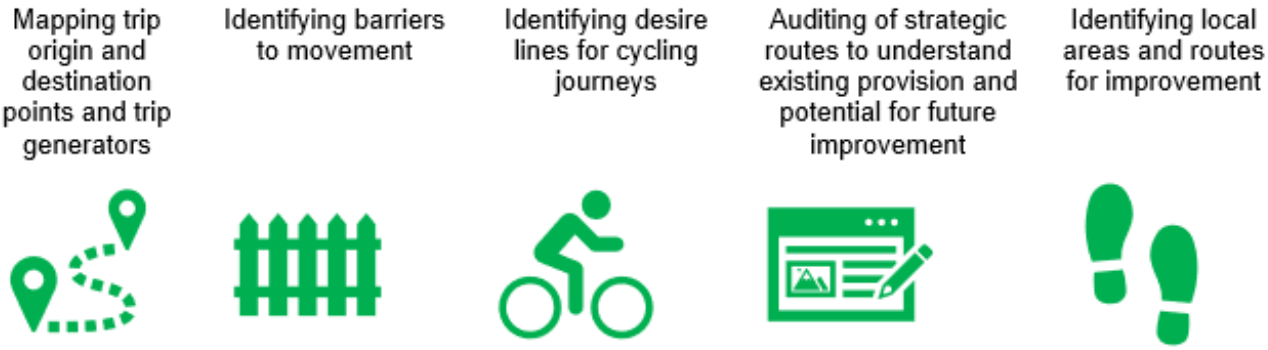
Stakeholder engagement was undertaken to gather information from local users of the active travel network and to both supplement and challenge the data gathered.

The first set of stakeholder engagement (May – June 2020) involved workshops, supported by a survey asking stakeholders to identify on maps where there were issues / suggestions for active travel in the city. This, in conjunction with the data, helped inform the development of the emerging networks.

The draft emerging networks were then presented to stakeholders in autumn 2020 where comments were invited (via workshops and a survey) to feedback on the network and whether it met the needs of stakeholders and addressed issues / suggestions raised previously. Feedback received at this stage was very valuable in determining how to take the networks forward in the LCWIP development. The draft networks were then presented in the LCWIP public consultation.

[17] Available on request from transport.projects@brighton-hove.gov.uk

Stages 3 & 4 – Network planning for active travel



Developing the LCWIP network

The analysis to develop the strategic and local network has been split by walking and cycling in order to plan for the different types of journey. For example cycling journeys are generally longer in distance than walking and need more of a route-based focus; and walking journeys generally being shorter (on their own or part of a longer journey including other forms of transport), needing more of an area-based focus. However, the networks and areas for improvement have been developed in conjunction with each other to form a combined network (see Figures 16-23). This is so that when improvements are taken forward for delivery, detailed consideration of all forms of transport, including interaction with public transport and other motor vehicles, will take place. This means that improvements will not necessarily be limited to just active travel.

Strategic network

What is required?

To plan the strategic network, consideration has been given to cycling journeys as these are likely to be longer, however there are considerations within the process for walking journeys as well. The following tasks have been undertaken:

- Identifying and clustering **trip origin and destination points**
- Establishing **desire lines** for cycle movement
- **Planning the network** and identifying improvements

Why is it needed?

In order to enable strategic planning for routes, it is necessary to establish desire lines for where people want and need to travel to and from – both now and in the future. These desire lines are then compared with the road network and routes can be planned from this by considering in more detail at what exactly needs improving on these routes. By providing high quality infrastructure on these key routes, it is more likely to increase the levels of active travel in the city. We know that a key reason some people don't cycle or walk is because they're concerned about safety. Benefits of increased levels of active travel include better physical and mental health for residents, better air quality and reduced congestion. Consideration needs to be given not only to current movements but future journeys and mobility options as well, which would benefit from a joined up, high-quality network.

What does this mean for the city's strategic network?

The process of developing the strategic network for the city started with an origin and destination analysis, including existing and planned locations where people are currently travelling to and from and will need to in future. Origins and destinations across the city were mapped and connected in a straight-line analysis. Routes were then mapped to the road network and were reviewed to ensure the most appropriate routes were taken to cater for the desire lines for journeys where people want to go. This initial map set out the strategic network, which then needed prioritisation in order to determine the routes where investment will bring the greatest benefits and therefore need developing earlier than others.

An early prioritisation exercise was therefore undertaken, with the following criteria used to determine which routes were highest priority:

- **High deprivation levels** (Indices of Multiple Deprivation data)
- **Improving active travel and accessibility to schools and workplaces** (using Propensity to Cycle Tool (PCT) data)
- **Poor Air Quality** (using Air Quality Management Area (AQMA) locations)
- **Economic factors** (key employment, town and local centres)
- **Areas of development** (development allocations)

These datasets were mapped and routes across the city were scored based on the above criteria. Links to neighbouring area networks and the Rights of Way Improvement Plan (ROWIP) were also considered as part of this process. The outputs from this exercise are detailed in the **Technical Report** and the summary of this analysis is the prioritised network as shown in Figures 16-23. Within the strategic network map, the top 17 priority strategic routes are shown in pink, with the remaining strategic routes in blue and key existing recreational routes in orange. The routes are also shown in Tables 9 and 10, where some routes have been split into sections for logical delivery. Names of strategic routes shown in Figures 16-23 are referenced in **Appendix 1**.

This first LCWIP document represents key routes for improvement at this point in time but there will be further routes that will need investigation and development as the LCWIP evolves.

Local network

What is required?

With stakeholders we created an approach to developing the local network to meet the requirements of the city. This involved looking not just at linear routes to connect with the strategic network but also determining potential for area-based approaches across the city. For the local network a walking-based approach has been taken, however the improvements and benefits will be for active travel as a whole, including linking multi-modal journeys.

Why is it needed?

When planning strategically for local improvements, it is important to understand that there are many factors influencing and affecting the use of active travel in these areas. During the network development process it was determined that area-based approaches to walking were most appropriate rather than simply looking at linear routes to and from local centres. It is also important to recognise that while every street is part of the overall active travel network, the approach for the LCWIP is to identify routes and areas **most in need of improvement** over the next ten years. Taking an area-based approach ensures that broader benefits can be obtained for measures put in place.

What does this mean for the city's local network?

A methodology has been developed to identify locations for local improvements, based on both area-based treatments and linear routes. These will complement any improvements as part of interventions proposed for the strategic network, and can be seen in Figures 16-23 which show the combined network.

The purpose of an area-based treatment is to improve the environment for active travel through a reduction of through-traffic. This discourages rat-running by reducing through-traffic, as it is re-routed to more appropriate roads. This results in a safer and more pleasant area for local residents. Although these areas have been identified through a process looking at walking, they will also provide an opportunity to enable cyclists to start or continue their journeys to and from the strategic network, as detailed in Figure 14.

Area-based treatments have been identified in areas within the city which surround, and provide access to, an education facility and/or a train station. The areas themselves have been determined by considering the following:

- **Key barriers / severance**, such as railway lines and main roads
- **Key trip attractors**, such as train stations and education facilities
- **Access to the strategic network**

To complement the area-based treatments and the strategic network, additional linear routes have been identified which focus on key walking routes, including:

- **Funnel routes** - high footfall areas where people are funnelled into limited space on a route eg over a bridge or across a railway line
- **Key corridors** - likely to have significant footfall, or the potential for significant footfall, such as routes to key destinations including an education facility or a train station, or along a key street to a shopping area or local centre

The local areas and routes for improvement, shown in Figures 16-23 alongside the strategic network, highlight the areas and routes that can assist in creating liveable, healthy communities where active travel can become the first choice for all or part of a journey for a significant number of people. Areas and routes, as well as neighbourhood priorities, are described in further detail in **Appendix 2**. The local areas and routes are named on the maps in Figures 18-23, these denote names only and not priority order.

Figures 24 and 25 show the prioritisation for neighbourhoods to be taken forward for local improvements, subject to funding and further design and consultation.

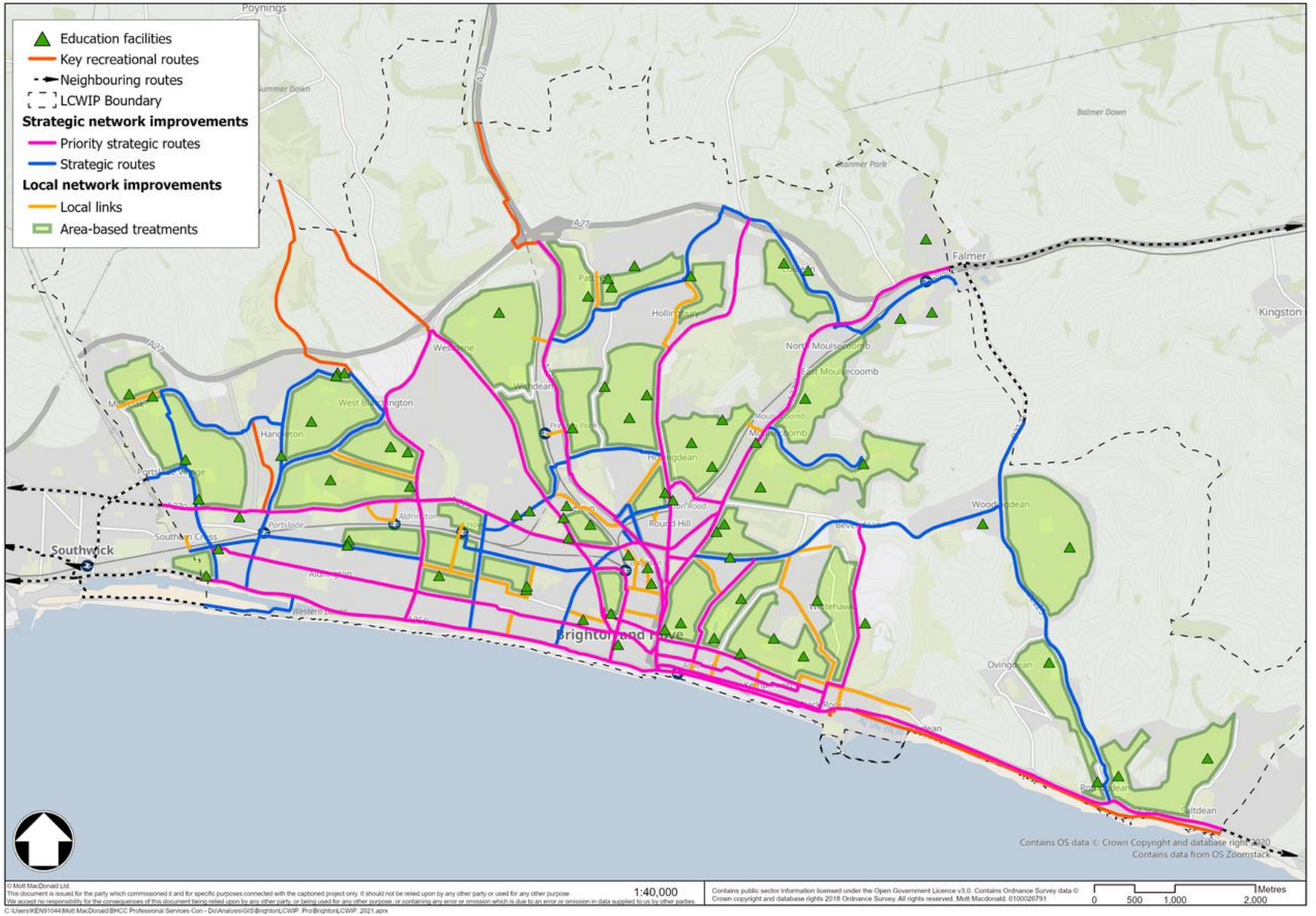


Figure 16: LCWIP network

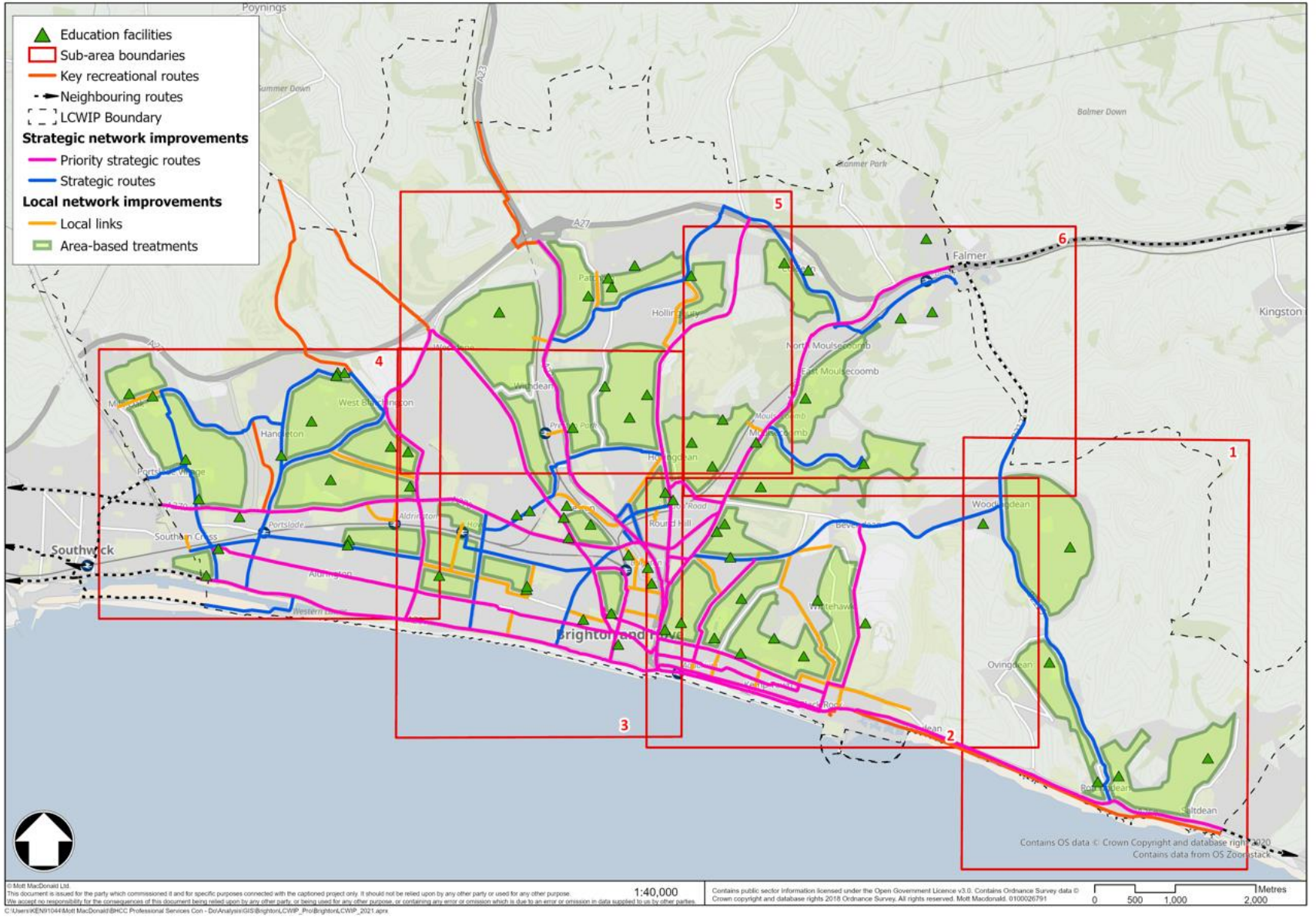


Figure 17: LCWIP network sub-area key



Figure 18: LCWIP network: Sub-area 1 map

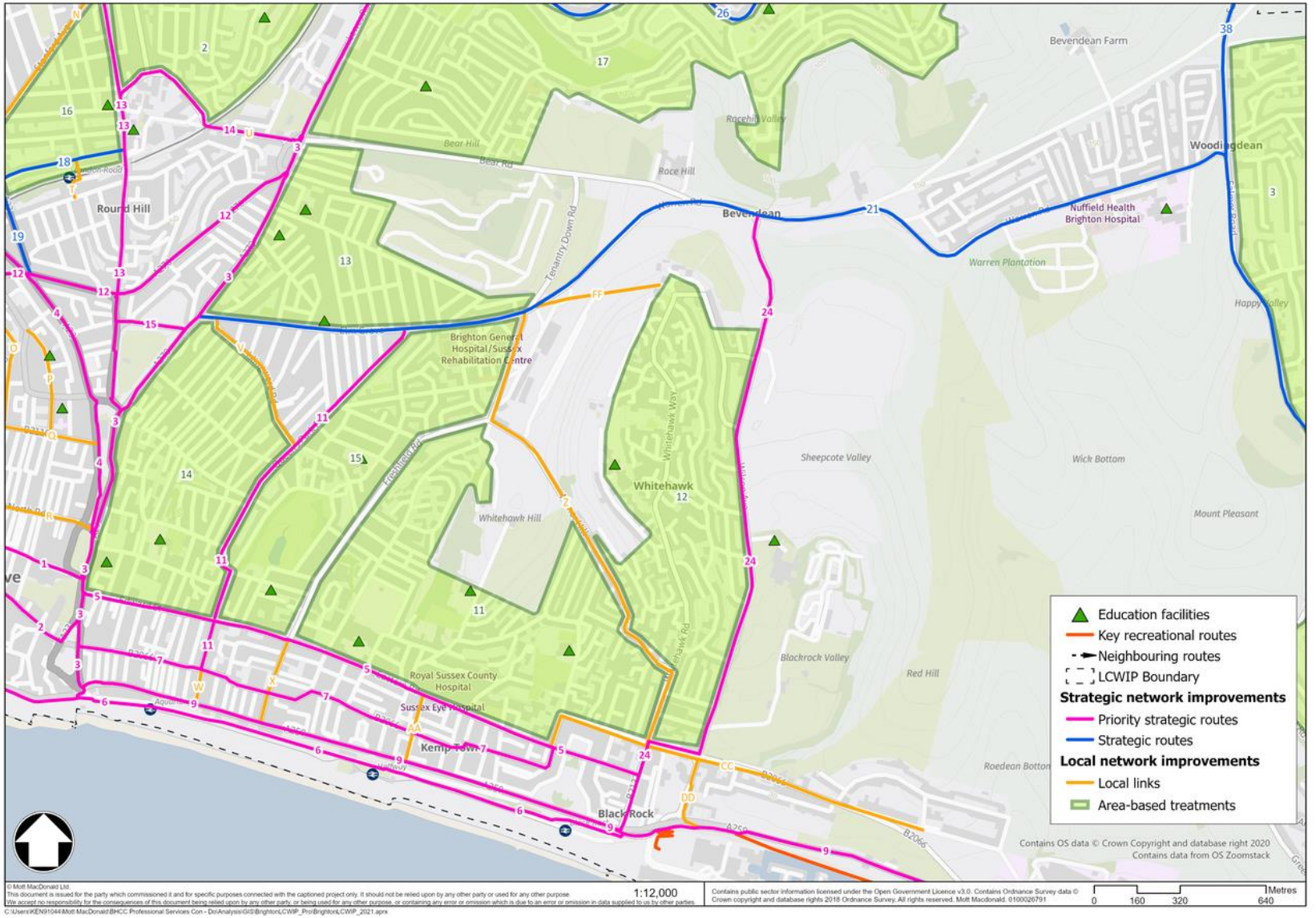


Figure 19: LCWIP network: Sub-area 2 map

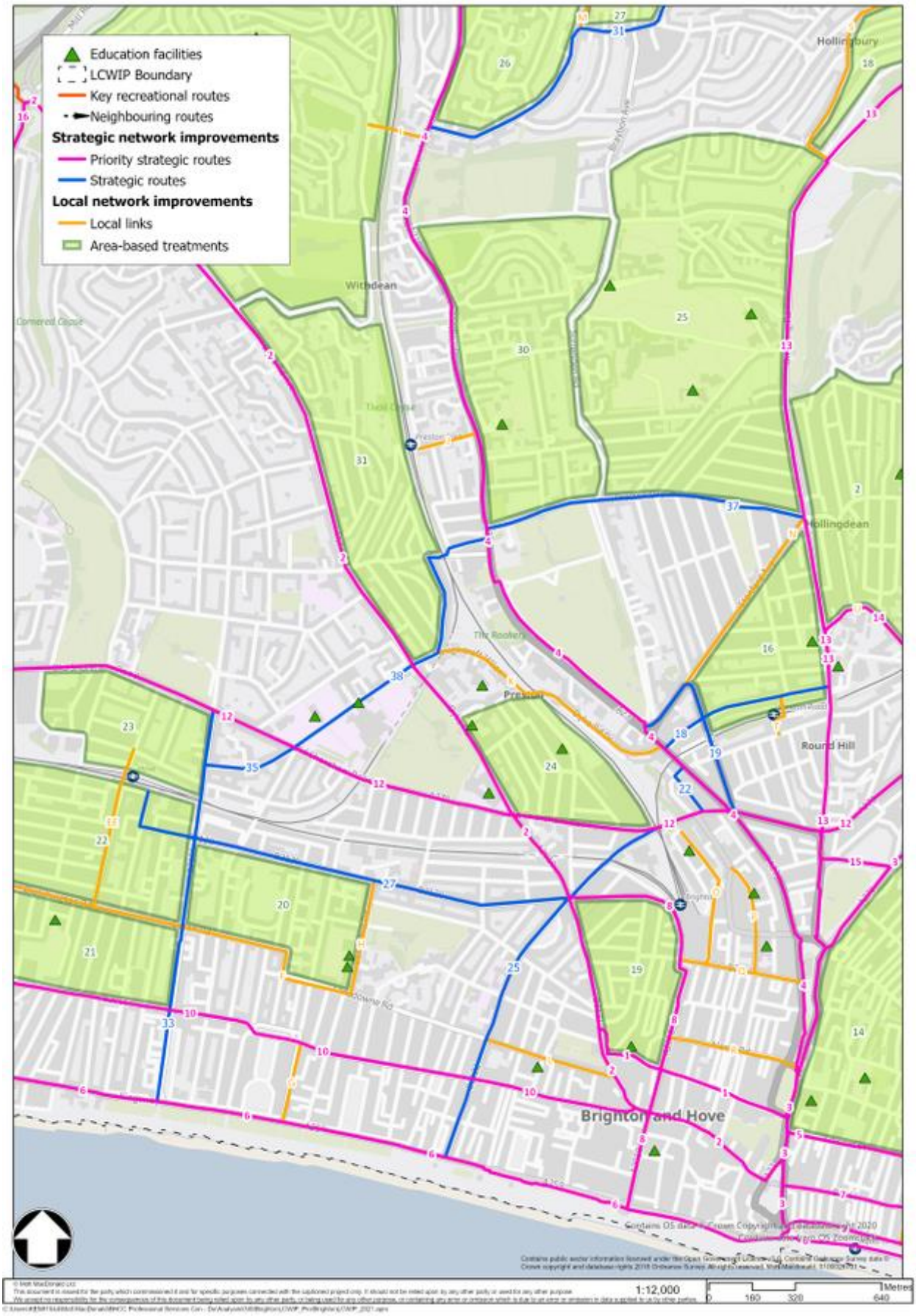


Figure 20: LCWIP network: Sub-area 3 map

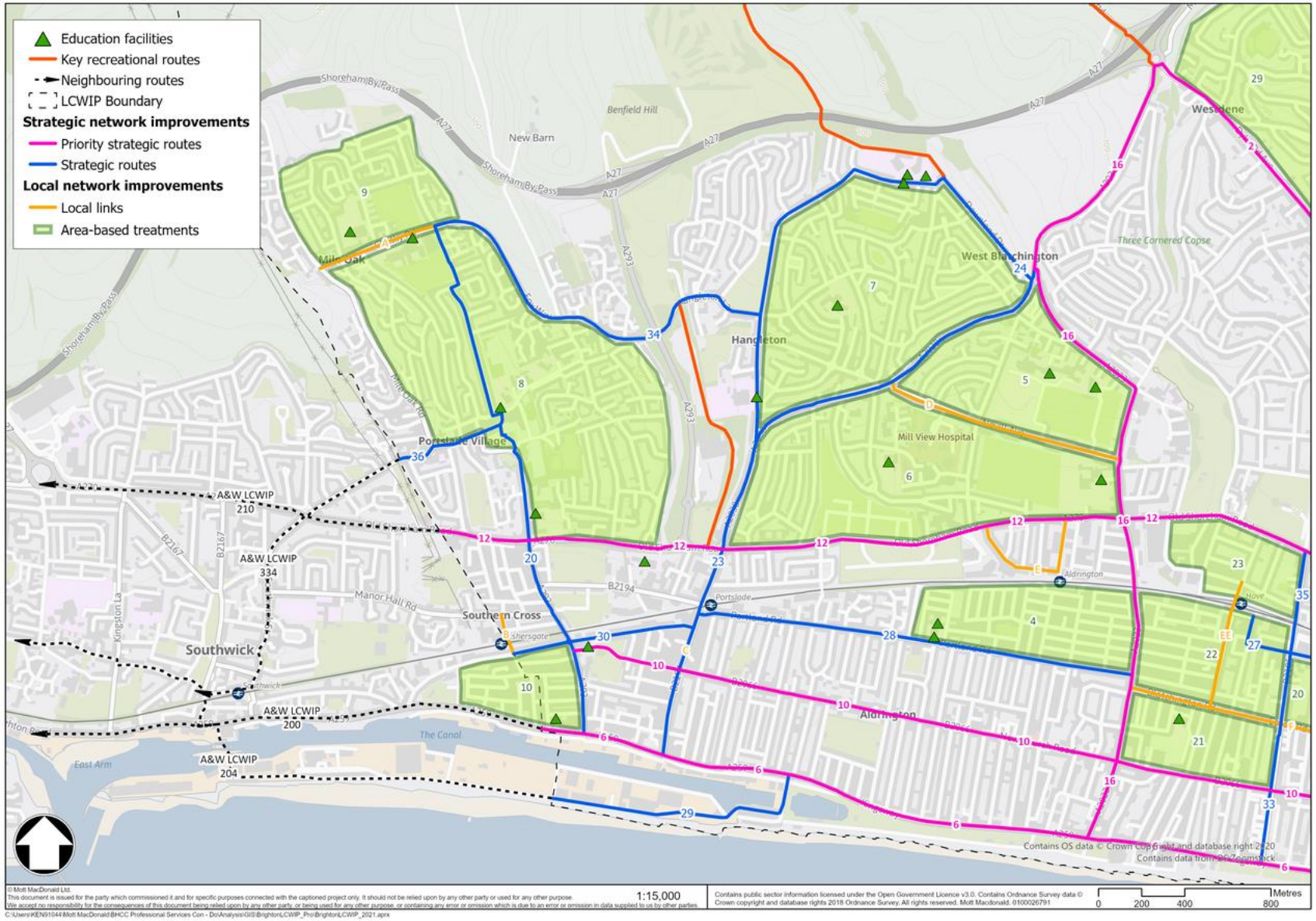


Figure 21: LCWIP network: Sub-area 4 map

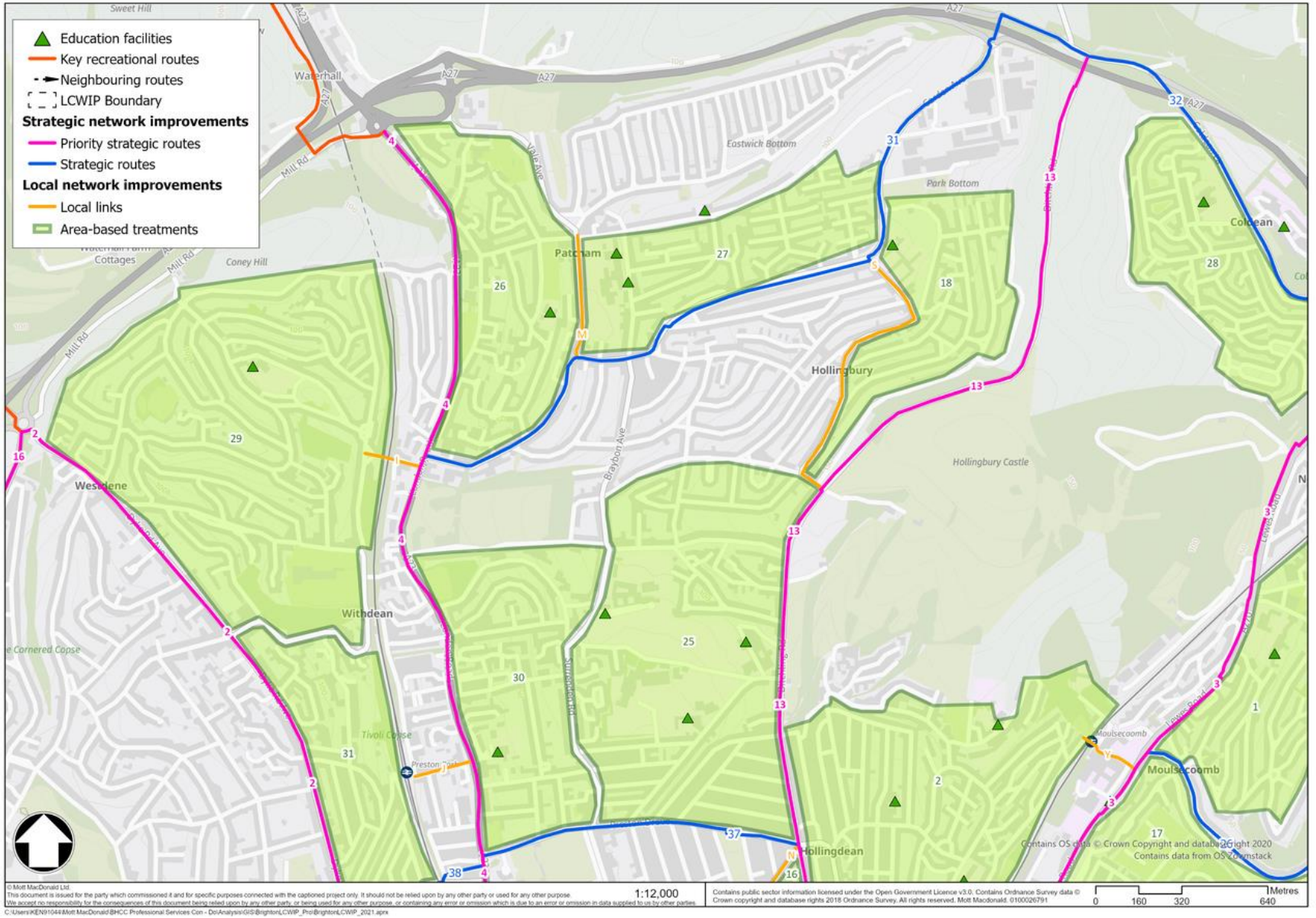


Figure 22: LCWIP network: Sub-area 5 map

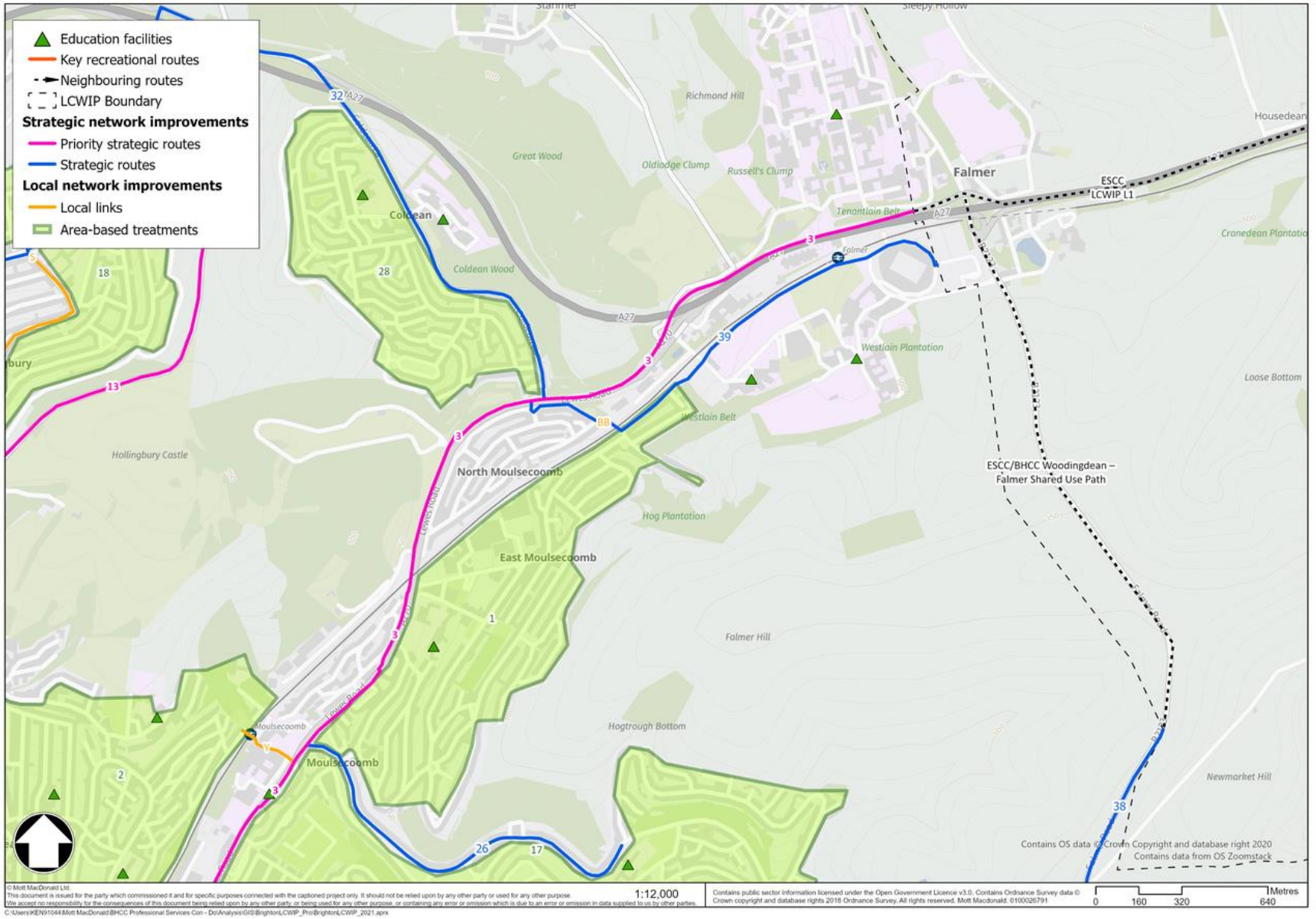


Figure 23: LCWIP network: Sub-area 6 map

Stage 5 – Prioritising improvements

Developing timescales for delivery over short, medium and long-term



High-level prioritisation: prioritising improvements considering effectiveness, cost and deliverability



Strategic network prioritisation

The pre-prioritisation criteria for strategic routes, noted in the previous section, formed the basis for identifying the strategic network including the top 17 priority routes. From this, the draft network was then discussed with stakeholders and refined further to form the final network shown in Figures 16-23. Further information on this process can be found in the **Technical Report**.

Table 9 shows the prioritisation for improvements needed for the top 17 priority strategic routes. These schemes are all high priority for delivery, with different timescales, and some have been split into smaller sections for delivery, with wider route references noted – these can also be seen on the maps in Figures 16-23. The routes are set out by short, medium and long term time periods for delivery (short-term <3 years, medium-term <5 years, long-term >5 years); these have been determined by considering a number of factors including technical feasibility and alignment with funding streams and other workstreams.

Scheme	Strategic route reference and priority order	Delivery timescale (short, medium, long term)[18]
Church Street	1	Short
North Street	2a	Medium
Dyke Road - Seven Dials to The Upper Drive	2b	Medium
Dyke Road - The Upper Drive to A27	2c	Medium
Lewes Road (south)	3a	Medium
Lewes Road (north)	3b	Medium
A23 (Argyle Road to Patcham Roundabout)	4a	Short
A23 (A259 to Marlborough Place)	4b	Short
A23 (Valley Gardens to Argyle Road)	4c	Medium
Eastern Road / Edward Street	5	Long
Madeira Drive	6a	Short
A259 (Wharf Road to Palace Pier)	6b	Short
A259 (western border to Wharf Road)	6c	Medium
Chesham Rd, St George's Rd, Bristol Rd and St James's St	7	Long
Buckingham Pl / Terminus Rd / Queens Rd / West St	8	Medium
A259 (Marine Parade)	9a	Short
A259 (Marine Drive)	9b	Short
Western Road (Dyke Road to Montpelier Road)	10a	Short
New Church Road / Church Road / Western Road	10b	Medium
Queens Park Road	11	Long

[18] Short-term <3 years, Medium-term <5 years, Long-term >5 years

Old Shoreham Road (Hangleton Road to Dyke Road)	12a	Medium
Old Shoreham Road (east of Dyke Rd) / New England Road / Viaduct Road / Upper Lewes Road	12b	Long
Old Shoreham Road (western border to Hangleton Road)	12c	Long
Ditchling Road (north)	13a	Short
Ditchling Road (south)	13b	Long
Upper Hollingdean Road	14	Long
Union Road	15	Medium
Nevill Road and King George VI Avenue	16a	Medium
Sackville Road	16b	Long
Wilson Avenue	17	Long

Table 9: Top 17 strategic routes and prioritisation status

The remaining strategic routes are shown in Table 10. These have also been split into sections for delivery, with wider route references noted, however, the LCWIP is an evolving document and will be reviewed and updated over time. It will also help to guide investment. Schemes in this list are medium to low priority, and may be brought forward sooner if funding becomes available or there is overlap with other schemes such as road or pavement maintenance or proposals linked to development.

Scheme	Strategic route reference
Springfield Road (Preston Road to Beaconsfield Road)	18
Springfield Road (Beaconsfield Road to Ditchling Road)	18
Stanford Avenue and Beaconsfield Road	19
Trafalgar Road, Locks Hill, Southdown Road and Croft Drive	20
Elm Grove and Warren Road	21
Argyle Road (A23 to Campbell Road)	22
Argyle Road and Campbell Road (rest of area)	22
Boundary Road and Hangleton Road	23
Hangleton Way and Downland Drive	24
Vernon Terrace and Montpelier Road	25
The Avenue	26
Davigdor Road and Cromwell Road	27

Scheme	Strategic route reference
Portland Road	28
Basin Road South	29
Gladstone Road	30
Carden Avenue	31
Coldean Lane	32
Grand Avenue and The Drive	33
Fox Way and Hangleton Lane	34
The Upper Drive	35
Mile Oak Road and High Street	36
Preston Drove and Millers Road	37
Rottingdean High Street and Falmer Road	38
Barcombe Place and Lucraft Road	39

Table 10: Other strategic routes

Prioritisation of local areas and routes

In order to establish where local improvements are most required, it was important to identify neighbourhoods across the city which have the greatest need for improvements, and where the improvements would have the greatest benefit.
To determine areas with the most need for improvements, the following criteria and datasets were used:

Areas with the most need:

- Areas with **higher deprivation levels**[19]
- Areas with a larger **elderly population**[20]
- Areas with a larger **young population**[21]
- Areas with a **higher number of road traffic collisions involving injury to a pedestrian or a cyclist** [22]

Areas that would most benefit:
To determine areas that would benefit the most from improvements, the following sources of information were reviewed:

- Location of **education facilities** (including primary, secondary, colleges and universities)
- **Strategic development sites**
- **Local destination** locations, such as local shopping centres
- Location of **leisure facilities** (including leisure walking routes) and green spaces
- **Air Quality Management Areas** (AQMAs)

The overall prioritisation for the local network (for area-based improvements as well as local links), is shown in Figure 24 and Table 11. The top priority areas for local network improvements, and associated area-based treatments and routes, are shown in Figure 25 and Table 12, and form the high priority areas for the local network. This prioritisation was undertaken initially based on the criteria above, which helped inform the areas and routes for improvement within these neighbourhoods. Remaining neighbourhood areas are medium to low priority.

[19] From the Indices of Multiple Deprivation (IMD) (2019)
[20] Defined as 75 and over and taken from the 2011 census
[21] Defined as under 18 and taken from the 2011 census
[22] October 2017 – September 2020, Sussex Safer Roads Partnership

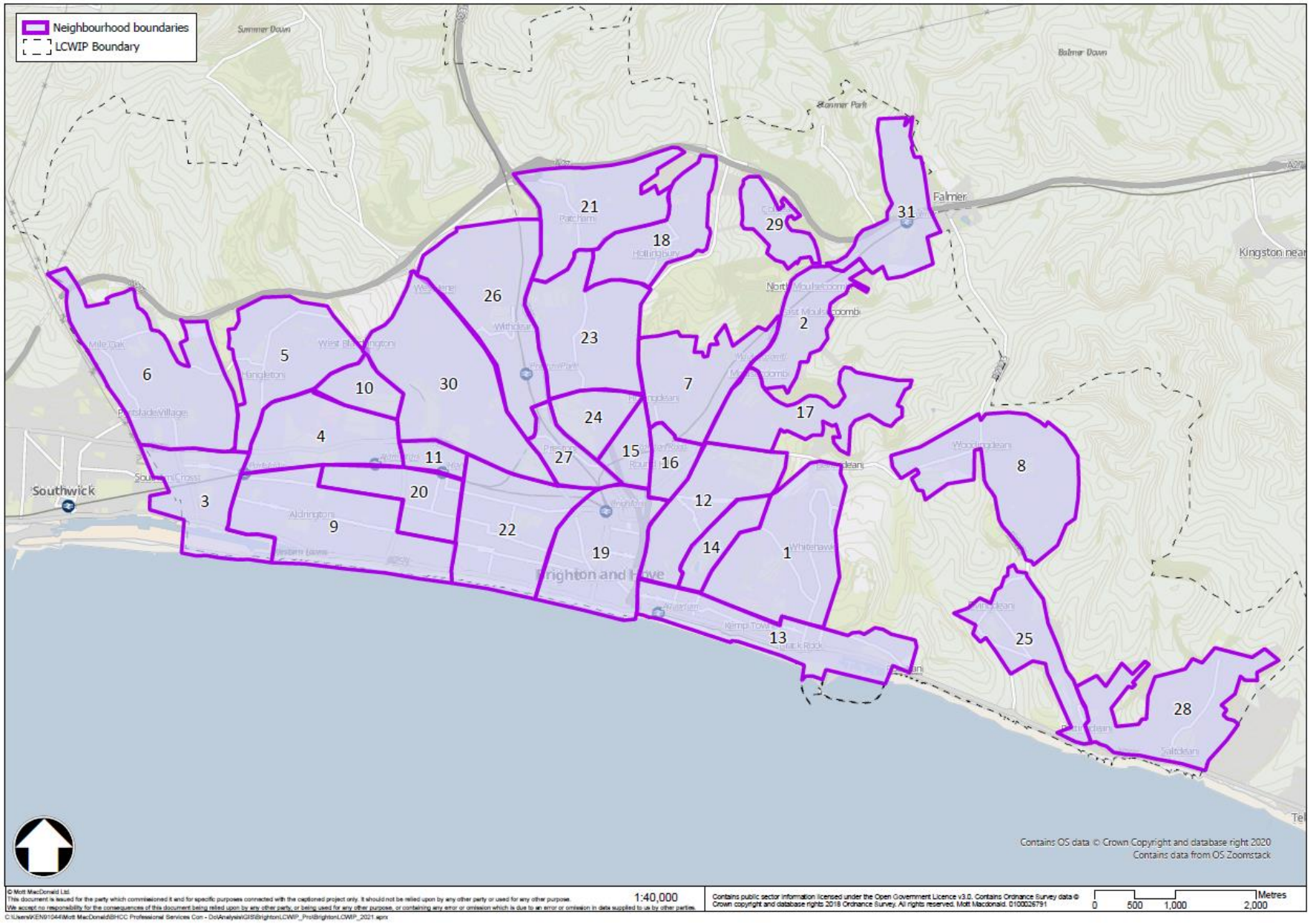


Figure 24: Neighbourhood prioritisation for local network improvements

Neighbourhood area	Priority	Neighbourhood area	Priority
East Brighton / Whitehawk	1	Round Hill	16
Moulsecoomb	2	Bevendean	17
Portslade	3	Hollingbury	18
Knoll / West Blatchington	4	Central Brighton	19
Hangleton	5	Sackville	20
Mile Oak and Portslade Village	6	Patcham	21
Hollingdean	7	Hove & Wilbury	22
Woodingdean	8	Surrenden	23
West Hove	9	Preston	24
West Blatchington - schools	10	Ovingdean	25
Wilbury & West Blatchington	11	Westdene & Withdean	26
Hanover & Elm Grove	12	Tivoli & Prestonville	27
Kemptown & Black Rock	13	Saltdean	28
Queens Park	14	Coldean	29
London Road station	15	Tongdean	30
		University	31

Table 11: Prioritisation of neighbourhoods for local network improvements (1-10 are high priority, 11-31 are medium to low priority)

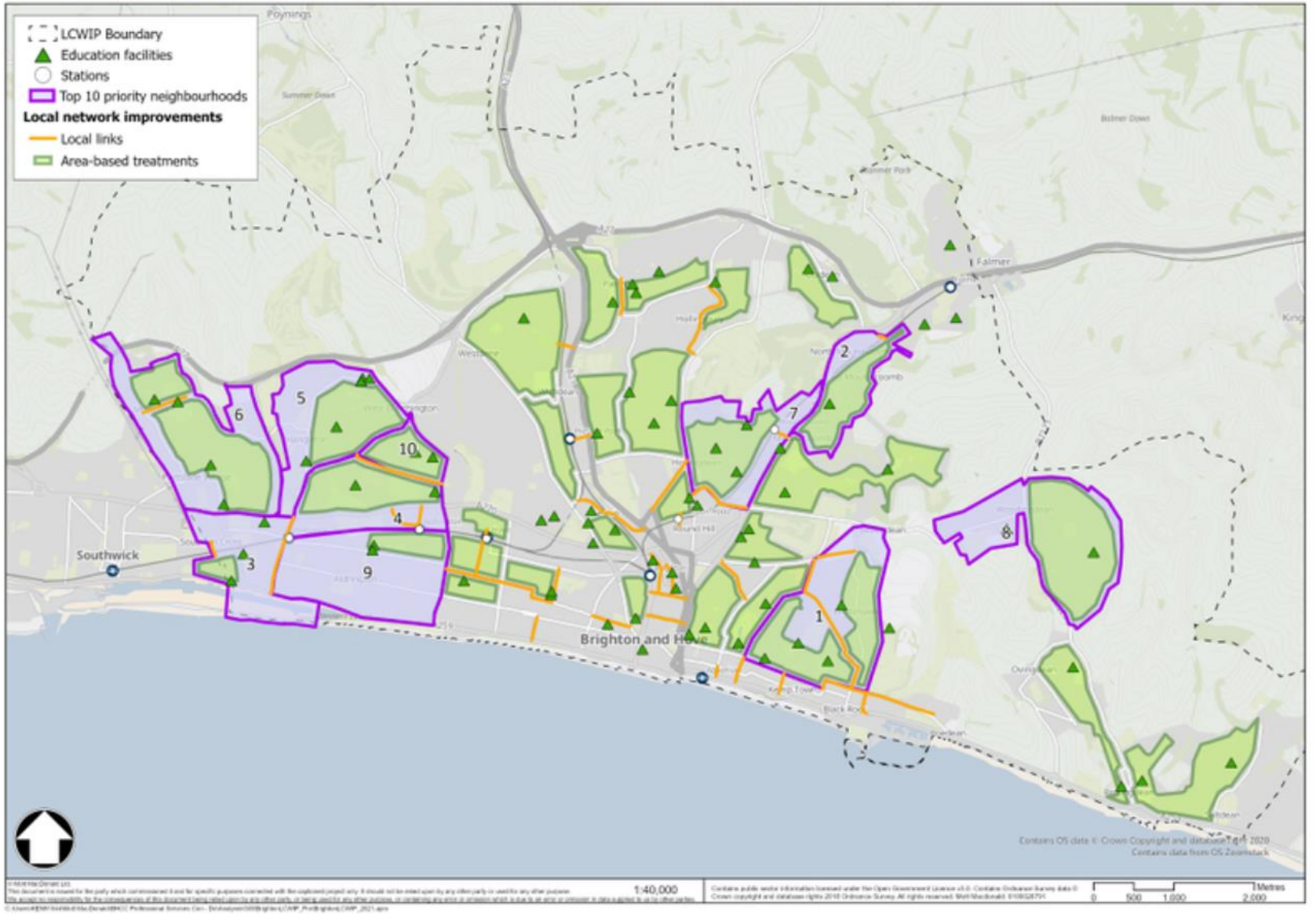


Figure 25: Priority neighbourhoods for local network improvements

Neighbourhood area reference and priority	**Neighbourhood** (see Figure 25)	**Area-based treatments** (see Figures 16-23)	**Local links** (see Figures 16-23)
1	East Brighton / Whitehawk	11 – Kemp house Hospital & Whitehawk Hill 12 - Whitehawk	Z – Manor Hill: north-south connection between Freshfield Road area and Whitehawk FF – racecourse link
2	Moulsecoomb	1 – East Moulsecoomb	BB – Ashurst Road (across railway)
3	Portslade	10 - Fishersgate	B – connection to Fishersgate station
4	Knoll / West Blatchington	6 – Hove Park & Mill View	D – Nevill Avenue E – Link to Aldrington station
5	Hangleton	7 – West Blatchington & Hangleton	
6	Mile Oak & Portslade Village	10 – Portslade 11 – Mile Oak	A – Chalky Road (access to schools)
7	Hollingdean	2 – Hollingdean	U – Hollingdean Road Y – Moulsecoomb (connection across railway)
8	Woodingdean	3 - Woodingdean	
9	West Hove		C – Station Road
10	West Blatchington - schools	5 – West Blatchington - schools	

Table 12: Priority neighbourhoods for local network improvements, and associated areas and links

Types of improvement

The LCWIP does not include detail about the proposed improvements by route / area, but it is important to highlight some example approaches for this and set out the types of improvements that could be carried out.

Table 13 highlights examples of measures which are considered to be best practice, many of which are in place in the city already. Where appropriate, these measures and others will be explored and developed when schemes are taken forward for delivery, which will be subject to further engagement and consultation.

Improvements for each route or area would be considered as part of initial and detailed designs at a later stage, with measures considered as appropriate for the route or area concerned. Scheme plans would be subject to further consultation.

The core design principles from the DfT's LCWIP Technical Guidance are shown in Figure 26. These have been taken into account when developing the LCWIP network and will also be used when developing specific design solutions for routes and areas.

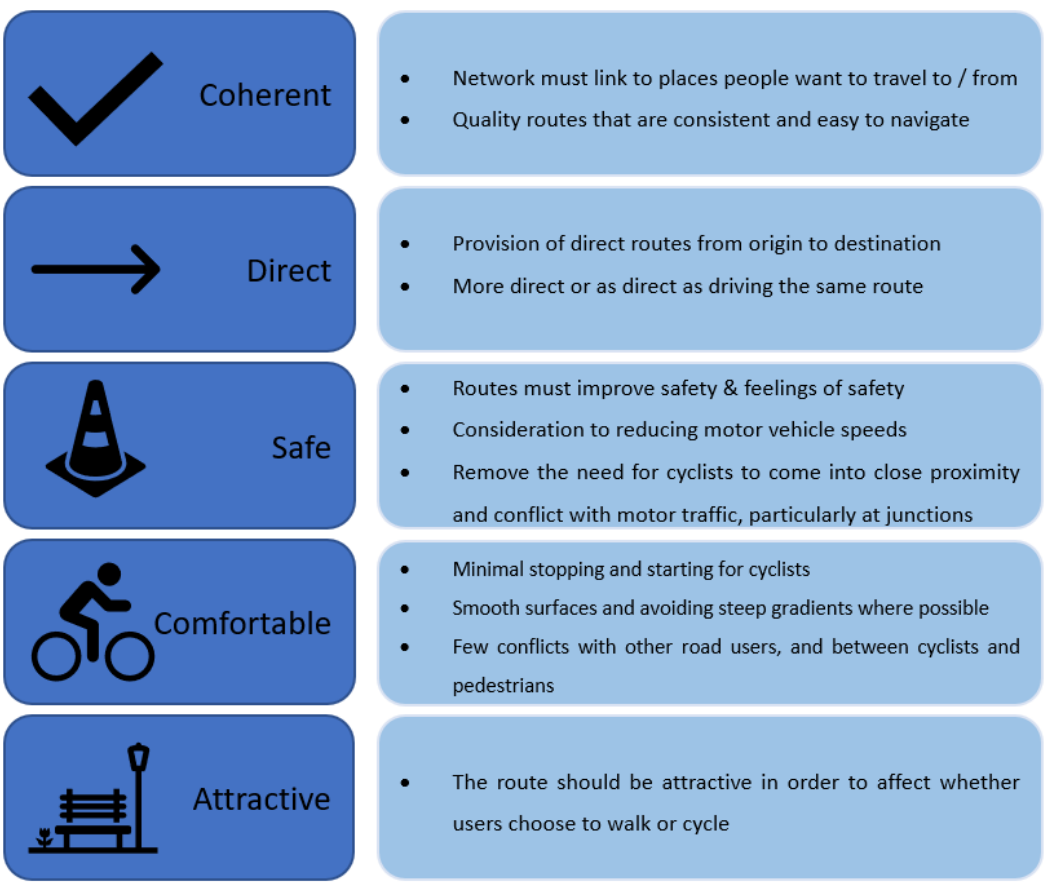


Figure 26: Core design principles[23]

[23] Content from DfT Local Cycling and Walking Infrastructure Plans Technical Guidance (2017) p19

Type of improvement	How will this help improve walking and cycling?
Widened pavements	• Pavements that cater for the level of demand • People of all abilities can pass unimpeded
Better quality pavements	• Better quality surface materials • Level surface • Smooth surface that is well-maintained
Pedestrianisation	• Full or part-pedestrianisation of a street with restrictions in place for motor vehicle access – could be only at certain times of day such as George Street, Hove
New pavements	• Catering for desire lines – where people want to walk
Continuous pavement at side roads	• Continuous pavement across side road • Raised junction to improve access for pedestrians
Wayfinding	• Wayfinding maps and information • Signposts to destinations, with walking and cycling times to key destinations



Improved pedestrian environment, planting and public realm (Valley Gardens, Brighton)



Continuous pavement at side road

(Waltham Forest, London)

Pedestrian crossings	• Improvements to existing crossings – Maximising 'green man' time at signalised crossings • Improvements to existing crossings – Changing from two-stage to single-stage pedestrian crossings • New signalised, zebra or informal crossings where people want to cross • Reduction in crossing distances eg through road narrowing at the crossing location • Automatic priority for pedestrians at crossings unless a vehicle arrives – this is being trialled in London but local authorities outside London do not currently have legal powers to do this
Public realm and street furniture	• Tree planting and planting of other greenery • Parklets (a small seating area or green space) in verges or parking spaces • Provision of benches and other seating • Improved quality of pavement materials • Improved quality of public space • Example – the Valley Gardens project in central Brighton
Decluttering	• Decluttering of streets eg better allocation and positioning of street furniture, bins, signage • High quality maintenance of pavements
Lighting	• Improved or upgraded lighting



Wayfinding sign (Seven Dials, Brighton)



Floating bus stop (Lewes Road, Brighton)

Low traffic measures	• Modal filters – roads closed (using eg bollards and planters) at key entry points to prevent through-traffic on a number of residential streets – many examples in the city already eg to the south of Old Shoreham Road such as Leighton Road • Low-Traffic Neighbourhood – a neighbourhood approach to improving local streetscape and preventing through-traffic through a number of modal filters
Speed reduction	• Speed limit reduction and associated traffic calming measures
School Streets	• Measures to close streets to traffic around schools in the morning drop off and afternoon pick up periods • Creation of safe spaces for walking, scooting and cycling for the school journey • Exemptions for residents, deliveries and disabled people
Measures to assist with access to / by other transport	• Ensuring walking and cycling improvements bring benefits for the total journey for example linking to bus stops, and train stations
Behaviour change measures	• Working with employers, schools, local organisations and developers to encourage and support sustainable travel • Campaigns to encourage and support safe and sustainable travel • Reward schemes to incentivise sustainable travel – eg the city's Move for Change scheme



Fully separated cycle lanes (bi-directional), Embankment, London



Modal filter and planting (Waltham Forest, London)

Fully separated cycle lanes	• Cycle lanes separated from motor traffic by kerbs • Can be bi-directional or one-way • Example – Grand Avenue and The Drive
Stepped track cycle lane	• Stepped (slight level difference) between the road, cycle lane and pavement • Example – Old Shoreham Road between Dyke Road and The Drive
Lightly separated cycle lanes	• Separation using wands or low-height separation and planting • On-street parking would be adjacent to cycle lane • Example – A259 temporary cycle lane
Junction improvements for cyclists	• Advanced green light for cyclists – examples include Old Shoreham Road and in Valley Gardens • Cyclists progress through junction at separate signal stages to traffic to avoid conflicts, such as left-turning vehicles • Advanced Stop Lines (ASLs) to allow cyclists space at the front of queuing traffic at junctions to enable them to get a safer head start
Dutch-style roundabouts	• Parallel circular lane for cyclists separate from general traffic with dedicated crossings for pedestrians and cyclists eg CYCLOPS junction (Cycle Optimised Protected Signals)



Bus stop boarder, stepped track cycle lane and removal of centre lines (Old Shoreham Road, Hove)



Lightly separated cycle lane (A259 seafront, Brighton & Hove)

Grade separation	• Bridges and underpasses for pedestrians and cyclists
Cycle crossings	• Parallel crossing - Parallel pedestrian and cycle crossing (signalised or unsignalised) next to each other
Floating bus stop	• Cycle lane behind a bus stop • Examples – Lewes Road
Bus stop boarder	• Cyclists are brought up to pavement level to pass in front of the bus stop, sharing this space with pedestrians
Removal of centre lines	• Removal of painted centre white lines which can assist in reducing traffic speeds • Example – Old Shoreham Road between Dyke Road and The Drive
Waiting and loading restrictions	• Restrictions to ensure safe access to pavement and cycle lane
Enforcement of offences	• Parking enforcement to ensure vehicles are parked safely and not obstructing routes • Enforcement of cycle lane offences to ensure routes are clear and safe • Enforcement of pavement parking to ensure safety for pedestrians • Enforcement of moving traffic offences to keep routes clear



Parallel crossing - Parallel zebra and cycle crossing (Lambeth, London)



Junction improvements for cyclists and pedestrians (CYCLOPS junction, Greater Manchester)

(Photo credit: Transport for Greater Manchester)

Contraflow cycle lanes	• Allowing two-way cycling on one-way streets • Example – North Laine area
Bus and cycle lanes	• Cycle lanes in bus lane – only where width allows • Example – Lewes Road
Coloured surfacing of cycle lanes	• Can make cycle routes clearer to all users • A single colour should be chosen across an urban area
Cycle parking	• Provision of secure cycle parking in residential areas eg lockable cycle hangars such as on Shaftesbury Road • Provision of on-street cycle parking at destinations • Working with destinations eg employers, schools, visitor attractions, to put in secure cycle parking
Play Streets	• Resident-led temporary street closures to create a space for residents to use, including for children to play
Freight and deliveries	• Encourage greener vehicles for freight, such as e-cargo cycles which are being used by businesses in the city for the E-Cargo Accelerator Project
Cycle repair station	• On-street repair facility which allows cyclists to repair their cycles when out and about without having to carry equipment



Contraflow cycle lanes (North Laine, Brighton)



School Streets (St Luke's Primary School, Brighton)

Table 13: Examples of improvement schemes for active travel

Case studies



BTN Bikeshare is in its fifth year of operation and has had almost 3.5 million miles of journeys. The scheme is expanding to include electric bikes and will allow neighbouring authorities to create parallel schemes which would allow hires across a single area covering the entire Greater Brighton area. In future the scheme will also consider how to incorporate micromobility options



The **Cycle Superhighways project in Copenhagen** has helped increase cycling levels (3 million more bike trips annually) by providing a complete protected network for cycling



The **Valley Gardens** scheme is more than just a transport improvement scheme, opening up public green spaces as well as making active and sustainable travel safer and easier



Cycle training is available across the city, including through the Multicultural Women's Cycle Club

"When trying to learn cycling and take it up as a hobby, protected lanes are valuable and essential"
- Quote from cycle training participant

Figure 27: Case studies[24]

[24] Top right photo credit: Copenhagen Cycle Superhighways

Secure residential cycle parking

BHCC already installs cycle parking in residential areas and has now committed to providing more secure residential cycle parking in the city, with an initial 100 cycle hangars being rolled out. A process has been developed alongside the LCWIP development, in order to assess demand and provision; locations are scored based on:

- Amount of requests
- Type of property (house, flat or mixture)
- Availability of outside space for cycle storage
- Type of cycle
- Whether the location is in the priority areas in terms of demand analysis work, which included assessment of:
  - National Propensity to Cycle Tool
  - Population Density
  - Health Deprivation and Disability
  - Cycle theft data
  - LCWIP network routes



Figure 28: Secure residential cycle parking

Stage 6 – Integration and application

Signoff of the document

Continued integration within policies, application for funding bids

Regular updating of the document

It is important that the LCWIP is embedded and integrated into the council's wider plans, policies and decision-making so that it:

- Forms part of an integrated suite of documents that respond to requirements for transport in an area and ensures that **appropriate consideration is given to active travel in all local planning and transport decisions**; and
- Becomes a 'live' document that is **continuously evolving** but which can also be used to identify opportunities to develop and implement the network.

The LCWIP will also be influenced by policies, strategies and projects across many areas of the council, as shown in Figure 29. It will be a key consideration in the planning process in terms of highlighting where investment in the current active travel network is needed; seeking funding or works where developments are likely to put further pressure on the transport network.

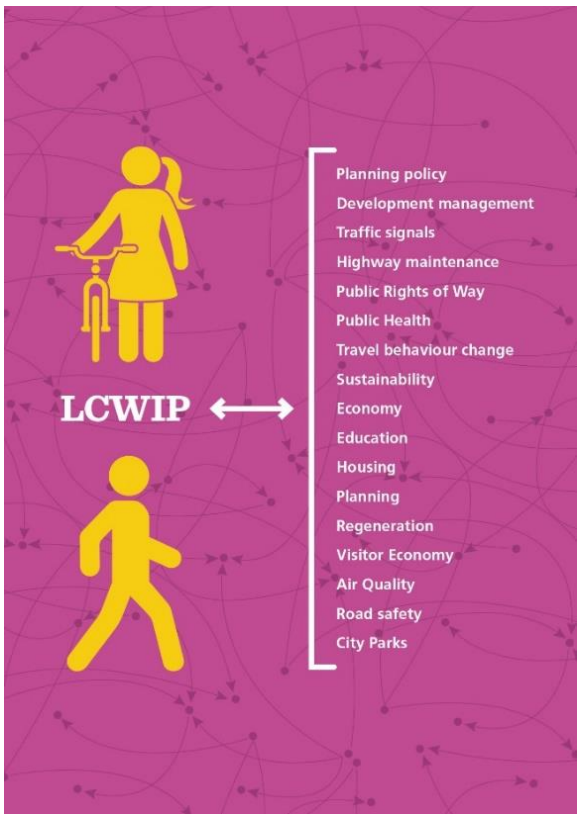


Figure 29: Key policy, strategy and project linkages for the LCWIP

The LCWIP will be a live document which will be updated fully every four years and reviewed every two years, including monitoring of progress against the plan. The LCWIP Member Working Group will continue to operate and have oversight of the delivery of the LCWIP.

Funding

There are a number of potential sources of funding available to deliver improvements identified in the LCWIP, which include:

Funding source	Description
Integrated Transport and Maintenance Block funding	Provided annually to the council by the government's Department for Transport (DfT) to enable investment in various transport and highway projects and programmes
Carbon Neutral Fund and Climate Action Fund	Council budgets to deliver projects to reduce carbon emissions and develop and deliver key recommendations from the city's Climate Assembly
Government grants	Government frequently provides opportunities for local authorities to bid competitively for funding opportunities, with differing themes and objectives depending on the focus of the funding. The council has been successful in securing recent government grants from the Emergency Active Travel Fund and the Active Travel Fund. This funding has assisted in delivering many schemes including Madeira Drive, the temporary Seafront cycle lane and the A23 improvements. We will utilise any further opportunities for government funding for active travel schemes, in line with the LCWIP network. Government funding can also be made available for active travel improvements such as the cycle rail fund to improve cycle facilities at railway stations
Developer funding	Through the Planning process, the council as Local Planning Authority will negotiate with developers in order to mitigate any potential impacts of new development or accommodate the expected increased travel demand, especially for active travel and public transport. Developers are asked to pay for, or contribute towards, the cost of the additional infrastructure required. The level of contribution will be related to the scale of the new development and its impact on the local area. For transport, these specific funds can be secured via a legal (Section 106) agreement or works can be agreed that the developer fully pays for. Alternatively, it is possible

	for works to be funded from the Community Infrastructure Levy process
Surplus parking income	This budget is the money remaining after direct costs for parking enforcement, administration, and equipment have been paid. It is a legal requirement that any surplus has to be reinvested into transport and highways. 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 and highway projects.
Local Economic Partnership (LEP) funding	The Coast to Capital LEP, provides funding opportunities for the region and the council has been successful in securing funding for local transport and regeneration projects such as Valley Gardens and the BTN BikeShare scheme.

Table 14: Funding sources for delivery of the LCWIP

What happens next?

The LCWIP sets out the **principle of networks of routes and areas** and the commitment to active travel improvements on these.

The **detail of specific improvements has not been considered at this stage** as this is a strategic document. This will be developed once routes are taken forward for delivery, as shown in Figure 30. We will also work with neighbouring authorities to deliver continuous strategic routes across borders when taking schemes forward – there are many links with neighbouring authority strategic routes as shown in the network maps in Figures 16-23.

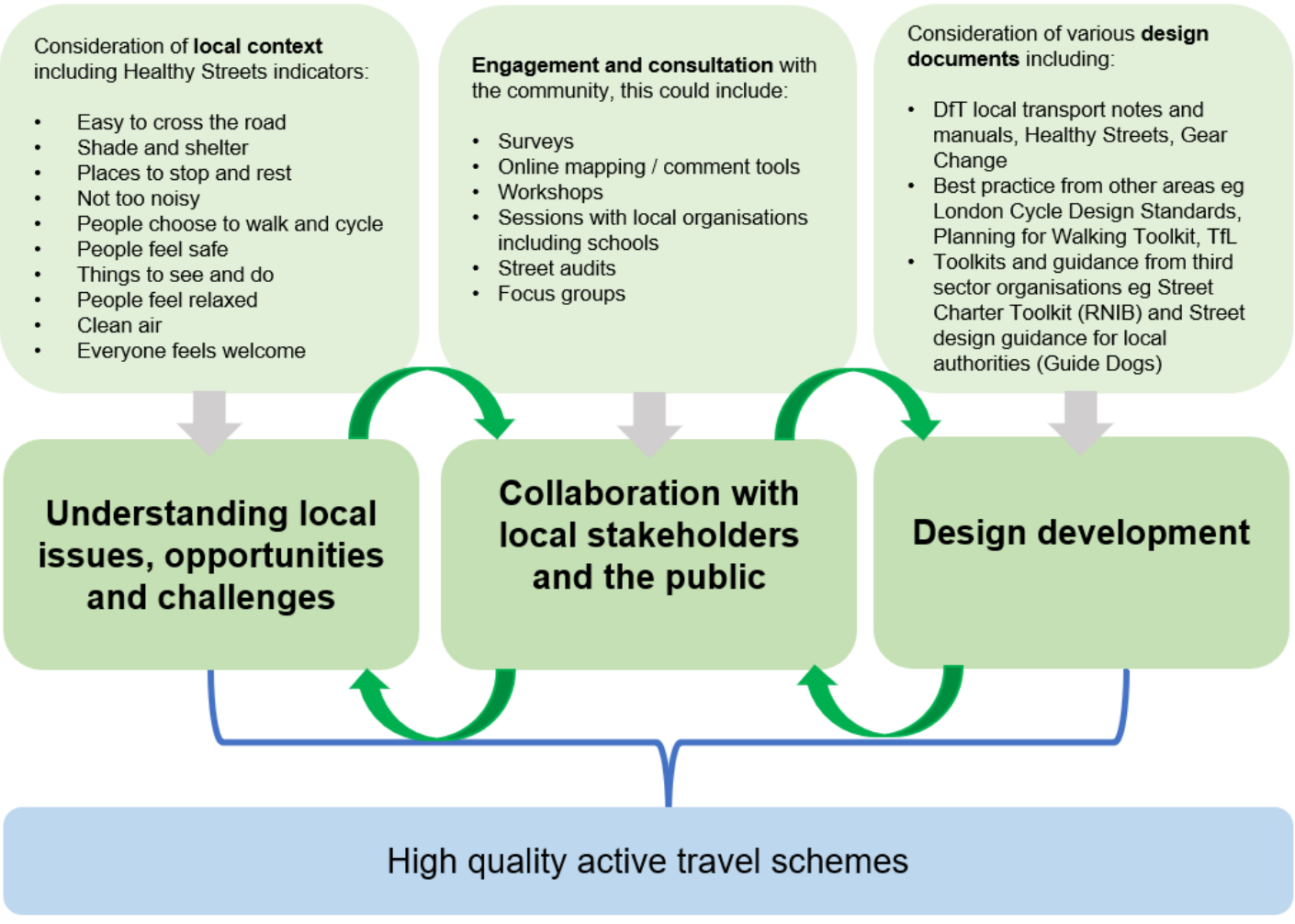


Figure 30: Process for scheme development and design[25]

[25] Healthy Streets approach © Lucy Saunders / Healthy Streets www.healthystreets.com

Scheme consultations are where the public can **have a say** about the detail of what we plan to improve in LCWIP routes and areas. Consultations make our plans more effective by helping them to reflect local views.

The results of consultations help us to understand feedback on plans and how improvements could best be made. They also help us to understand **priorities and concerns**.

The principle of routes and areas for improvement is set out in the LCWIP. Schemes will then be developed further and **shaped by consultation and engagement with the community and stakeholders**. Taking into account feedback from consultations helps to shape the detail of schemes to suit local needs.

Results are fed back for consideration in the decision-making process where they are balanced against available resource, legislation and competing views.

Figure 31: What is consultation

Engagement involves working with **key stakeholders** in order to shape proposals further. This could include liaison with local councillors, disability groups, local interest groups and local residents' groups. Engagement can help us to understand issues in more detail and come up with appropriate solutions in the scheme design.

Figure 32: What is engagement

Appendix 1 – Strategic network routes for improvements

Route ID	Route name
1*	Church Street
2*	North Street and Dyke Road
3*	Lewes Road
4*	A23
5*	Eastern Road / Edward Street
6*	A259 – WSCC boundary to Madeira Drive
7*	Chesham Road, St George's Road, Bristol Road & St James's Street
8*	Buckingham Place, Terminus Road, Queens Road & West Street
9*	A259 – Marine Parade & Marine Drive
10*	New Church Road, Church Road & Western Road
11*	Queens Park Road
12*	Old Shoreham Road / New England Road / Viaduct Road / Upper Lewes Road
13*	Ditchling Road
14*	Upper Hollingdean Road
15*	Union Road
16*	Sackville Road / Nevill Road / King George VI Avenue
17*	Wilson Avenue
18	Springfield Road
19	Stanford Avenue & Beaconsfield Road
20	Trafalgar Road, Locks Hill, Southdown Road & Croft Drive
21	Elm Grove and Warren Road
22	Argyle Road and Campbell Road
23	Boundary Road and Hangleton Road
24	Hangleton Way and Downland Drive
25	Vernon Terrace & Montpelier Road
26	The Avenue
27	Davigdor Road and Cromwell Road
28	Portland Road
29	Basin Road South
30	Gladstone Road
31	Carden Avenue
32	Coldean Lane
33	Grand Avenue and The Drive
34	Fox Way and Hangleton Lane
35	The Upper Drive
36	Mile Oak Road and High Street
37	Preston Drove and Millers Road
38	Rottingdean High Street and Falmer Road
39	Barcombe Place & Lucraft Road

*Priority route

Appendix 2 – Local areas and links for improvements

Area-based treatments for improvements

Area ID	Name
1	East Moulsecoomb
2	Hollingdean
3	Woodingdean
4	Aldrington
5	West Blatchington - schools
6	Hove Park & Mill View
7	West Blatchington & Hangleton
8	Portslade
9	Mile Oak
10	Fishersgate
11	Kemptown, hospital & Whitehawk Hill
12	Whitehawk
13	Hartington Road
14	Carlton Hill
15	Queens Park
16	London Road north
17	Moulsecoomb south & Bear Road
18	Hollingbury east
19	West of city centre
20	Hove Junior School & cricket ground
21	St Andrews Church
22	Hove station south
23	Hove station north
24	Preston
25	Varndean & Balfour
26	Patcham west
27	Patcham east
28	Coldean
29	Westdene & Withdean
30	Preston Park east
31	Preston Park west
32	Rottingdean west
33	Rottingdean & Saltdean

Local links for improvements

Route ID	Route name
A	Chalky Road
B	Station Approach (Fishersgate)
C	Station Road (Portslade)
D	Nevill Avenue
E	Amherst Crescent & Old Shoreham Road
F	Blatchington Road
G	Holland Road
H	Somerhill Road
I	The Deneway
J	Clermont Road
K	Dyke Road Drive
L	Upper North Street
M	Winfield Avenue
N	Stanford Avenue
O	Stroudley Road
P	Whitecross Street
Q	Trafalgar Street
R	North Road
S	Carden Hill
T	Shaftesbury Place
U	Hollingdean Road
V	Islingword Road
W	Lower Rock Gardens
X	Upper Bedford Street
Y	Queensdown School Road
Z	Manor Hill
AA	Paston Place
BB	Ashurst Road
CC	B206 Roedean Road
DD	Marina Way
EE	Goldstone Villas
FF	Albourne Close

Prioritised list of neighbourhood areas for local improvements

ID	Name
1*	East Brighton / Whitehawk
2*	Moulsecoomb
3*	Portslade
4*	Knoll / West Blatchington
5*	Hangleton
6*	Mile Oak & Portslade Village
7*	Hollingdean
8*	Woodingdean
9*	West Hove
10*	West Blatchington - schools
11	Wilbury & West Blatchington
12	Hanover & Elm Grove
13	Kemptown & Black Rock
14	Queens Park
15	London Road station
16	Round Hill
17	Bevendean
18	Hollingbury
19	Central Brighton
20	Sackville
21	Patcham
22	Hove & Wilbury
23	Surrenden
24	Preston
25	Ovingdean
26	Westdene & Withdean
27	Tivoli & Prestonville
28	Saltdean
29	Coldean
30	Tongdean
31	University

*Priority areas

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Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 87

Subject: **Trial Park & Ride**

Date of meeting: **15th March 2022**

Report of: **Executive Director – Economy, Environment & Culture**

Contact Officer: **Name: Andrew Westwood**
Tel: 01273 292468
Email: andrew.westwood@brighton-hove.gov.uk

Ward(s) affected: **Withdean**

For general release

1. Purpose of the report and policy context

1.1 This report is to provide an update on the intention of the Bus Operator (Brighton and Hove Bus and Coach Company) to trial a Park & Ride (P&R) on Mill Road. This P&R will operate in a similar way to how the site is used by the football club on match and event days at the AmEx Community Stadium as part of its Travel Management Plan.

1.2 This report sets out how the site will be used for the trial and details how it will operate. The report will also indicate where responsibility resides for both the Council and the Bus Operator, including implications of the use of Mill Road for all road users and residents.

1.3 Introducing a park and ride to minimise car use in the city is one of ten recommendations made by the City's Climate Assembly in 2020.

1.4 If successful, this trial may help the Council understand how a park and ride scheme may reduce car use. It will also identify any limitations and sustainability implications of the wider impact on air quality and with respect to reducing car parking capacity in the city.

2. Recommendations

2.1 That Committee agrees to the use of Mill Road as a Park & Ride for a trial period between June and September 2022 to enable Brighton & Hove Bus and Coach Company to plan and progress their park and ride trial scheme.

3. Context and background information

3.1 Mill Road links the two roundabouts, Patcham Roundabout and Dyke Road Roundabout. These junctions link the strategic A23 and A27 highways, operated as Trunk Roads by National Highways. Mill Road suffers from high vehicle speeds particularly on the downhill section.

3.2 The road is used on match days by Brighton and Hove Albion as a P&R, along with another location at the Brighton Racecourse. The capacity of the Mill Road site is in the region of 450 spaces and the operation is managed by the football club. The Bus Operator manages the bus element of the site. Generally, the site is full 2 hours before a game and fills quickly from when it opens. The Council does not receive many complaints and the P&R works well.

3.3 Mill Road has an events' Traffic Regulation Order in place that designates the road as one way up hill. Cars enter the P&R from the Patcham Roundabout and then park on the right side of the road keeping the road clear for buses which stop at a number of designated stopping locations. Access onto the bus service is not possible for disabled people at all stops, and therefore blue badge holders and those with mobility issues have a designated parking area at the entrance to the P&R. Access to properties and Waterhall is maintained at all times

3.4 The trial P&R will operate in the same manner as the football operation with dedicated stopping points and marked disabled parking bays at the bottom of Mill Road. This will require some physical improvements to the stopping points to improve access. These changes will also help with the Match Day P&R and will cost approximately £70,000 and then once the trial has ended a further £34,000 to remove lining changes and some signing. Once the site is full signs will be erected to indicate that it is full. This is the same as the operation during the Match Day P&R.

3.5 The trial will operate from June until September every day except on Match Days.

3.6 The trial will be managed and operated by Brighton & Hove Bus Company and promoted widely to encourage longer distance car trips by workers and visitors to the site. It will be signed strategically, in partnership with National Highways. A new Traffic Order will be required to allow the use of Mill Road as a P&R. The Bus Company will provide stewards at the road closure.

3.7 Closure of the road to allow the P&R to operate will offer an opportunity to consider the long-term use of Mill Road, as it is currently used as a short cut by some local drivers to avoid using a section of the A27.

3.8 A national cycle route also cuts across Mill Road at the eastern end and any closure will help to improve the access for cycling.

3.9 There will also be benefits for the Dyke Road Avenue/King George VI Avenue Roundabout as it will improve opportunities for vehicles entering from Dyke Road Avenue and may reduce queuing and congestion.

3.10 Parking data will be obtained before and during the scheme in Westdene to ensure that any possible displacement of parking when the site is full is understood. This will include flow data to understand if traffic is displaced through the Westdene area although it is anticipated that most of the traffic will transfer onto the A27.

3.11 The site will continue to be used by the football club on match days, including the upcoming Women's Euro competition. On these days, messaging will be used to ensure that it is clear that the site cannot be used by the general public for these periods.

3.12 The Bus Company will be responsible for promoting the site to areas outside of the city where public transport is not an option and will be responsible for messaging

3.13 There has been £15,000 set aside to re-evaluate and reassess possible permeant P&R sites that require further work. This work is separate from the Bus Operators scheme for a trial at Mill Road as outlined in this report.

4. Analysis and consideration of alternative options

4.1 Brighton & Hove Bus and Coach Company will recruit an independent consultant to survey users to get feedback on the trial arrangements, how they could be improved and gather information to show where the users come from to determine if they had alternative sustainable options available to them. The City Council would be consulted on the research brief.

4.2 The survey will consider any impacts due to displacement and if the P&R trial attracts extra trips to understand what impact it is having in the wider sense.

4.3 There are no other options for a trial other than do nothing, as there are no readily available locations within the city that can offer the space required to deliver changes in driving habits, and the site is already tried and tested as an operational P&R on Match Days.

5. Community engagement and consultation

5.1 The Traffic Order has a 12 week objection period and will enable anyone the opportunity to express their views on the trial. During the P&R trial the Brighton & Hove Bus Company will be collecting data on views expressed about the trial and will share these with the Council.

5.2 Affected local residents will receive letters informing them of the trial and will also provide a source for residents to express their views.

6. Conclusion

6.1 The P&R trial scheme will enable the use of Mill Road to be monitored and to provide evidence of any benefit it may have to reduce the impact of vehicles in the city.

7. Financial implications

7.1 The recommendation to use Mill Road as a trial for a Park & Ride will have financial implications. The trial will be operated by the Brighton & Hove Bus

Company, resulting in the running costs being met by them. The Council will fund the physical elements and signing costs of approximately £0.070m from the Bus Service Improvement Plan should funding be successful. If funding is not successful, the costs would then need to be met from an alternative source. At the end of the trial there will also be costs of approximately £0.034m to remove lining changes and some signing also funded from either the Bus Service Improvement Plan or an alternative source.

Name of finance officer consulted: John Lack Date consulted: 24/02/2022

8. Legal implications

8.1 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for making such orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given and for the relevant documents to be placed on deposit for public inspection. Any person may object to the making of an order and such objections must be considered in determining whether or not the order should be made.

An experimental traffic regulation order would not be appropriate for the Mill Road trial scheme as the statutory objection period of 6 months would extend beyond the trial period.

Name of lawyer consulted: Hilary Woodward Date consulted 22/2/2

9. Equalities implications

9.1 Equalities Impact Assessment is attached.

10. Sustainability implications

10.1 Encouraging use of the trial P&R will provide drivers with a more sustainable travel option that eventually avoids vehicles circulating and parking in the city-centre if supported by further reducing city centre car parking capacity.

10.2 The trial will be targeted towards the surrounding areas of the city where suitable public transport options are poor or not available. The Bus Operator will be targeting these areas with a focused campaign.

10.3 Assessment of any air quality implications arising from the Park & Ride Trial will be evaluated and can be reported following the outcome of the trial.

11. Other Implications

11.1 None

Supporting Documentation

1. Appendices

1. 1. Equalities Impact Assessment

2. Background documents

2. None

Budget Equality Impact Assessment Template 2021/22 – Service-Users

1. Service Area	**Economy, Environment and Culture: City Transport - Traffic Management Group**	**2. EIA**
3. Head of Service	**Andrew Westwood**	
4. Budget Proposal	**What is the proposal?** **Trial Park & Ride using Mill Road** The intention is to allow the Bus Operator to run a Park & Ride service from June to September using Mill Road. The road will be closed to normal traffic to facilitate the operation. The road has approximately 450 spaces available for parking cars. The trial will be operated by the Bus Operator, so the running costs will be met by them. The council's bid to the Bus Service Improvement Plan will fund the physical elements and signing costs of £70,000	
5. Summary of impacts	**Highlight the most significant disproportionate impacts on groups** **Disproportionate impacts identified on the following characteristics: Age (older people), Disability** The trial P&R will operate in the same manner as the football operation with dedicated stopping points and marked disabled parking bays at the bottom. This will require some physical improvements to the stopping points to improve access. Closure of the road to allow the P&R to operate will offer an opportunity to consider the long term use of Mill Road, as it is currently used as a short cut by some local drivers to avoid using a section of the A27. However, a national cycle route also cuts across Mill Road at the eastern end and any closure will help to improve the access for cycling.	

	Those with mobility have to use the spaces at the bottom of the road and this may have limited availability. The footway is not very wide and will reduce access for those in wheelchairs and those with push chairs.
6. Assess level of impact (1= low; 5= high)	**2**
7. Key actions to reduce negative impacts	**What actions are planned to reduce/avoid negative impacts and increase positive impacts?** The Traffic Order has a 12 week objection period and will enable anyone the opportunity to express their views on the trial. This will allow the impact on disadvantaged groups to be assessed. Mill Road is currently successfully used as a Park & Ride scheme on matchdays for Brighton & Hove Albion so it is currently run with the same constraints. The council's investment will improve the bus stopping points and access from the blue badge parking area. This will not only enable the trial to operate, but also help the football park and ride operation for those with mobility issues. The closure will be managed by stewards who will be able to direct and manage the parking for those with mobility issues. Publicity will be targeted by the bus operator to ensure anyone using the trial will be aware iof the access limitations. They will use signing to direct people to the correct parking spaces.
8. Full EIA?	Not required at this stage as it is a trial and permeant scheme will be subject to a full EIA.
9. Monitoring and Evaluation	**How will you monitor the impact of this proposal and the success of your mitigating actions on these groups over the coming year (or more)?**

	The bus operator will be managing the P&R and will have staff on site that will enable the monitoring of the scheme for Blue Badge holders and people with mobility issues. The bus operator will be reviewing the scheme as it progresses. A new Traffic Order will be required to allow the use as a P&R. The trial will be operated by the Bus Operator and promoted widely to target those not served by public transport rather than compete with established services. It will be signed strategically, in partnership with National Highways Parking surveys of the Westdene area will be carried out to monitor any potential impact on surrounding residential areas.
10. Cumulative impacts	**Might related proposals from other service areas (or other changes) worsen or mitigate impacts from your proposal?** There will be no impact from other services on this proposal.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 88

Subject: **A259 Active Travel Scheme - Walking, Cycling and Accessibility Improvements**

Date of meeting: **15th March 2022**

Report of: **Executive Director Economy, Environment & Culture**

Contact Officer: **Name: James Hammond**
Tel: 01273 294 643
Email: james.hammond@brighton-hove.gov.uk

Ward(s) affected: **All**

For general release

1. Purpose of the report and policy context

1.1 This report outlines the results of the second round of consultation as requested at ETS Committee on the 21st July 2022 for the Tranche 2 Active Travel Funded A259 Walking, Cycling and Accessibility Improvement Scheme. This report also presents the detailed scheme design as informed by the consultation.

1.2 Central 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 (LTN 1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. These policy documents have been utilised when designing the proposed improvements.

2. Recommendations

2.1 That this Committee approve the A259 Active Travel Scheme - Walking, Cycling and Accessibility Improvements detailed design scheme as presented in Appendix 1.

2.2 That the Committee authorises officers to commence the construction phase and to procure the Works Contract under the authority of the Executive Director.

3. Context and background information

3.1 The Government published its Gear Change Cycling Strategy and Cycle Infrastructure Design Guidance (LTN 1/20) in July 2020. The Active Travel Fund was made available by government, over two phases to date,

to help local authorities to implement this. As part of the first phase of this scheme, temporary cycle facilities were introduced along the seafront (between West Street and Fourth Avenue) in August 2020 in order to bring the existing cycle lane into line with the new national standards. Following consultation, including through the Traffic Regulation Order (TRO) process, these temporary facilities were made permanent by ETS Committee in November 2021 and officers were instructed to develop options for permanent infrastructure and undertake further consultation for the second phase of the scheme.

3.2 Locally, the new Local Transport Plan 5 (LTP5) is being developed and has been presented at this ETS committee with objectives to support access around the City more safely, sustainably, and easily. One of the key principles is shifting how people travel – broadly prioritising walking and cycling for shorter journeys and public transport for longer journeys. The Local Cycling and Walking Infrastructure Plan (LCWIP) is also in development and identifies high priority strategic routes in the city for improvement, including all the routes being taken forward in the Active Travel Fund such as the A259. The LCWIP will strategically set out a network for active travel improvements in the city and will assist the Council in seeking funding for improvements.

3.3 In addition, the Council has committed to being net carbon neutral by 2030, the Carbon Neutral Programme identifies the transport sector for the largest share of the required cut in carbon emissions in the City and includes a key action to develop a public realm which enables active travel.

3.4 The citizens' Climate Assembly, held in autumn 2020, noted a representative group of residents' own recommendations for improvement. These included 'cyclists should be prioritised over cars through well-designed cycle networks that are safe and practical for day-to-day use as well as leisure' and the 'creation of healthier low traffic/pedestrianised communities'.

3.5 The A259 scheme was originally consulted on in February 2021 and the results of this were brought to the ETS committee in July 2021. Members requested a further consultation on the detailed design of this scheme, which was subsequently conducted between November 2021 to January 2022, for which the result are outlined below.

4. Analysis and consideration of alternative options

4.1 These proposals have been developed from the initial plans presented to ETS committee in July 2021. Through the consultation process we have made significant improvements to the scheme to pedestrian, cycling and disabled access, based on feedback received. These proposed plans include extra alterations which came from feedback from community groups, stakeholder meetings and completed questionnaires.

4.2 One of the key changes to the original design is that are we are no longer proposing the reversal of the one-way system on Kings Esplanade. We are also no longer proposing moving the parking on Kings Esplanade from the

south to the north side of the road. This change has been made following clear feedback from local residents who had a number of concerns to this section of the proposals. We will also be cutting back some of the walls between Hove Street and Wharf Road. This is to improve visibility sight lines for pedestrians exiting from side access road by the West Hove Lawns.

4.3 The detail design now includes:

- Reallocation of a general lane of traffic to form the extension of the westbound cycle lane on the A259, with cyclists separated from motor vehicles from Fourth Avenue to Wharf Road.
- Removal of the bus stop at Langdale Gardens
- Introduction of a Bus Boarder Hybrid Solution at bus stops along the route.
- Improve visibility sight lines for pedestrians exiting from side access road by the West Hove Lawns.
- Increase of 26 parking spaces for Blue Badge Holders.
- Provision of around 70 cycle parking spaces, 10% of which will provide for specially adapted bicycles.
- Additional pedestrian space, including potential for outside seating along Victoria Terrace of circa 100m^2
- Raised Table junctions on Medina Terrace, Sussex Road and King's Esplanade to improve pedestrian access.
- Dropped Kerbs to assist wheelchair users, mobility scooter, pushchairs and all pedestrians.
- 3 new loading bays in Victoria Terraces and the Kings Esplanade.

4.4 The introduction of the cycle lanes between West Street and Fourth Avenue showed an immediate increase in cycling (30%) in September 2020, and this increase has continued into June 2021 (85%); when compared to data prior to the cycle lane's introduction, in June 2019.

4.5 Early signs along this stretch from the casualty data analysis are positive and no casualties involving pedestrians or cyclists were recorded between August 2020 and March 2021. However, casualty data would need to be reviewed over a longer period before any definitive conclusions can be made and will need further monitoring in post pandemic traffic conditions due to current traffic levels still fluctuating.

4.6 With the implementation of these proposals, we are likely to see more people choosing cycling as a safe and sustainable alternative to the car, as well as a reduction in casualties as represented in the data above, as we continue to provide protected spaces for pedestrians and cyclists.

4.7 There will be a loss of parking associated with the proposed plans, which is covered in more detail in appendix 3. The greatest loss is 30 bays in shared use bays for both Pay & Display and Permit Holder Bays in Zone N. Many of these bays are repurposed to provide 4 additional loading bays required and 27 disabled parking. This is to improve access for local businesses and disabled persons. The councils predicted loss of income due to the loss of these bays is estimated at £10,875.

4.8 In terms of loading requirements a servicing audit was carried out on Saturday 22 and Tuesday 25 May 2021 at the shop frontages along Victoria Terrace. The results showed a high level of double parking on the carriageway with 30 and 39 instances on each survey day respectively. It also showed many instances of parking bays used for long-term parking, which was blocking access for deliveries and can be dangerous and obstructive to local businesses. To address these issues, we propose to provide 3 loading bays and change the parking to short-stay only.

4.9 The servicing audit was used to help identify the ideal location for these additional loading bays for both business and resident use. When Officers engaged with local businesses and residents in the area, loading was raised as a concern, along with and lack of short stay parking

4.10 As well as addressing loading and access needs these proposals also would provide additional and much needed footway outside the shop frontages along Victoria Terraces, approximately 100m^2. Studies have showed that where footways are extended along shop frontages that this draws in more footfall to the area by between 20 – 30% and can increase sales by 30% or more. Therefore, these proposals are also aimed to help the local businesses along Victoria Terrace and increase revenue.

4.11 Air quality diffusion tubes for monitoring ambient NO^2 which have been set up in two locations on Victoria Terraces, A259. Data collection started in June 2021 and will continue to be monitored over a number of years. Brighton and Hove City Council (BHCC) have so far received monthly data from June 2021 through to December 2021. NO^2 is monitored annually and BHCC currently only have 6 months' worth of data.

4.12 For these locations the 6-month combined average ambient NO^2 at these locations is 24.07 µg m3. The National air quality objectives and European Directive limit and target values for the protection of human health states that the annual nitrogen dioxide objective does not exceed 40 µg m3. These limit values are legally binding parameters and must not be exceeded. Therefore, BHCC monitoring results indicate that this level is not being exceeded annually, however it is worth noting than no level of human exposure to NO^2 is considered safe and this level will be having a negative impact of the health and wellbeing of local residents and business owners.

5. Community engagement and consultation

5.1 The consultation was conducted in line with the Active Travel Consultation Framework and the Consultation Plan for the A259 Active Travel Walking, Cycling and Accessibility scheme was further informed by additional engagement with Ward Members.

5.2 Consultation was conducted between November 2021 and January 2022. An information pack, including plans for the scheme was sent to over 8,000 business and residential properties in the vicinity of the proposed improvements. Residents and the wider community were also invited to go online to give their views on the proposals.

5.3 Two open days were also hosted in December 2021 at the King Alfred Leisure Centre where officers were present to answer questions and provide information about the proposals in detail and advise on how to formally provide feedback. Numerous stakeholder meetings were hosted by council officers with a wide range of groups and organisations from the community. A full summary of all feedback can be found in appendix 2.

5.4 An independent Accessibility Audit was commissioned, for the area around Victoria Terrace and Kings Esplanade. This provided us with areas of concern to accessibility for disabled people. Working with our design team we have been able to find solutions to the majority of issues raised and feel the proposals will greatly improve access in the area.

5.5 Since the A259 Phase 1 was made permanent at November ETS committee, improvements have been made to that section. Working with BADGE, a disabled drivers community group, we have also provided 5 new disabled parking bays in the Phase 1 area.

5.6 For the consultation survey, 854 responses (95.2%) came from city residents and 43 responses (4.8%) from residents in other, mostly neighboring, authorities. We can see from the data that higher numbers of respondents live in the vicinity of the proposals, however as noted above there is likely to be high interest in this area from across the city and beyond due to its location on the seafront and the importance of the local visitor economy.

5.7 The headline summaries from the feedback received showed that in most aspects of the proposals that the there is support for the proposals. 50.6% of respondents agree with widening footways, 38.2% disagree and 10.8% nether agree nor disagree. 66.8% of respondents agree with the improved pedestrian crossing points compared with only 19.8% who disagree and 12.9% nether agree nor disagree.

5.8 Overall, there is a high level of agreement that there should be more public space outside businesses (56.2%) and more provision of disabled parking bays (53.8%) than for more or improved loading bays (37.1%). However, in regard to the loading bay 39.8% said they neither agree nor disagree.

5.9 Feedback on the proposed cycling improvements in the area suggest that of those who responded, 46% agree with the proposals to improve cycling lanes in the area, compared to 2.1% neither agree or disagree, and 51.7% disagree. However, it should be noted that 75.9% of people who cycle once a week or more support these proposals. There is also support for the additional cycle parking in the area with 52.2% for and 16.1% against.

5.10 The majority of respondents feel that these proposals will improve safety on the public highway. In term of pedestrian safety 47.1% of respondents feel it will improve safety, 42.4% disagreed and 10.6% were unsure. In terms of cyclist safety 45.6% of respondents feel it will improve safety, 41.8% disagree and 12.6% are unsure. In terms of improving safety for those with

disabilities 41.9% feel it will improve safety, 33.1% disagree and 25% are unsure.

5.11 369 (41%) of respondents said they would be encouraged to use the new cycle lane, 375 (45%) said they would be encouraged to visit local businesses and amenities as a result of the improvements, and 375 (42%) said they would be encouraged to visit the seafront as a result of the improvements.

5.12 Top comments in relation to walking was a concern about pedestrian and cycle conflict with 56 respondents raising this. An important element of these proposals it is that they aim to improve pedestrian footways on Victoria Terraces and improve visibility splays for pedestrians using the West Hove Lawns access roads. It will also provide a new protected space for cyclists on the A259 to keep pedestrians and cyclists protected from motor vehicles as well as taking another step toward fully keeping cyclists safely away from pedestrians.

5.13 A concern was raised by 206 respondents regarding the removal of a traffic lane. Respondents stated that it will cause congestion, creating additional pollution and lack of turn offs will cause additional queuing. We recognize that insufficient turn offs are causing some delays in phase one of the A259 and have drawn up plans to address this, but it is also recognized that when road space is reallocated to other modes there will inevitably be some journey time delays. For Phase 2, officers have had significantly more time for consideration to creating new turn off areas and new turn offs are provided in the detail design.

5.14 On the topic of cycling,168 respondents felt that there was already enough provision for cyclists and that the lanes were under used. The existing cycle lanes do not meet the new national standards as outlined in LTN1/20 and to meet this need in their current locations would require the removal of a significant amount of additional footway from pedestrians. Therefore, this option was not pursued and it was felt that the use of the carriageway is the safer and more effective option.

5.15 The top comment in relation to disability access was that 27 respondents stated that the proposals would make it more difficult for disabled parking and discourage visiting to the area. 18 respondents stated there was not enough disabled parking in the area. As part of the proposals we will be providing an additional 26 motor vehicle disabled parking bays, significant disabled cycle parking as well as ensuring that all crossings are brought up to standard for accessibility. Additional loading facilities will also allow disabled people to access the area via taxi or by being dropped off.

5.16 We also found in the survey that the majority of respondents think that the proposals will improve access for disabled people in the area with 41.9% agreeing it will improve access, 33.1% felt that it wouldn’t and 25% were not sure.

5.17 The majority of free text comments indicated that the plans were supported, comments also reinforced the overall need to support sustainable travel. This is a key objective for these proposals.

6. Conclusion

6.1 This report sets out the proposals to improve walking, cycling and accessibility along the A259 and the likely benefits to the area. Officers will continue to monitor the scheme post-implementation to assess the overall impact. The consultation has highlighted a number of concerns in the area that these proposals aim to address.

6.2 These proposals will further help towards delivering high-quality walking and cycling infrastructure and is likely to significantly improve road safety conditions and further increase the uptake of cycling and footfall for businesses in Victoria Terrace.

7. Financial implications

7.1 The proposed works are estimated to cost £0.475m which is expected to be spent during 2022/23. This will be funded using £0.171m allocated within the Active Travel Fund Tranche 2 grant and £0.304m from the 2022/23 Local Transport Plan (LTP) capital allocation for 2022/23.

7.2 The estimated impact on income due to the removals and changes to parking bays is £0.011m. This will be reflected in parking income projections within the Targeted Budget Management reports to Policy & Resources committee during 2022/23 and built into future year's budget setting.

Finance officer consulted: James Hengeveld Date consulted 02/03/22

8. Legal implications

8.1 The Traffic regulations orders required as a result of the detailed design will need to follow the statutory process set out in the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which will require a period of public consultation.

Name of lawyer consulted: Hilary Woodward Date consulted: 01/03/22

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 emphasises 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 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 Officers have conducted an overarching Equality Impact Assessment (EqIA) for the Active Travel Fund schemes. We have also consulted with various disabled groups from across the country and locally including guide dogs for the blind, Badge and Possibility People.

9.4 These proposals would see all crossing points in the area brough up to disabled compliant standards. Additional footway to provide better and easier access to those with disabilities. 27 additional motor vehicle disabled parking spaces, on top of the 5 additional disabled bays recently included in as part of phase one and disabled accessible cycle parking.

9.5 Working with Possibility People a group that represents disabled persons, we ask them to produce a accessibility Audit for the area around Victoria Terrace and Kings Esplanade. They were able to provide us with a long list of issue with accessibility for persons with disabilities, through working with our design team we have been able to find solutions to the majority of issues raised.

9.6 As part of this scheme we will be able to bring many areas and crossing into line with national standard to provide accessible crossing, accessible footway, disabled compliant cycle lanes and significant increase in disabled motor vehicle parking.

10. Sustainability implications

10.1 The measures will improve the transport network for sustainable modes of transport by reallocating road space. This will give opportunities for more people to switch to low carbon modes of transport from single occupancy car use.

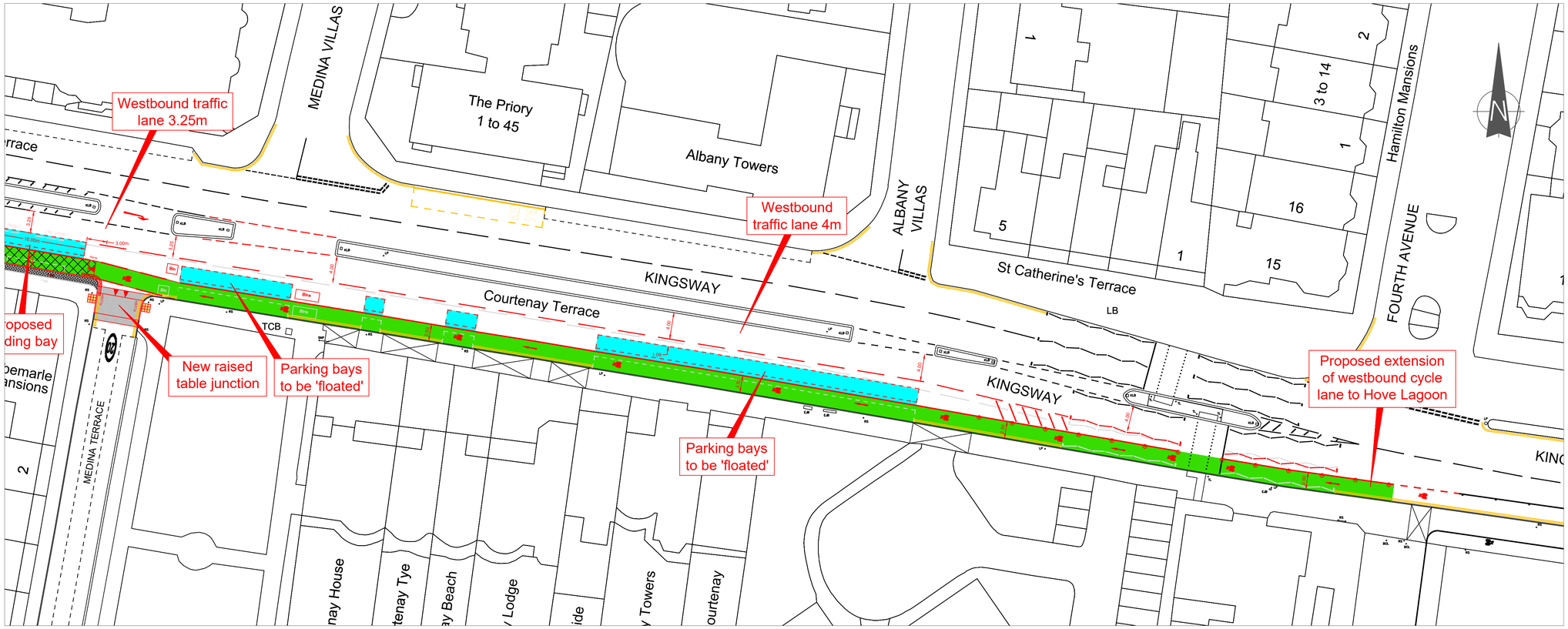
11. Public health implications:

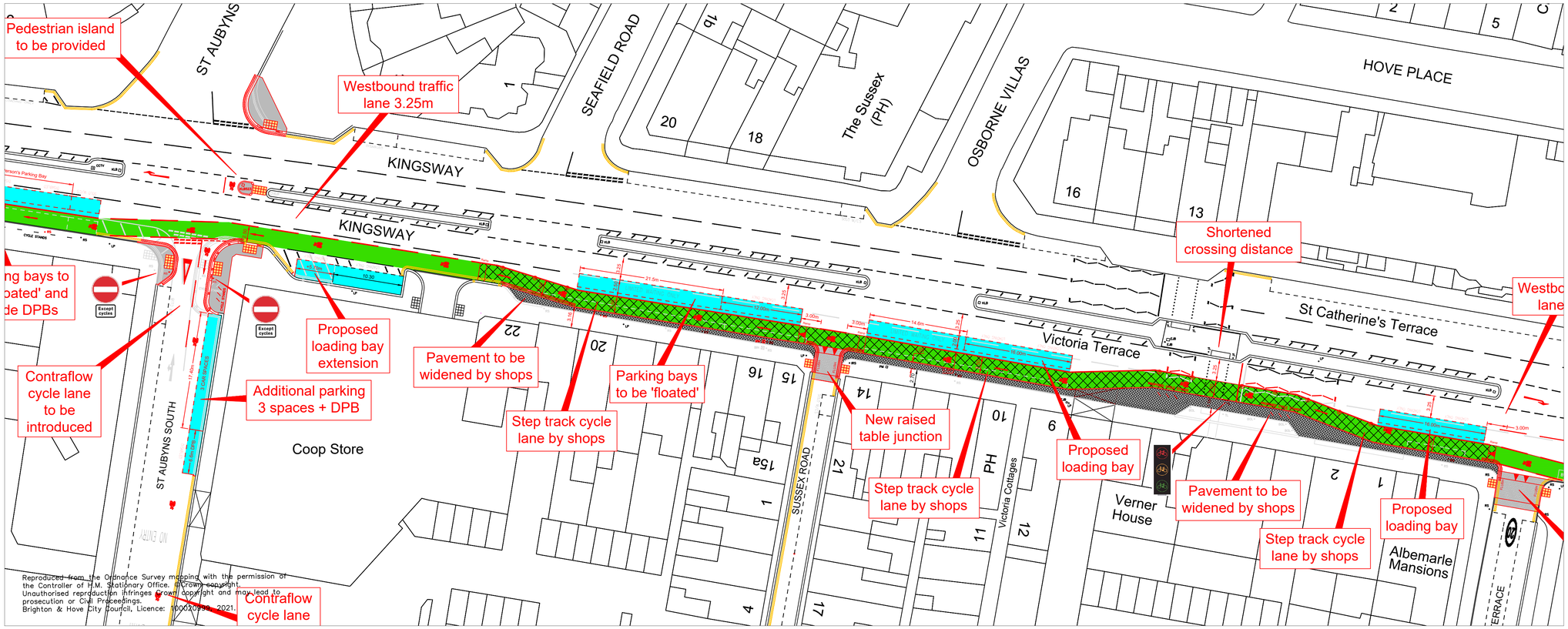
11.1 Enabling greater uptake of active travel across the City will provide both short and long term benefits to the mental and physical health of our residents. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy.

Supporting Documentation

1. Appendices

1. Appendix 1: A259 Active Travel Scheme – Detailed Design Pack.pdf
2. Appendix 2: A259 Active Travel Scheme – Consultation Report
3. Appendix 3: A259 Active Travel Scheme – Parking Loss Summary





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- PROPOSED FLOATING PARKING BAYS
- PROPOSED SAFETY PROTECTION WANDS FOR CYCLISTS
- PROPOSED FLOATING PARKING BAYS WITH SAFETY BUFFER
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Rev	Revision details	Date

Status: (tick ✓ as appropriate)

INFORMATION	☐	SURVEY	☐	FEASIBILITY	☐
DESIGN	☑	TENDER	☐	WORKING DRAWINGS	☐
AS-BUILT	☐				

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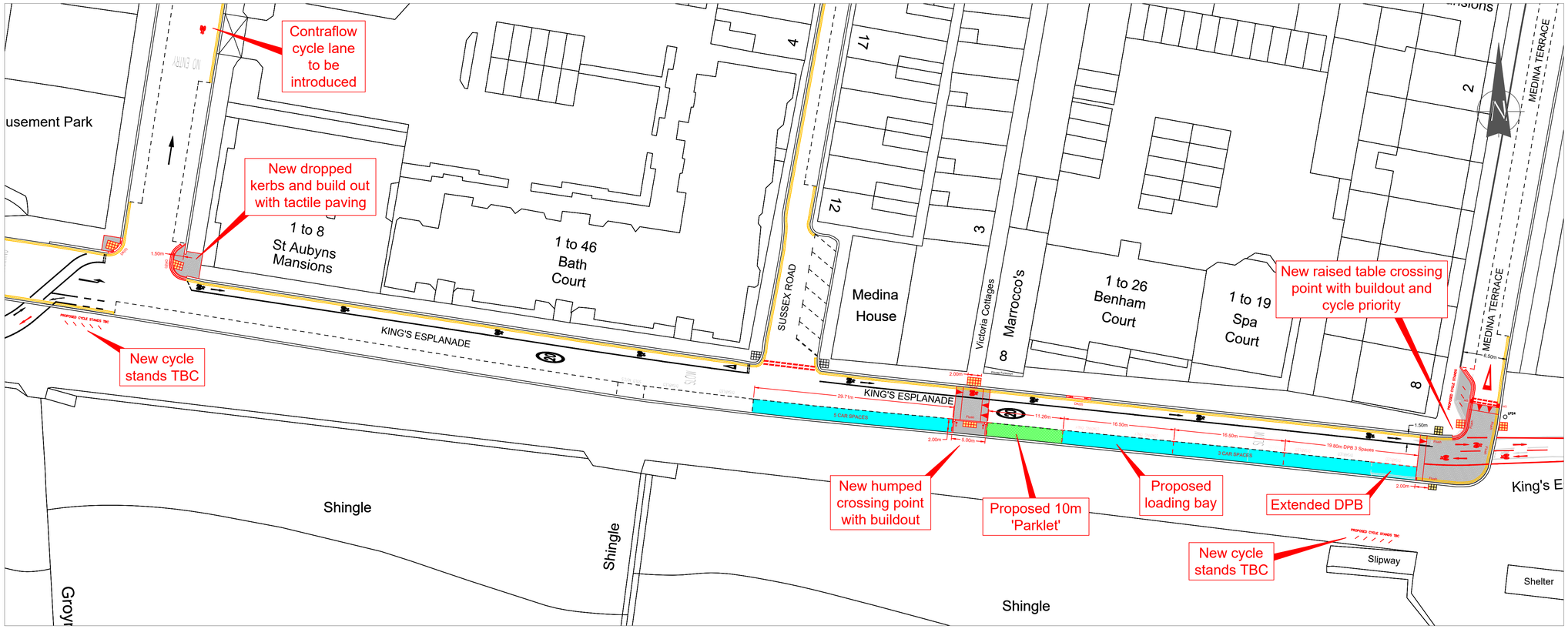
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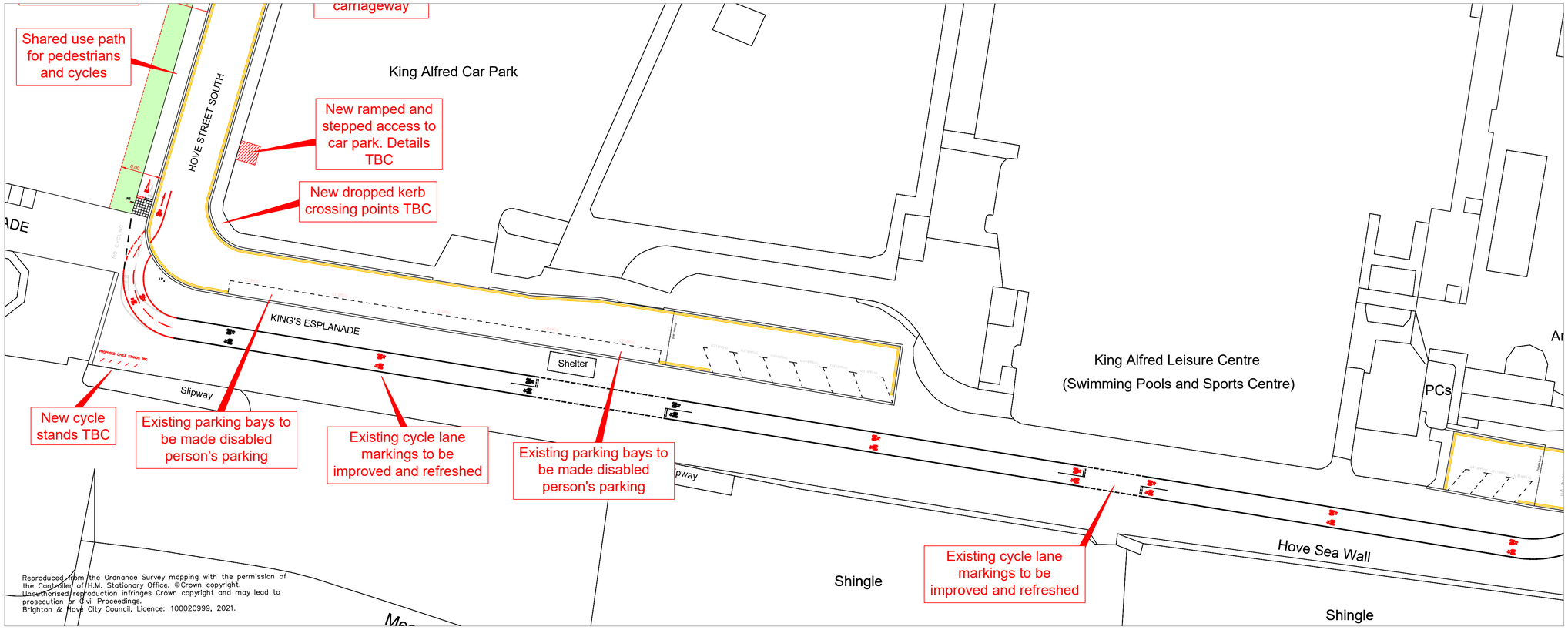
Walking, Cycling and Accessibility Improvements

Drawing Title

A259 Seafront, Hove
Detail Drawing 1 of 6

Drawing No	Scale	Rev
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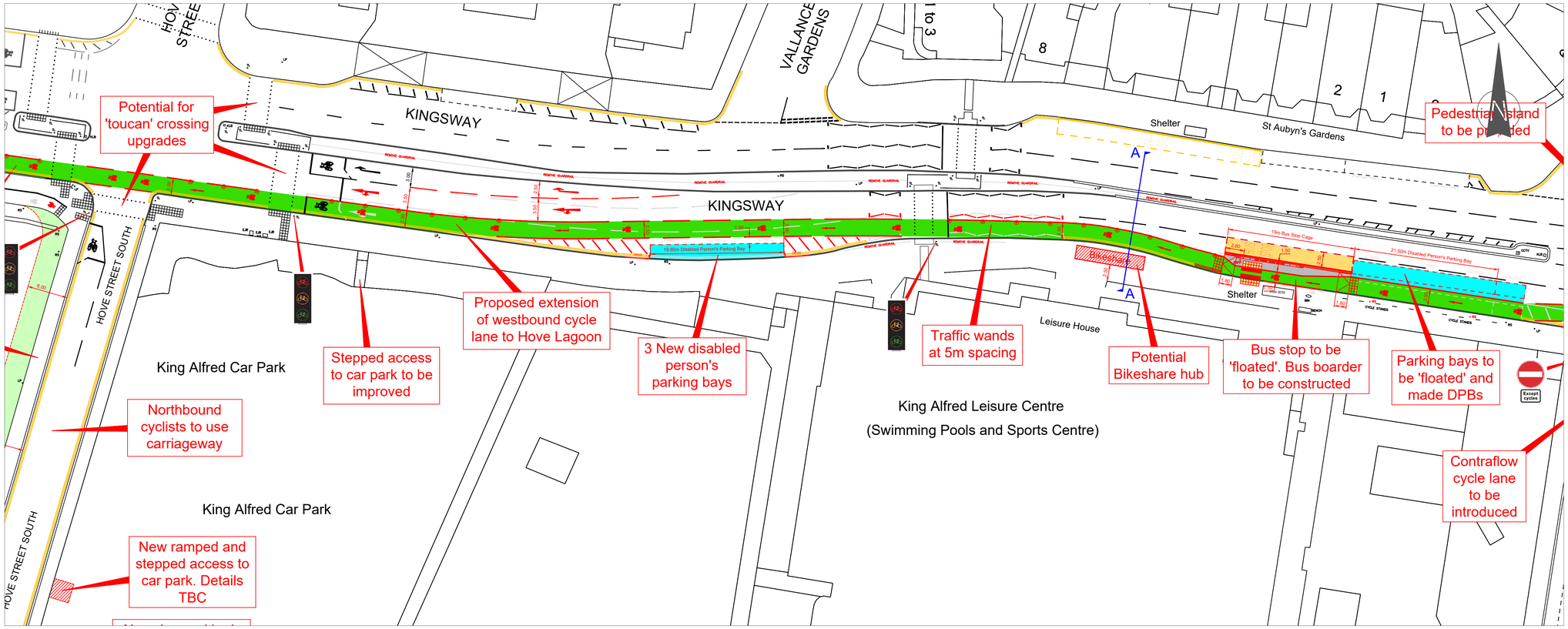
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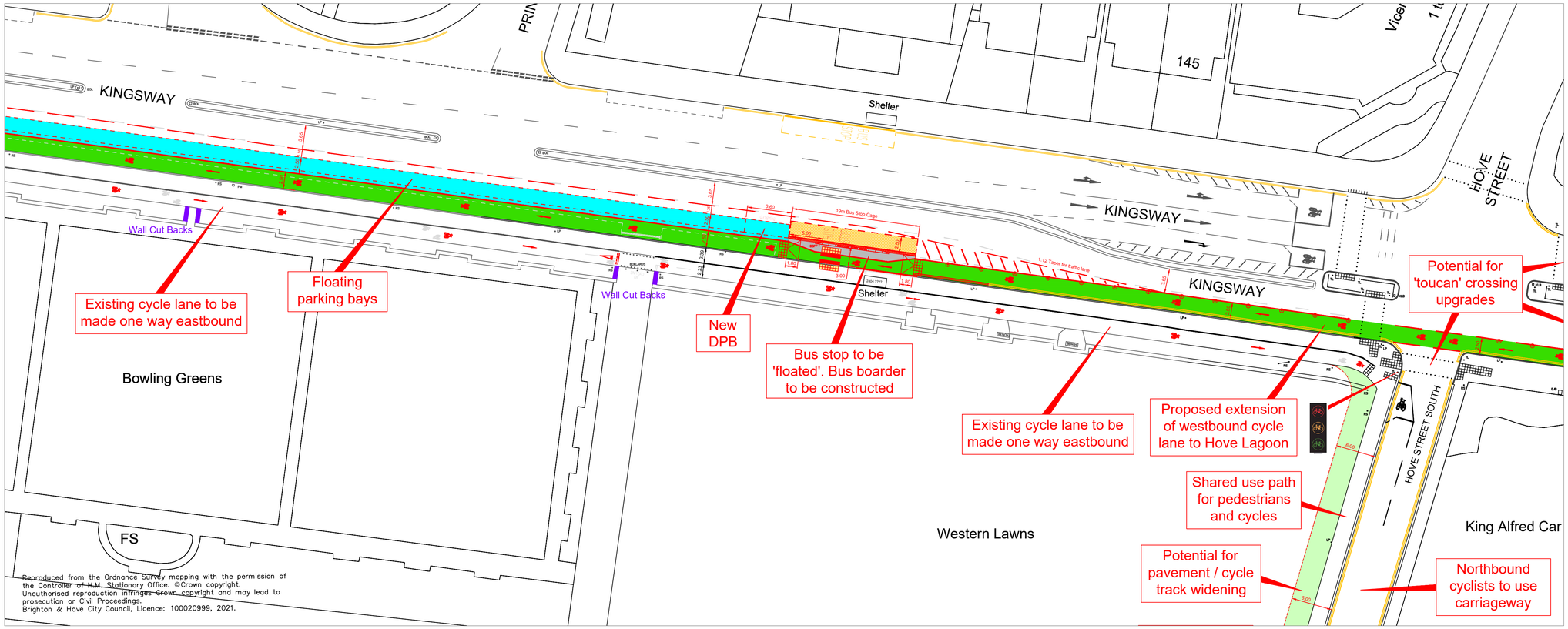
Walking, Cycling and Accessibility Improvements

Drawing Title

A259 Seafront, Hove
Detail Drawing 2 of 6

Drawing No	Scale	Rev
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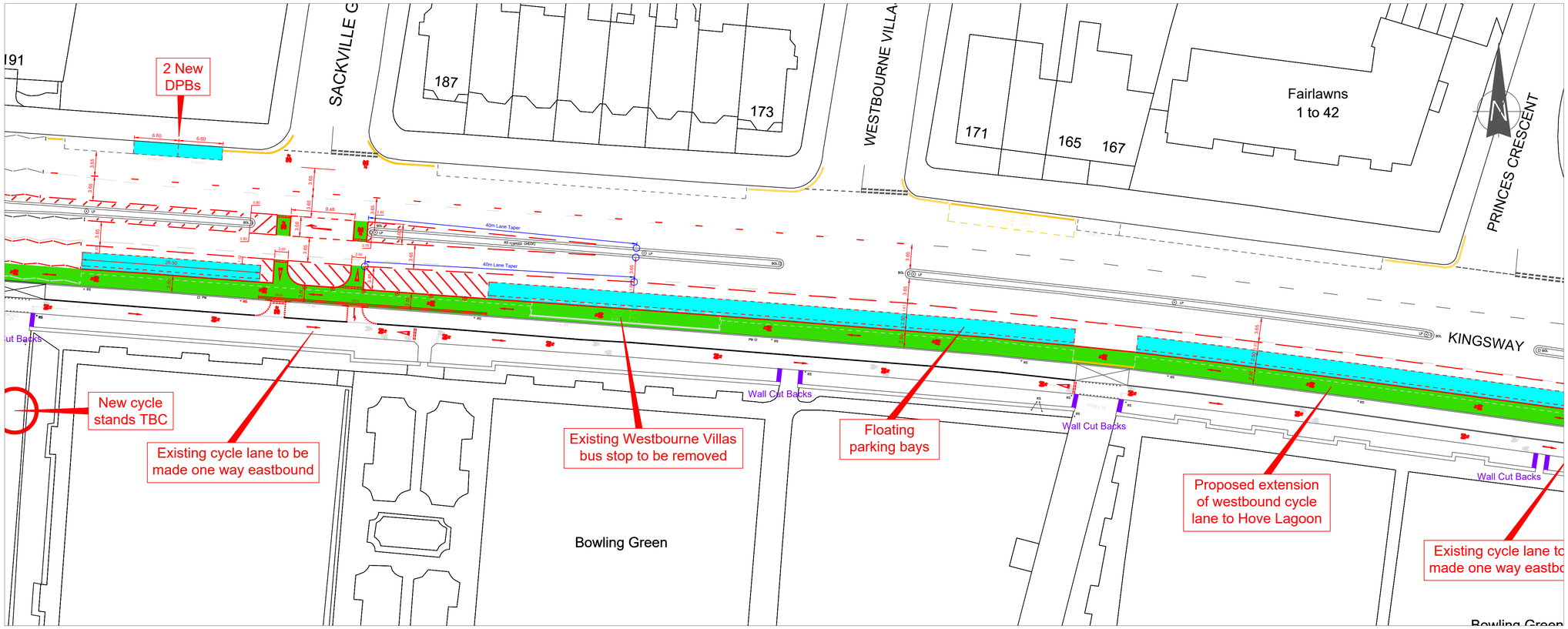
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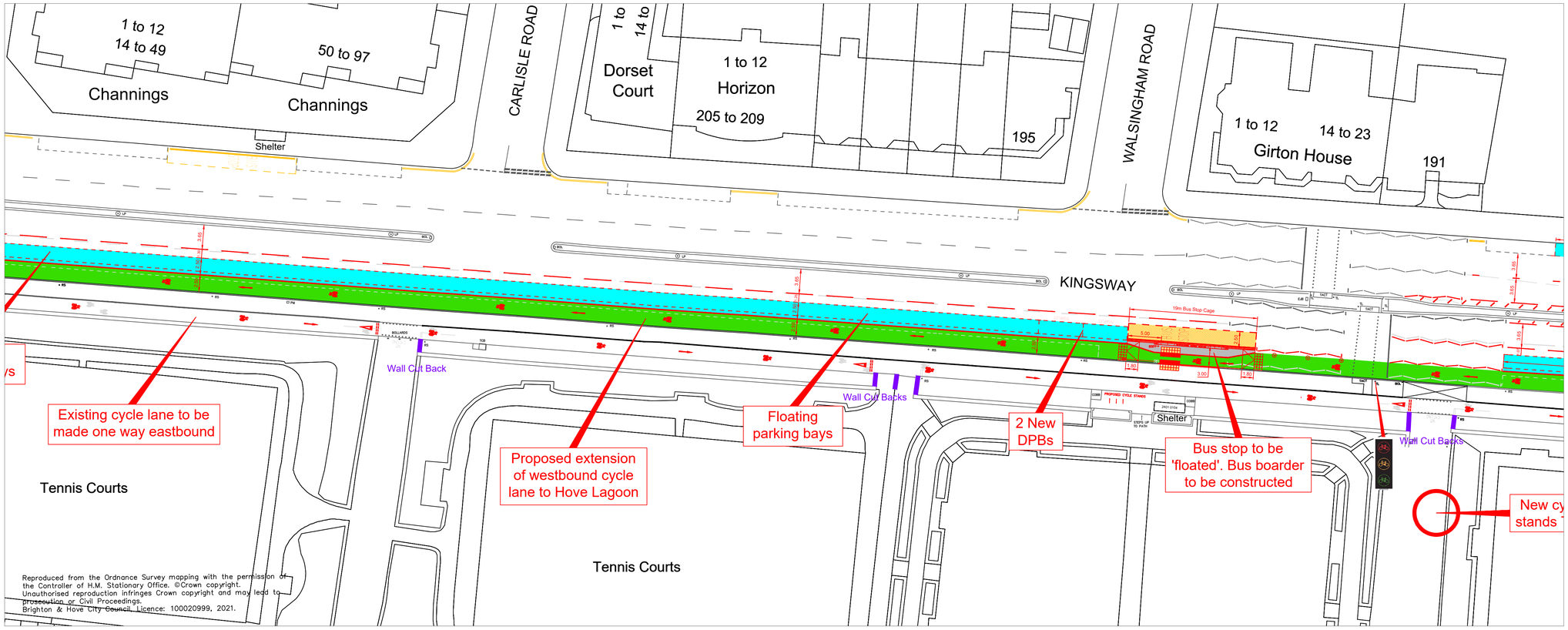
Walking, Cycling and Accessibility Improvements

Drawing Title

A259 Seafront, Hove
Detail Drawing 3 of 6

Drawing No	Scale	Rev
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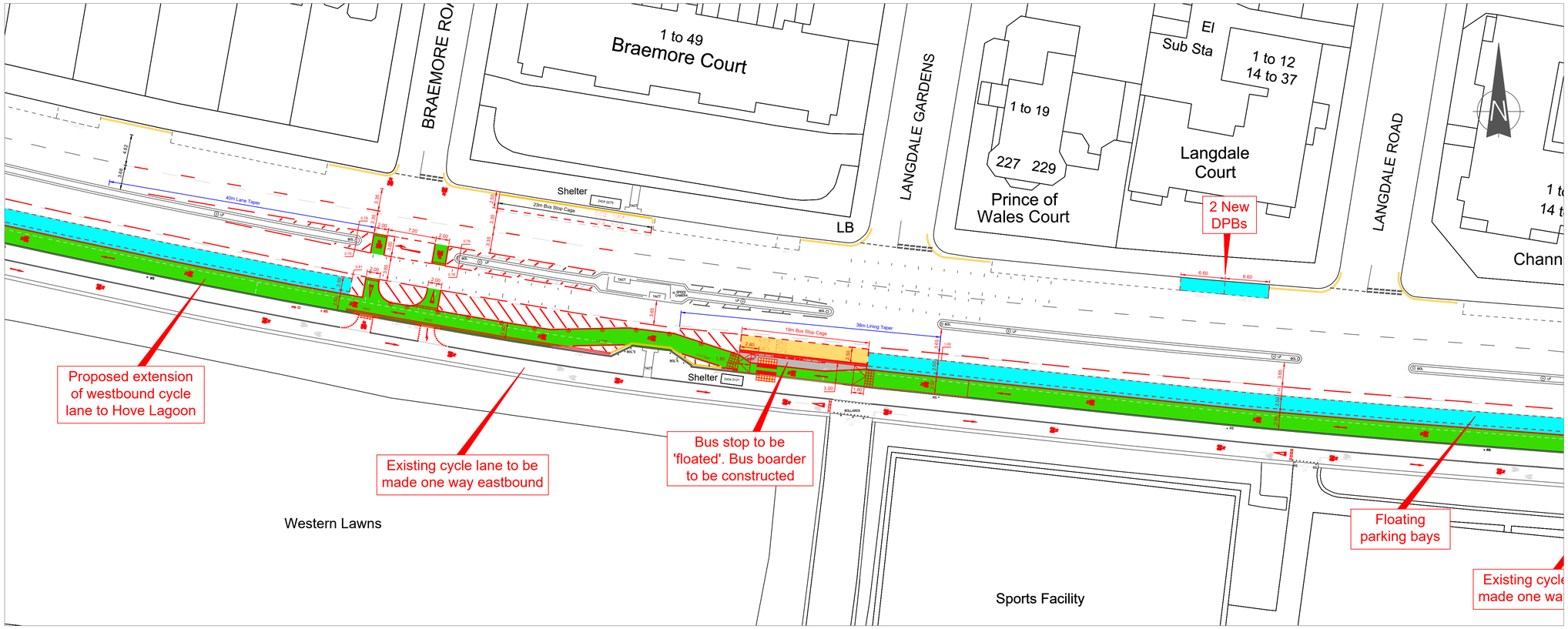
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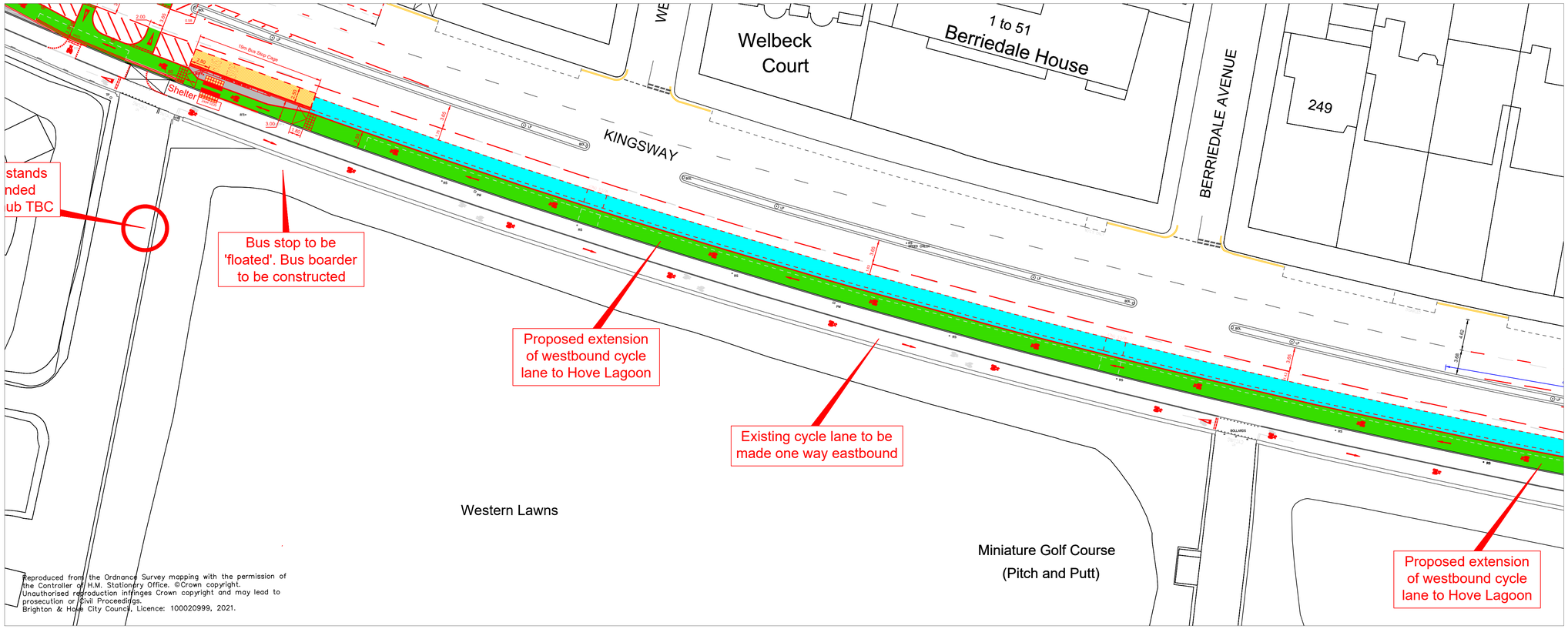
Walking, Cycling and Accessibility Improvements

Drawing Title

A259 Seafront, Hove
Detail Drawing 4 of 6

Drawing No	Scale	Rev
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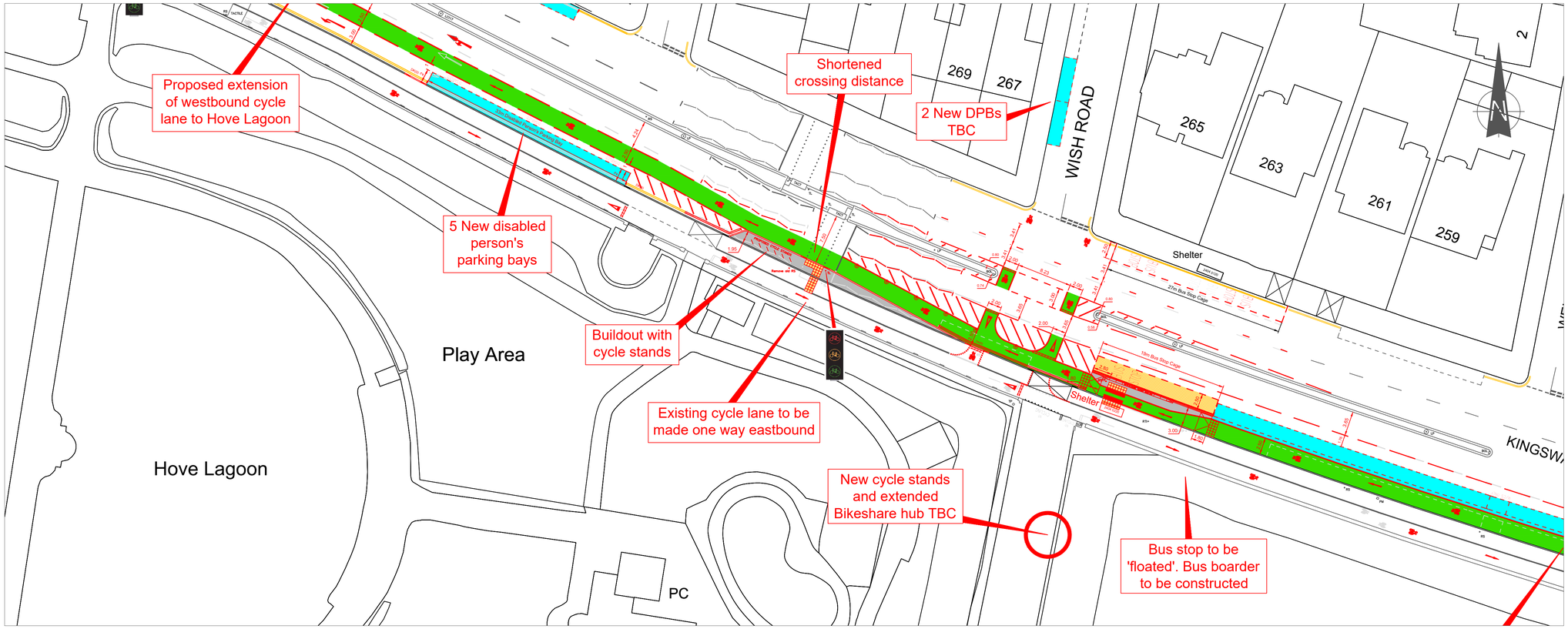
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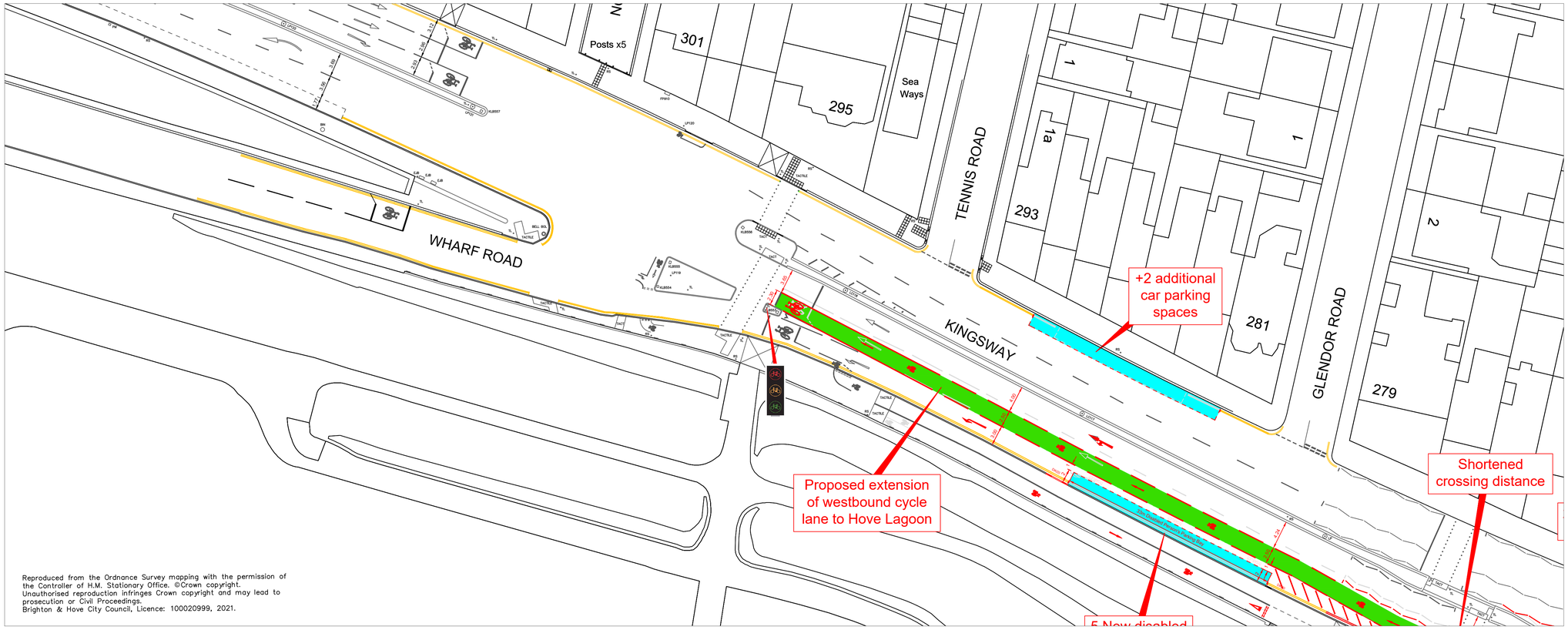
Walking, Cycling and Accessibility Improvements

Drawing Title

A259 Seafront, Hove
Detail Drawing 5 of 6

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Project Name

Walking, Cycling and Accessibility Improvements

Drawing Title

A259 Seafront, Hove
Detail Drawing 6 of 6

Drawing No	Scale	Rev
HD-BHCC-BAS-A259/06D	1:350 @ A1	D

Improving walking, cycling and accessibility on the seafront (A259)

Consultation report February 2021

Contents

1. Introduction
2. Questionnaire Survey Results
    a. Summary Questionnaire Results
    b. Methodology
    c. Full Results
3. Summary of Open Days Feedback
4. Summary of Stakeholder Feedback

DRAFT

Introduction

At the July 2021, Environment, Transport and Sustainability Committee it was agreed to consult on proposals to improve walking, cycling and disabled access on A259 Kingsway from Fourth Avenue to Wharf Road. Proposals include improvements and extensions to pavements, extending the on-street cycle lane and improving accessibility of the area.

Headline consultation survey results[1]

Q1

Of those who responded to the consultation survey, 80.5% walk, 66.8% drive and 47.1% cycle, at least once a week in the area. Furthermore 22.8% of respondents are also regularly travelling by bus in the area.

Q2

Overall, 50.6% of respondents agree with proposals to widen pavements in the area and 66.8% agree with the improvement of pedestrian crossing points.

Q3

For cycling proposals:

- When considering improved cycle routes, 46% of respondents agree with proposals, compared to 2.1% neither agree or disagree, and 51.7% disagree
- For improved cycle crossing points, 48.9% agree with proposals, compared to 12.3% neither agree not disagree / don't know, and 38.8% disagree
- For increased cycle parking, 52.2% of respondents agree with proposals, compared to 16.1% neither agree or disagree / don't know, and 31.6% disagree

Q4

Overall, there is a high level of agreement that there should be more public space outside businesses (56.2%) and more provision of disabled parking bays (53.8%) than for more or improved loading bays (37.1%). However in regard to the loading bay 39.8% said they nether agree nor disagree.

Q5

The highest single numbers of responses to this question are that proposals will improve safety for pedestrians (47.1%), cyclists (45.6%) and people with disabilities (41.9%), with high numbers of 'not sure' responses for all options.

Q6

Of all respondents, 369 (41%) people would be encouraged to use the new cycle lane, 375 (42%) would be encouraged to visit business and local amenities in the area and 374 (42%) would be encouraged to visit the beach/seafront.

[1] Throughout this report: agree = strongly agree or agree, disagree = strongly disagree or disagree, unless stated otherwise.
Regular pedestrians, cyclists, car drivers or bus users = those who use this mode in the area once a week.
Respondents with more severe disabilities are defined as those who have ticked 'yes, a lot to the disability question in the Equalities Monitoring section and less severe as those who have ticked 'yes, a little' to the same question.

1. Full Questionnaire Results

Methodology

An information pack, including plans was sent to 8149 addresses (residential and business properties) in the immediate vicinity of the proposed improvements. People were invited to go online to give their views on proposals. Paper copies of the questionnaire were also available on request together with a freepost envelope.

The consultation was also promoted through the council's social media channels, stakeholder meetings and two drop-in sessions where residents and local businesses could see and comment on the plans. These were held at the King Alfred centre, Kingsway on Saturday 4 December from 10am to 4pm and Tuesday 7 December from 12 noon to 7pm.

The consultation ran from 29 November 2021 to 16 January 2022.

A total of 897 responses were received from 842 households, with multiple members of some households making individual submissions.

342 responses were received from within the mailout area giving a response rate of 4.2%[2]. The response rate is calculated using the number of individual valid responses[3] received from households who had been sent information about the scheme.

Of the 342 respondents from within the mailout area, 261 (76.3%) said that they heard about the consultation via the information that they had received. The highest single response from all respondents was that 47.2% of respondents became aware of the consultation via social media. Social media is fast becoming the most popular way of hearing about consultations as details are easily shared and promoted. Due to the location of the scheme proposed, there is likely to be high levels of interest in the area from non-residents eg those who live elsewhere in the city and visit this popular part of the seafront area.

Q How did you hear about the survey?

	No.	%[4]
I received an information leaflet	276	30.8
I read about it on the council's website	70	7.8
I read about it on social media	423	47.2
I attended an event	17	1.9
I heard about it by word of mouth	123	0.1
I read about it in the local press	87	9.7
Other includes:	31	3.5

[2] When looking at responses from households, rather than individuals, the response rate from within the mailout area is 3.8%. 342 responses from 307 households.
[3] The questionnaire asked for names and addresses, in order to be able to identify and remove duplicated responses. Responses without this information were labelled invalid and removed from the analysis.
[4] %'s will not equal 100% as respondents could choose more than one option

	No.	%[4]
From my local councillor, through work, from a group I am a member of, from friends or family, local neighbourhood group or residents' association		

Several businesses and members of organisations also responded to the consultation and their responses were combined with those from individuals. Detailed submissions from key stakeholders were removed to be analysed alongside comments given in stakeholder workshops, which are presented in section 4 of this report.

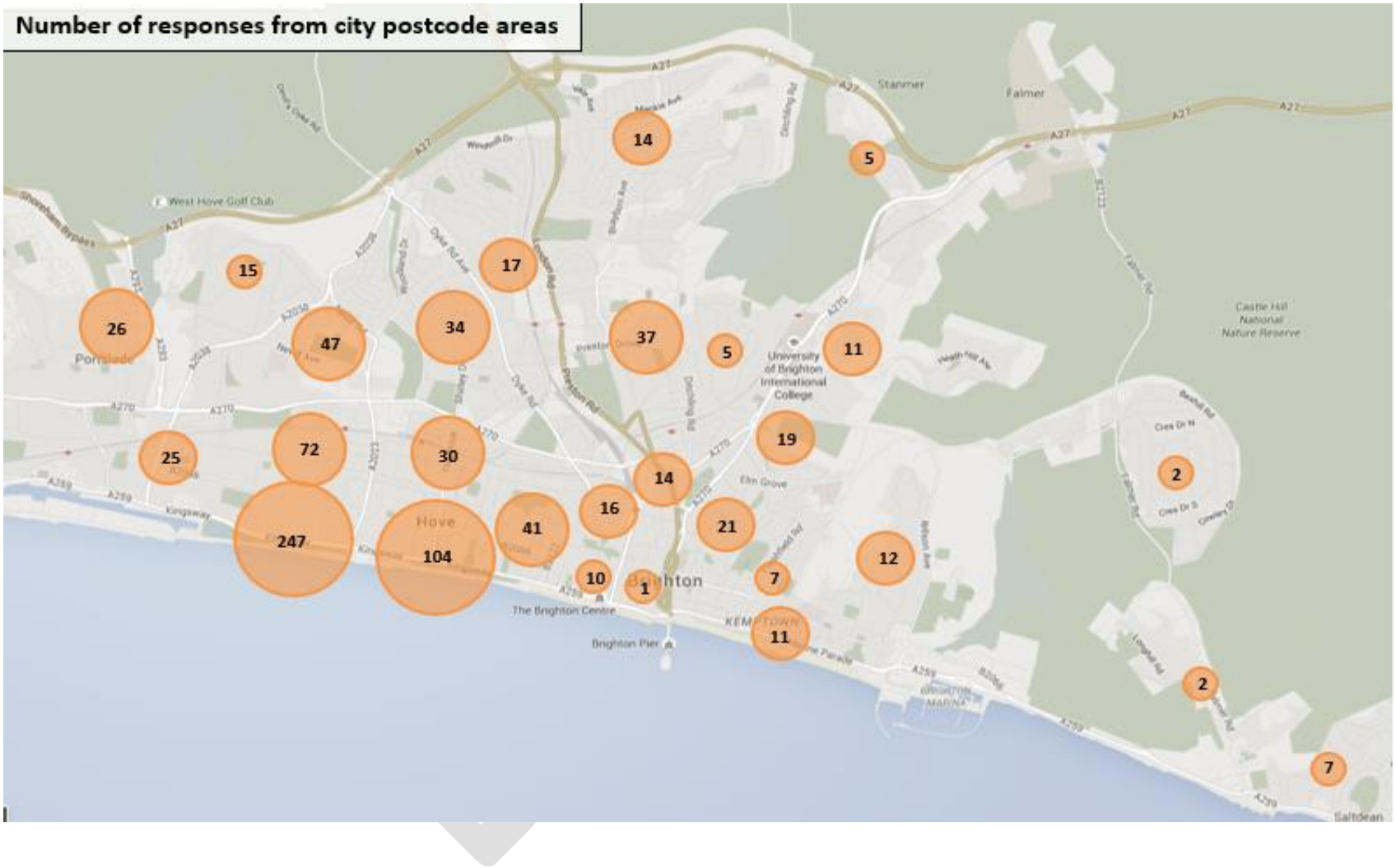
Q How are you responding to this survey?

	No.	%
As an individual	884	98.7
As a representative of a business, organisation or group	12	1.3

143 invalid responses were removed from the final results: 15 were duplicate responses ie submitted twice or more by the same person and 125 were removed as they provided an incomplete or incorrect name and/or address which was stated as a requirement within the survey.

DRAFT

Responses were received from across the city as follows:



854 responses (95.2%) were from city residents and 4.8% 43 responses (4.8%) from residents in other, mostly neighbouring, authorities. We can see from the larger circles that higher numbers of respondents live in the vicinity of the proposals, however as noted above there is likely to be high interest in this area from across the city and beyond due to its location on the seafront and the importance of the local visitor economy.

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Results

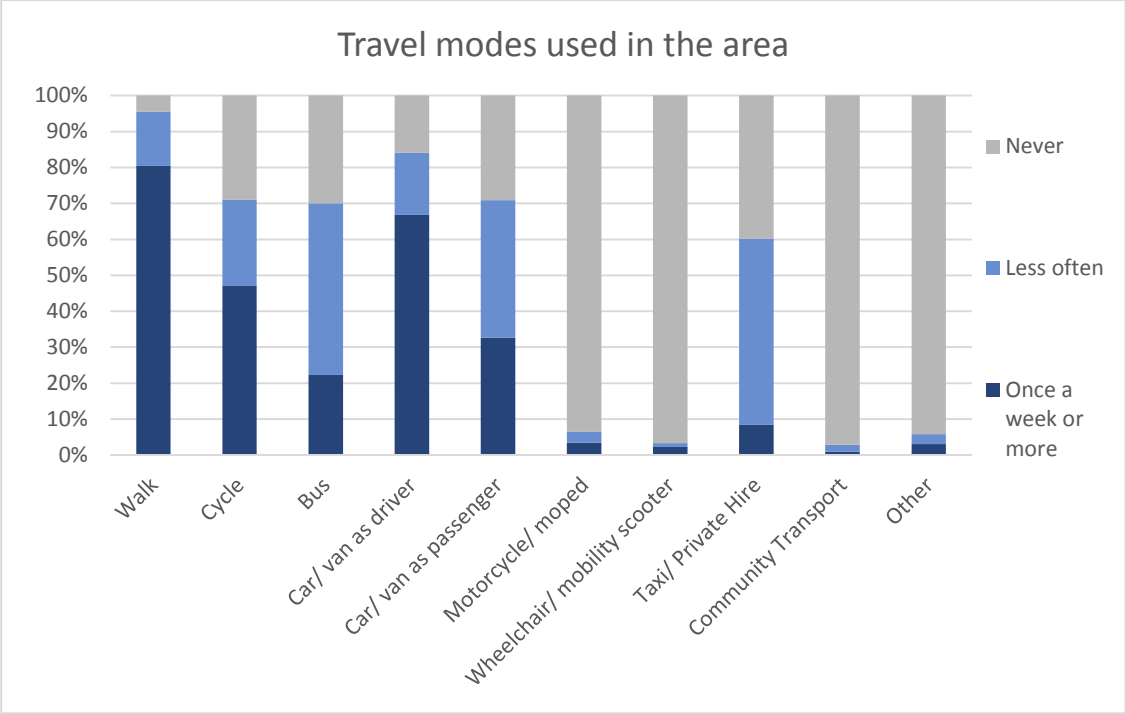
Q1 How often do you use these forms of transport in the area?

	Every day, or nearly every day		2-3 days a week		Once a week		Less often but at least once a month		Less than once a month		Never	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	411	48.1	178	20.8	99	11.6	83	9.7	46	5.4	38	4.4
Cycle[5]	107	12.6	203	23.9	90	10.6	97	11.4	107	12.6	246	28.9
Bus	9	1.1	74	9.0	99	12.1	164	20.0	227	27.8	245	30.0
Car/ van as driver [6]	193	22.5	253	29.5	128	14.9	82	9.5	66	7.7	137	15.9
Car/ van as passenger	32	4.2	89	11.6	128	16.8	110	14.4	183	24.0	222	29.1
Motorcycle/ moped	7	0.9	10	1.3	9	1.2	8	1.0	15	2.0	717	93.6
Wheelchair/ mobility scooter	5	0.7	5	0.7	7	0.9	4	0.5	4	0.5	739	96.7
Taxi/ Private Hire	3	0.4	16	2.0	47	6.0	108	13.7	300	38.1	313	39.8
Community Transport[7]	1	0.1	2	0.3	4	0.5	4	0.5	11	1.4	742	97.1
Other	10	1.6	6	1.0	3	0.5	6	1.0	11	1.8	580	94.2

Other includes electric scooter, running or jogging, roller-skating or skateboarding, adapted disability vehicles or blue badge vehicles, patient transport services and trains in the surrounding area. The graphs below show differences between those who eg cycle regularly and not so regularly.[8]

[5] Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle
[6] Includes car club
[7] Eg Dial-a-ride, volunteer car scheme
[8] Throughout this report regular = once a week or more, not so regular/ irregular = less than once a week, unless stated otherwise

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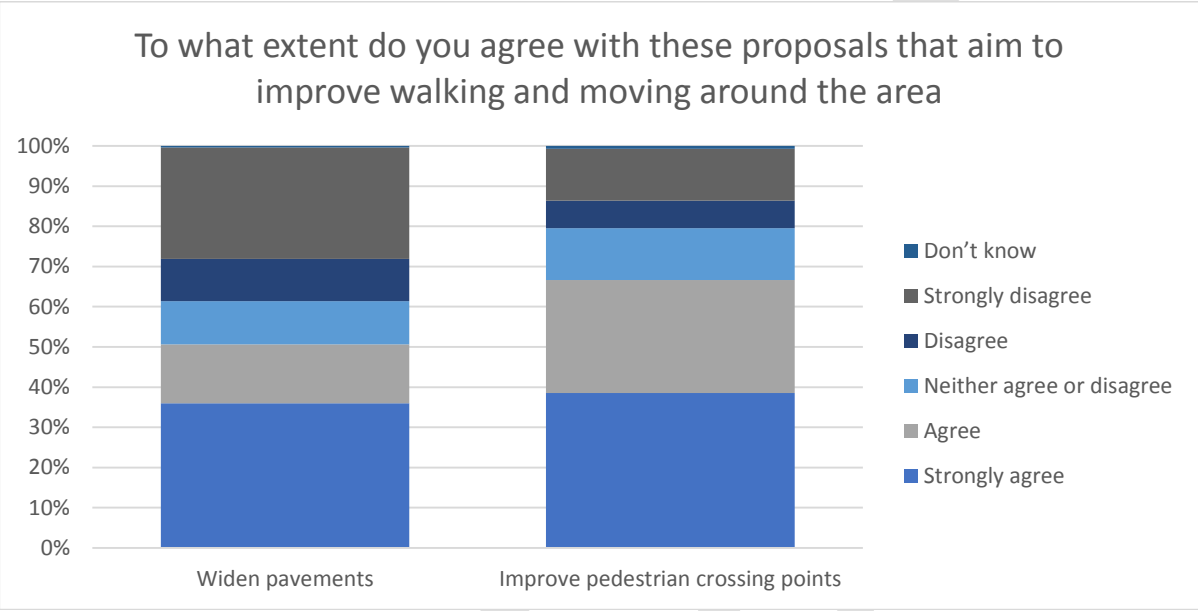


688 respondents (80.5%) walk in the area on a regular basis, compared to 574 (66.8%) regular car drivers and 400 (47.1%) cyclists.

Q2 To what extent do you agree with these proposals that aim to improve walking and moving around the area?

The following question asks about proposals that aim to provide improvements for walking and moving around the area. Results are given for all respondents and then by mode used.

	Strongly agree		Agree		Neither agree or disagree		Disagree		Strongly disagree		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Widen pavements	321	36.0	130	14.6	96	10.8	94	10.5	247	27.7	4	0.4
Improve pedestrian crossing points	342	38.6	250	28.2	114	12.9	61	6.9	114	12.9	6	0.7



Overall, 50.6% of respondents agree[9] with proposals to widen pavements in the area while 66.8% agree with the improvement of pedestrian crossing points.

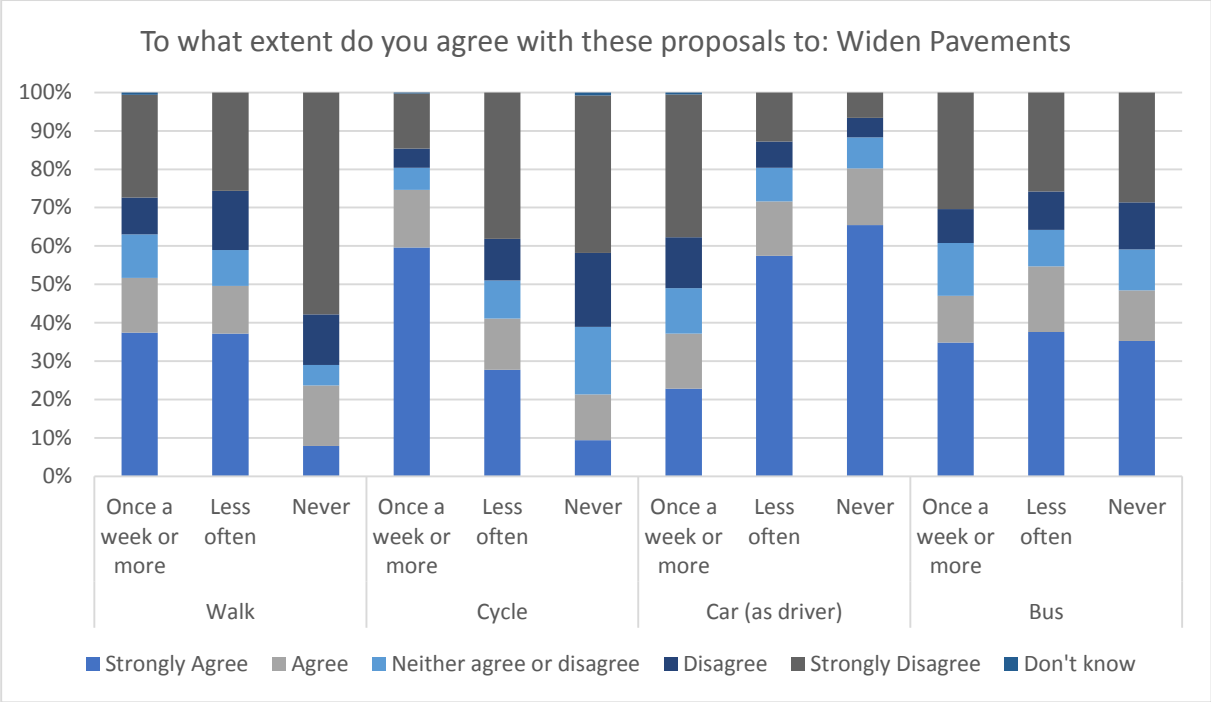
Q2a Proposals to improve walking and moving around the area by main mode used

[9] Throughout this report: agree = strongly agree or agree, disagree = strongly disagree or disagree, unless stated otherwise

Widen Pavements:

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	256	37.4	98	14.3	77	11.3	66	9.6	183	26.8	4	0.6
	Less often	48	37.2	16	12.4	12	9.3	20	15.5	33	25.6	0	0
	Never	3	7.9	6	15.8	2	5.3	5	13.2	22	57.9	0	0
Cycle	Once a week or more	238	59.6	60	15.0	23	5.8	20	5.0	57	14.3	1	0.3
	Less often	56	27.7	27	13.4	20	9.9	22	10.9	77	38.1	0	0
	Never	23	9.4	29	11.9	43	17.6	47	19.3	100	41	2	0.8
Car (as driver)	Once a week or more	130	22.8	82	14.4	67	11.8	76	13.3	212	37.2	3	0.5
	Less often	85	57.4	21	14.2	13	8.8	10	6.8	19	12.8	0	0
	Never	89	65.4	20	14.7	11	8.1	7	5.1	9	6.6	0	0
Bus	Once a week or more	63	34.6	22	12.1	25	13.7	16	8.8	55	30.2	1	0.5
	Less often	146	37.5	66	17.0	37	9.5	39	10.0	100	25.7	1	0.3
	Never	112	35.0	42	13.1	34	10.6	39	12.2	91	28.4	2	0.6

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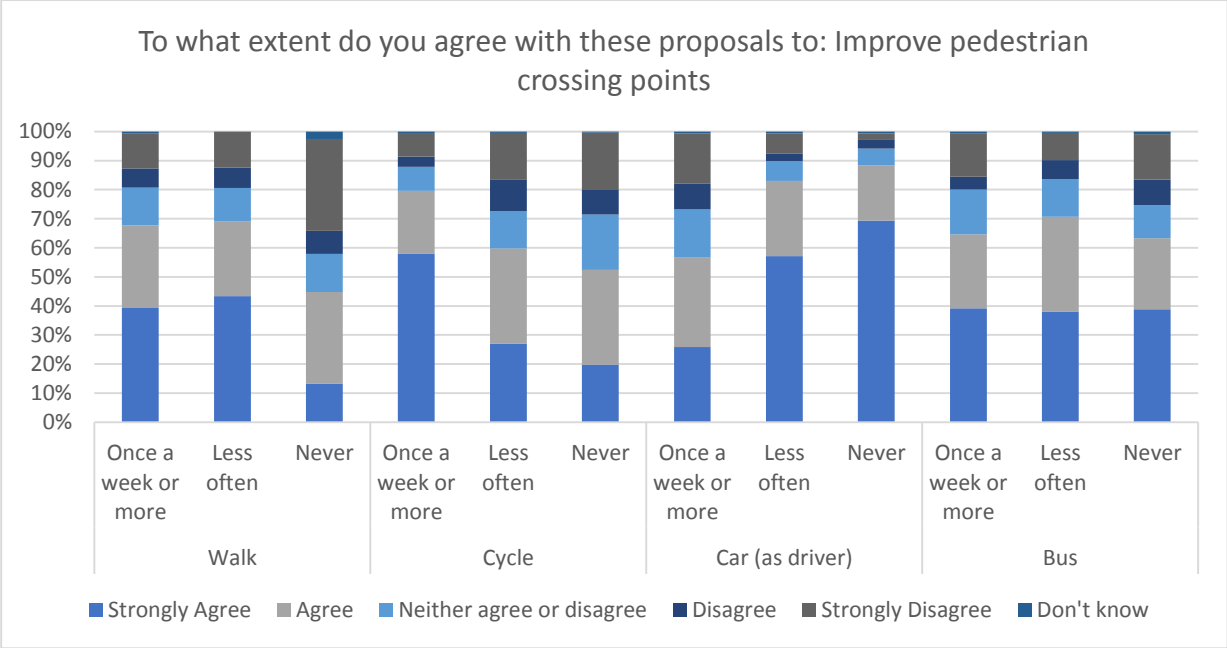
Respondents who say they walk regularly in the area tend to agree with proposals to widen pavements (over 53%), rising to 74.6% of regular cyclists. 37.2% of regular drivers agree that pavements should be widened, with 11.8% unsure.

Improved pedestrian crossing points by main mode used

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	267	39.3	193	28.4	88	13	45	6.6	82	12.1	4	0.6
	Less often	56	43.4	33	25.6	15	11.6	9	7	16	12.4	0	0

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	Never	5	13.2	12	31.6	5	13.2	3	7.9	12	31.6	1	2.6
Cycle	Once a week or more	230	57.9	86	21.7	33	8.3	14	3.5	31	7.8	3	0.8
	Less often	54	26.9	66	32.8	26	12.9	22	10.9	32	15.9	1	0.5
	Never	48	19.8	79	32.6	46	19	21	8.7	47	19.4	1	0.4
Car (as driver)	Once a week or more	146	25.8	175	31	92	16.3	50	8.8	98	17.3	4	0.7
	Less often	84	57.1	38	25.9	10	6.8	4	2.7	10	6.8	1	0.7
	Never	95	69.3	26	19	8	5.8	4	2.9	3	2.2	1	0.7
Bus	Once a week or more	71	39.2	46	25.4	28	15.5	8	4.4	27	14.9	1	0.6
	Less often	147	38.1	126	32.6	50	13.0	25	6.5	36	9.3	2	0.5
	Never	124	38.9	78	24.5	36	11.3	28	8.8	50	15.7	3	0.9

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Respondents who regularly walk (67.7%) or cycle (79.6%) agree with the proposal to improve pedestrian crossing points. Regular drivers also agree with this proposal (55.8%).

Q3 To what extent do you agree with these proposals that aim to improve cycling in the area?

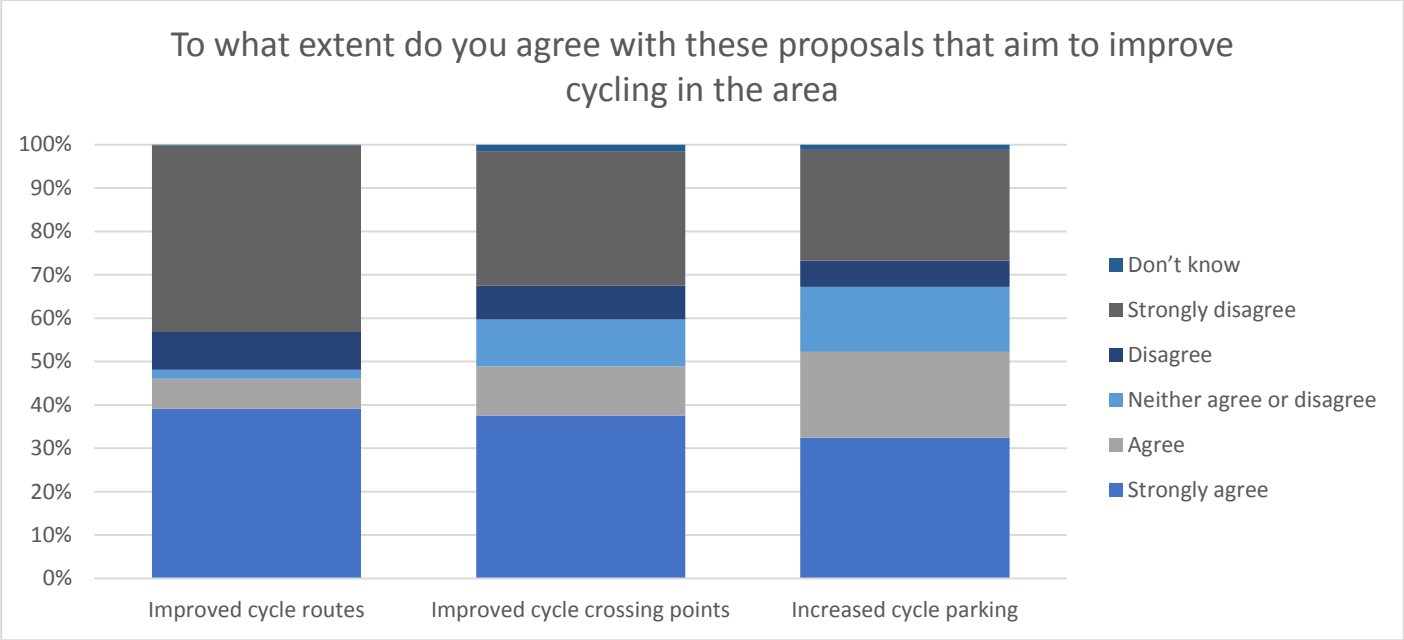
	Strongly agree		Agree		Neither agree or disagree		Disagree		Strongly disagree		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Improved cycle routes	348	39.1	61	6.9	19	2.1	77	8.7	383	43.0	2	0.2

Improved cycle crossing points	332	37.5	101	11.4	96	10.8	69	7.8	274	31.0	13	1.5
Increased cycle parking	287	32.4	175	19.8	132	14.9	54	6.1	226	25.5	11	1.2

For cycling proposals:

- When considering improved cycle routes, 46% of respondents agree with proposals, compared to 2.1% neither agree or disagree, and 51.7% disagree
- For improved cycle crossing points, 48.9% agree with proposals, compared to 12.3% neither agree not disagree / don't know, and 38.8% disagree
- For increased cycle parking, 52.2% of respondents agree with proposals, compared to 16.1% neither agree or disagree / don't know, and 31.6% disagree

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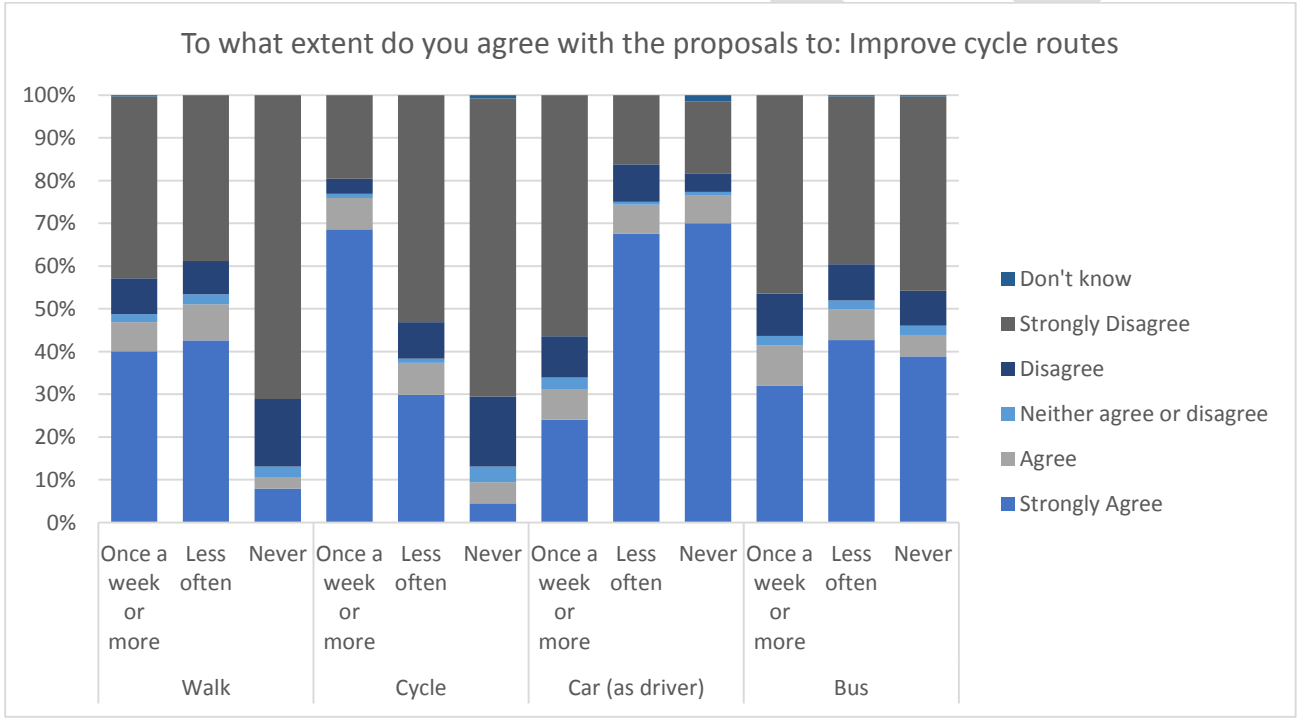
Reactions to these proposals for cycling improvements were also explored to determine levels of agreement for proposals by different transport modes used in the area (Q3a), by disability (Q3b) and by gender (Q3c).

Q3a proposals that aim to improve cycling in the area by main mode used

Improved cycle routes by main mode used:

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	273	40.1	46	6.8	13	1.9	57	8.4	290	42.6	2	0.3
	Less often	55	42.6	11	8.5	3	2.3	10	7.8	50	38.8	0	0
	Never	3	7.9	1	2.6	1	2.6	6	15.8	27	71.1	0	0

Cycle	Once a week or more	273	68.6	29	7.3	4	1	14	3.5	78	19.6	0	0
	Less often	60	29.9	15	7.5	2	1	17	8.5	107	53.2	0	0
	Never	11	4.5	12	4.9	9	3.7	40	16.4	170	69.7	2	0.8
Car (as driver)	Once a week or more	136	24.0	40	7.1	16	2.8	55	9.7	320	56.4	0	0
	Less often	100	67.6	10	6.8	1	0.7	13	8.8	24	16.2	0	0
	Never	96	70.1	9	6.6	1	0.7	6	4.4	23	16.8	2	1.5
Bus	Once a week or more	58	32.0	17	9.4	4	2.2	18	9.9	84	46.4	0	0
	Less often	166	42.7	28	7.2	8	2.1	33	8.5	153	39.3	1	0.3
	Never	124	38.9	16	5.0	7	2.2	26	8.2	145	45.5	1	0.3

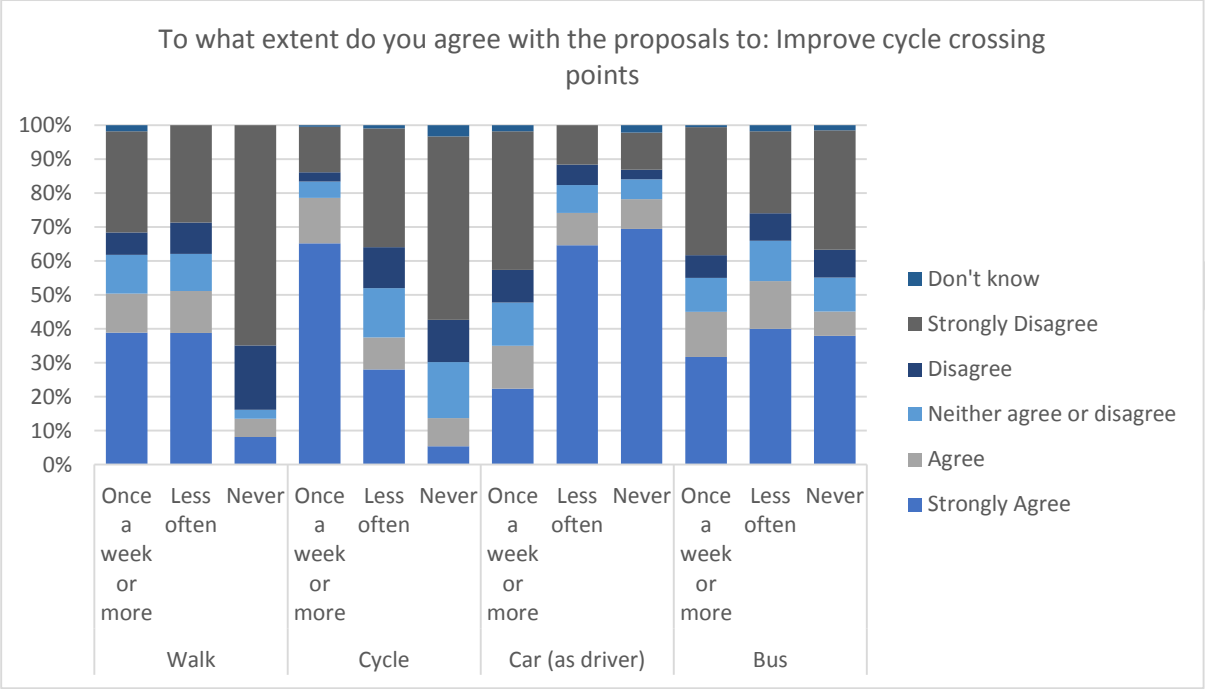


319 (46.9%) respondents that walk regularly in the area agree with the proposals to improve cycle routes, along with to 302 (75.9%) respondents that cycle regularly in the area. . In terms of respondents that drive regularly in the area, this is 31.1% (176 respondents)

Improved cycle crossing points by main mode used

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	263	38.8	78	11.5	77	11.4	45	6.6	202	29.8	12	1.8
	Less often	50	38.8	16	12.4	14	10.9	12	9.3	37	28.7	0	0
	Never	3	8.1	2	5.4	1	2.7	7	18.9	24	64.9	0	0
Cycle	Once a week or more	258	65.2	53	13.4	19	4.8	11	2.8	53	13.4	2	0.5
	Less often	56	28	19	9.5	29	14.5	24	12	70	35	2	1
	Never	13	5.4	20	8.3	40	16.5	30	12.4	131	54.1	8	3.3
Car (as driver)	Once a week or more	126	22.4	71	12.6	72	12.8	54	9.6	230	40.9	10	1.8
	Less often	95	64.6	14	9.5	12	8.2	9	6.1	17	11.6	0	0
	Never	95	69.3	12	8.8	8	5.8	4	2.9	15	10.9	3	2.2
Bus	Once a week or more	57	31.7	24	13.3	18	10.0	12	6.7	68	37.8	1	0.6
	Less often	154	40.0	54	14.0	46	11.9	31	8.1	93	24.2	7	1.8
	Never	121	37.9	23	7.2	32	10.0	26	8.2	112	35.1	5	1.6

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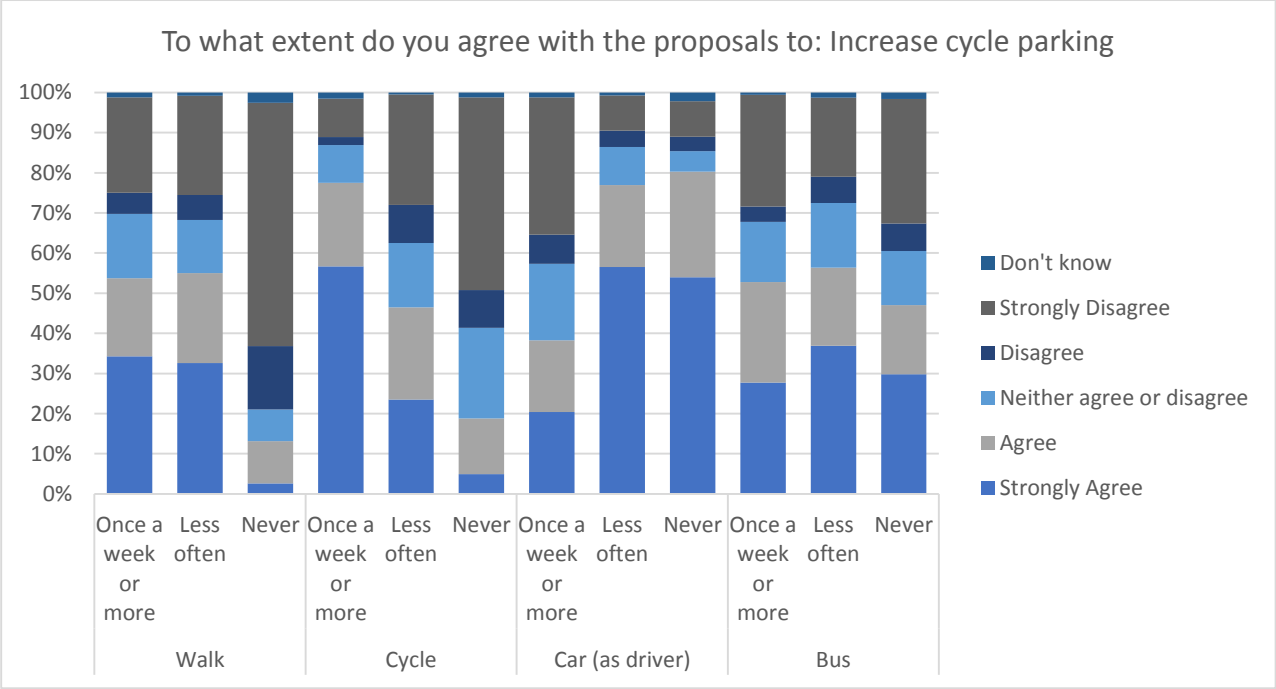
When respondents are split by frequency of mode usage results are as follows

- 311 (78.6%) regular cyclists agree with proposals to improve cycle crossing points
- For those regularly walking in the area 50.3% (341 respondents) agree with proposals to improve cycle crossings, compared to 13.2% neither agree or disagree / don't know, and 36.4% disagree
- For regular car drivers35% (197 respondents) agree with proposals to improve cycle crossings, with 14.6% neither agree or disagree / don't know, and 50.5% disagree

Increase cycle parking by main mode used:

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	232	34.3	131	19.4	109	16.1	35	5.2	161	23.8	8	1.2
	Less often	42	32.6	29	22.5	17	13.2	8	6.2	32	24.8	1	0.8
	Never	1	2.6	4	10.5	3	7.9	6	15.8	23	60.5	1	2.6
Cycle	Once a week or more	224	56.7	82	20.8	37	9.4	8	2.0	38	9.6	6	1.5
	Less often	47	23.5	46	23.0	32	16.0	19	9.5	55	27.5	1	0.5
	Never	12	4.9	34	13.9	55	22.5	23	9.4	117	48.0	3	1.2
Car (as driver)	Once a week or more	115	20.4	101	17.9	107	19.0	41	7.3	193	34.2	7	1.2
	Less often	83	56.5	30	20.4	14	9.5	6	4.1	13	8.8	1	0.7
	Never	74	54.0	36	26.3	7	5.1	5	3.6	12	8.8	3	2.2
Bus	Once a week or more	50	27.8	45	25.0	27	15.0	7	3.9	50	27.8	1	0.6
	Less often	142	36.9	75	19.5	62	16.1	25	6.5	76	19.7	5	1.3
	Never	95	29.8	55	17.2	43	13.5	22	6.9	99	31.0	5	1.6

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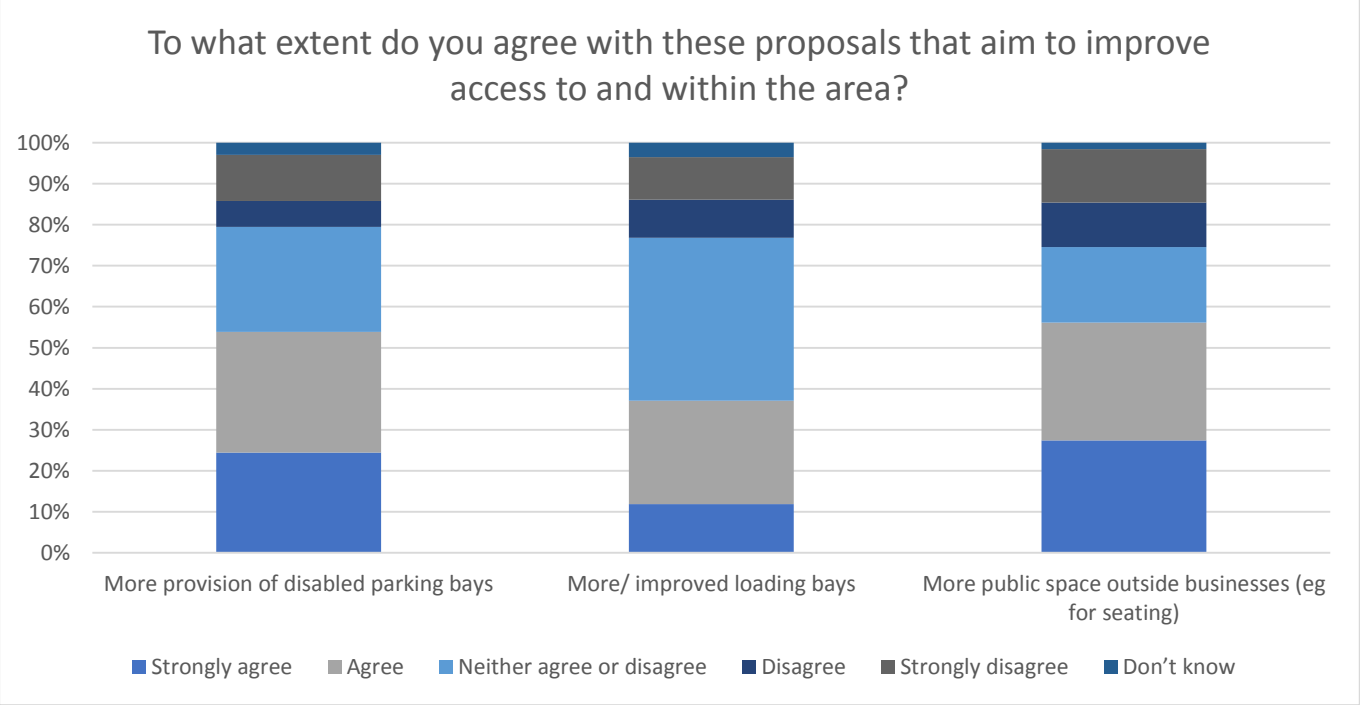


When looking at respondents by frequency of mode use, views on the proposals to increase cycle parking are as follows:

- 306 (77.5%) regular cyclists agree, compared to10.9% neither agree or disagree / don't know and 11.6% disagree
- For regular walkers 363 respondents (53.7%) agree with this proposal, compared to 17.3% neither agree or disagree / don't know and 29% disagree
- 216 (38.3%) of regular car drivers agree with the proposal to increase cycle parking, with 20.2% neither agree or disagree / don't know and 41.3% disagree

Q4 To what extent do you agree with these proposals that aim to improve access to and within the area?

	Strongly agree		Agree		Neither agree or disagree		Disagree		Strongly disagree		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
More provision of disabled parking bays	217	24.4	261	29.4	228	25.6	56	6.3	100	11.2	27	3.0
More/ improved loading bays	105	11.9	223	25.2	352	39.8	82	9.3	92	10.4	31	3.5
More public space outside businesses (eg for seating)	243	27.4	256	28.8	163	18.4	97	10.9	115	13.0	14	1.6



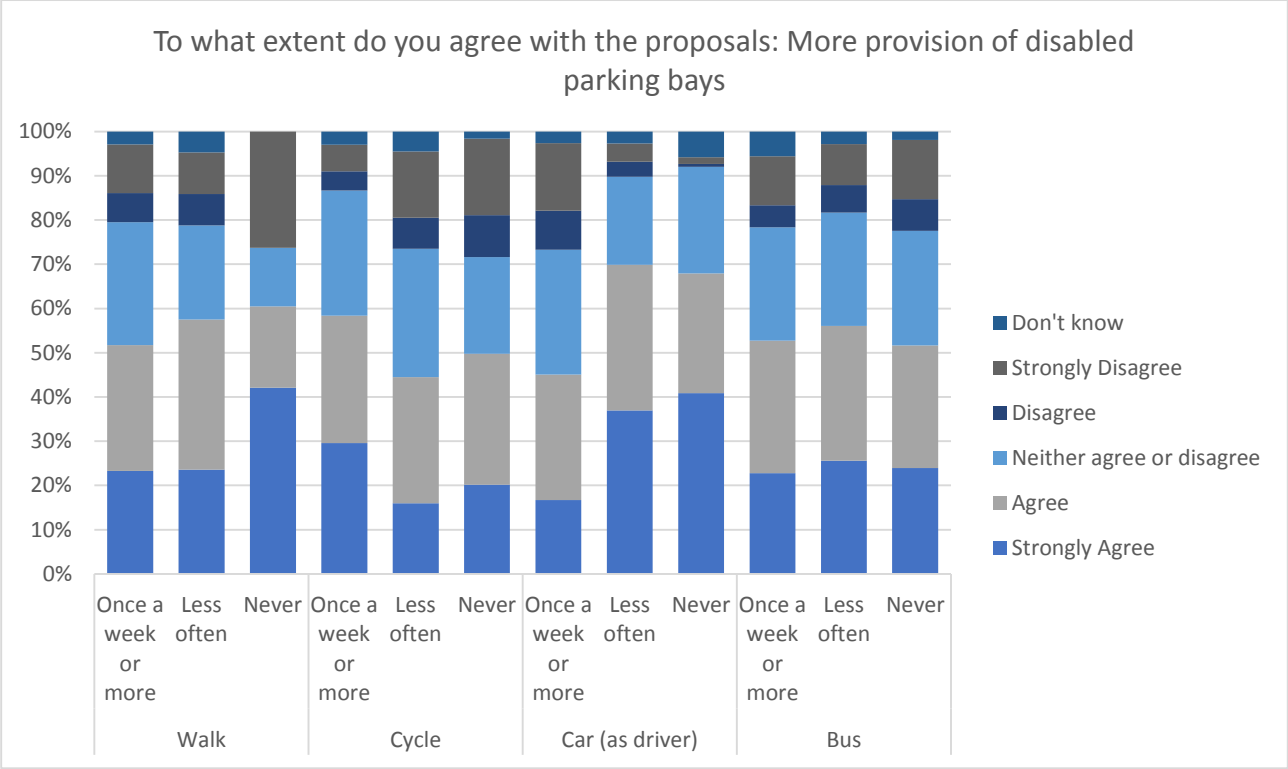
Overall, there is a high level of agreement that there should be more public space outside businesses (56.2%) and more provision of disabled parking bays (53.8%) than for more or improved loading bays (37.1%). However in regard to the loading bay 39.8% said they nether agree nor disagree.

Q4a Proposals that aim to improve access to and within the area by main mode used

More provision of disabled bays by main mode used

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	159	23.3	194	28.4	189	27.7	45	6.6	75	11	20	2.9
	Less often	30	23.6	43	33.9	27	21.3	9	7.1	12	9.4	6	4.7
	Never	16	42.1	7	18.4	5	13.2	0	0	10	26.3	0	0
Cycle	Once a week or more	118	29.6	115	28.8	113	28.3	17	4.3	24	6	12	3
	Less often	32	16	57	28.5	58	29	14	7	30	15	9	4.5
	Never	49	20.2	72	29.6	53	21.8	23	9.5	42	17.3	4	1.6
Car (as driver)	Once a week or more	95	16.7	161	28.3	160	28.2	50	8.8	87	15.3	15	2.6
	Less often	54	37	48	32.9	29	19.9	5	3.4	6	4.1	4	2.7
	Never	56	40.9	37	27	33	24.1	1	0.7	2	1.5	8	5.8
Bus	Once a week or more	41	22.8	54	30	46	25.6	9	5	20	11.1	10	5.6
	Less often	99	25.6	118	30.5	99	25.6	24	6.2	36	9.3	11	2.8
	Never	77	24	89	27.7	83	25.9	23	7.2	43	13.4	6	1.9

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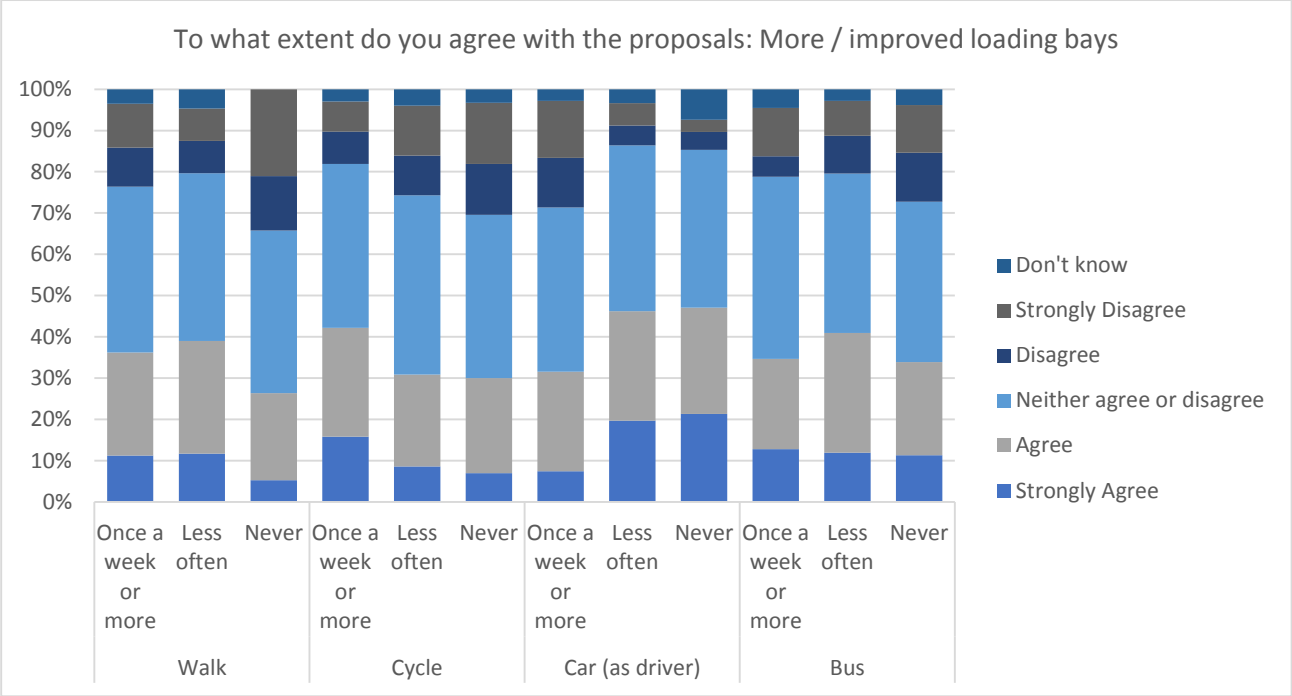


256 regular car drivers (45%) agree with the proposal to provide more disabled bays and to 233 regular cyclists (58.4%) and 353 (57.5%) regular pedestrians. Across all regular mode users there are high levels of neither agree or disagree / don't know responses (30.6% of regular walkers, 31.3% of regular cyclists and 30.8% of regular drivers).

More/ improved loading bays by main mode used

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	76	11.2	168	24.8	274	40.0	64	9.4	72	10.6	24	3.5
	Less often	15	11.7	35	27.3	52	40.6	10	7.8	10	7.8	6	4.7
	Never	2	5.3	8	21.1	15	39.5	5	13.2	8	21.1	0	0
Cycle	Once a week or more	63	15.8	105	26.4	158	39.7	31	7.8	29	7.3	12	3.0
	Less often	17	8.6	44	22.2	86	43.4	19	9.6	24	12.1	8	4.0
	Never	17	7	56	23	96	39.5	30	12.3	36	14.8	8	3.3
Car (as driver)	Once a week or more	42	7.4	136	24.1	225	39.8	68	12.0	78	13.8	16	2.8
	Less often	29	19.7	39	26.5	59	40.1	7	4.8	8	5.4	5	3.4
	Never	29	21.3	35	25.7	52	38.2	6	4.4	4	2.9	10	7.4
Bus	Once a week or more	23	12.8	39	21.8	79	44.1	9	5.0	21	11.7	8	4.5
	Less often	46	11.9	112	29.0	149	38.6	35	9.1	33	8.5	11	2.8
	Never	36	11.3	72	22.6	124	38.9	38	11.9	37	11.6	12	3.8

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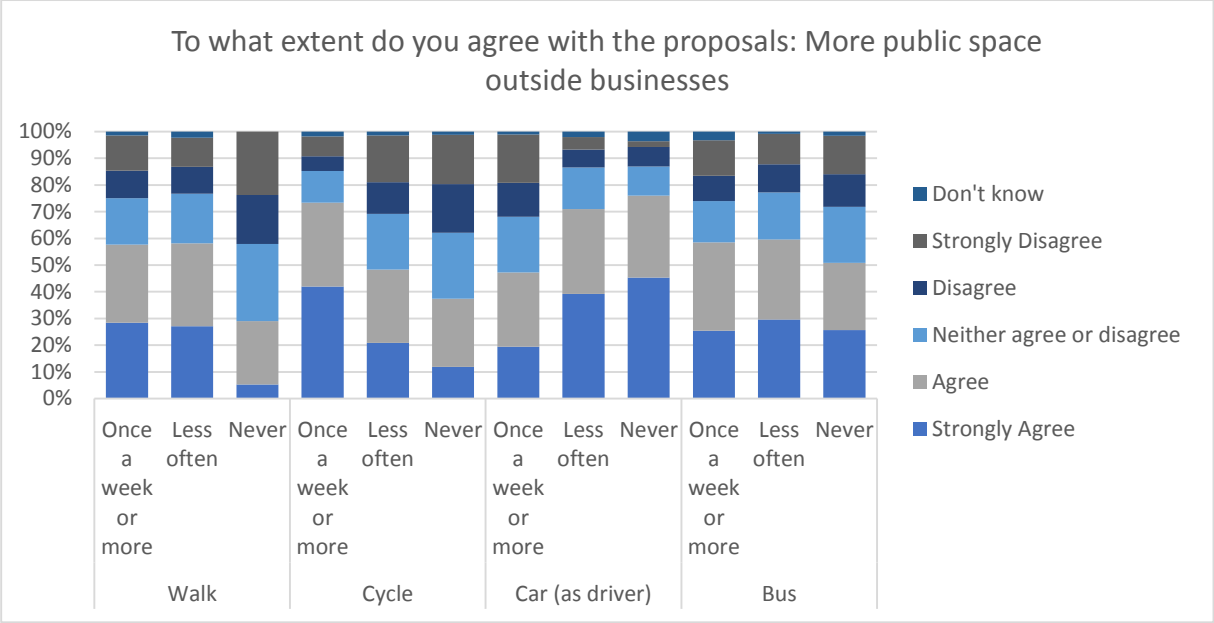
As with the previous proposal for more provision of disabled bays, there are high levels of neither agree nor disagree / don't know responses for increasing or improving loading bays, and this is true across all frequent mode users (43.5% of regular pedestrians, 42.7% of regular cyclists and 42.6% of regular car drivers).

Aside from these figures levels of agreement are higher than levels of disagreement for this proposal; 36% of regular pedestrians, 42.2% of regular cyclists and 31.5% regular car drivers agree

More public space outside businesses (eg for seating) by main mode used

Mode	Frequency	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	193	28.4	199	29.3	118	17.4	70	10.3	90	13.2	10	1.5
	Less often	35	27.1	40	31	24	18.6	13	10.1	14	10.9	3	2.3
	Never	2	5.3	9	23.7	11	28.9	7	18.4	9	23.7	0	0
Cycle	Once a week or more	167	42	125	31.4	47	11.8	22	5.5	30	7.5	7	1.8
	Less often	42	20.9	55	27.4	42	20.9	24	11.9	35	17.4	3	1.5
	Never	29	11.9	62	25.5	60	24.7	44	18.1	45	18.5	3	1.2
Car (as driver)	Once a week or more	110	19.5	157	27.8	118	20.9	72	12.7	102	18.1	6	1.1
	Less often	58	39.2	47	31.8	23	15.5	10	6.8	7	4.7	3	2
	Never	62	45.3	42	30.7	15	10.9	10	7.3	3	2.2	5	3.6
Bus	Once a week or more	46	25.4	60	33.1	28	15.5	17	9.4	24	13.3	6	3.3
	Less often	115	29.7	116	30.0	68	17.6	41	10.6	44	11.4	3	0.8
	Never	82	25.7	80	25.1	67	21.0	39	12.2	46	14.4	5	1.6

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When looking at respondents by frequency of mode use, views on the proposal to provide more public space are as follows, in all instances the highest proportion of responses agree with this proposal.

- 292 (73.4%) regular cyclists agree, compared to 13.6% neither agree or disagree / don't know and 13.0% disagree
- For regular walkers 392 respondents (57.7%) agree with this proposal, compared to 18.9% neither agree or disagree / don't know and 23.5% disagree
- 267 (47.3%) regular car drivers agree with the proposal to increase public space, with 22% neither agree or disagree / don't know and 30.8% disagree

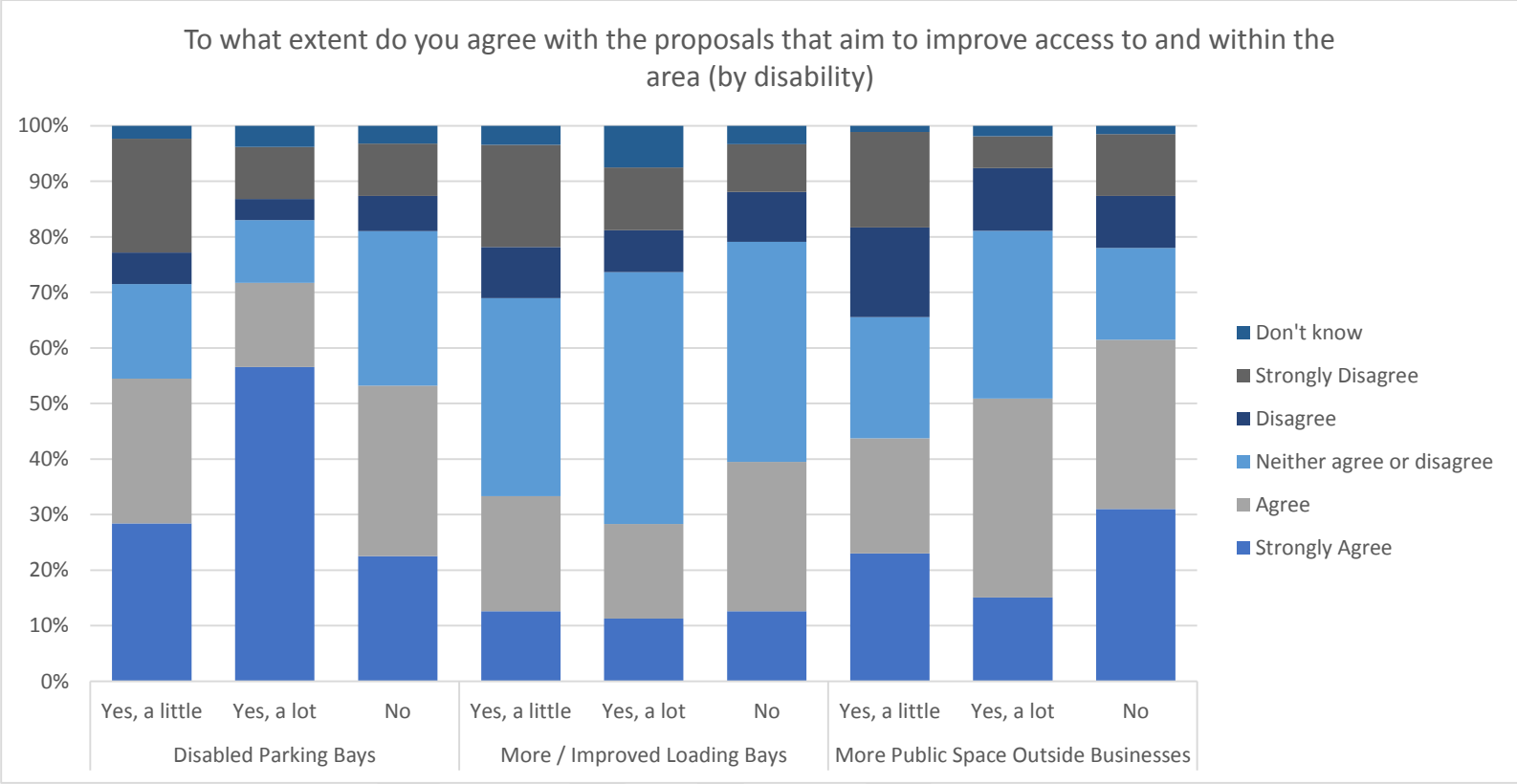
Q4b Proposals that aim to improve access to and within the area by disability

	Disability	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Disabled Parking Bays	Yes, a little	25	28.4	23	26.1	15	17	5	5.7	18	20.5	2	2.3
	Yes, a lot	30	56.6	8	15.1	6	11.3	2	3.8	5	9.4	2	3.8
	All Disability	55	39.0	31	22.0	21	14.9	7	5.0	23	16.3	4	2.8
	No	153	22.5	208	30.6	189	27.8	43	6.3	64	9.4	22	3.2
More / Improved Loading Bays	Yes, a little	11	12.6	18	20.7	31	35.6	8	9.2	16	18.4	3	3.4
	Yes, a lot	6	11.3	9	17	24	45.3	4	7.5	6	11.3	4	7.5
	All Disability	17	12.1	27	19.3	55	39.3	12	8.6	22	15.7	7	5.0
	No	85	12.6	182	26.9	268	39.6	61	9	58	8.6	22	3.3
More Public Space Outside Businesses	Yes, a little	20	23	18	20.7	19	21.8	14	16.1	15	17.2	1	1.1
	Yes, a lot	8	15.1	19	35.8	16	30.2	6	11.3	3	5.7	1	1.9
	All Disability	28	20.0	37	26.4	35	25.0	20	14.3	18	12.9	2	1.4
	No	210	31	207	30.5	112	16.5	64	9.4	75	11.1	10	1.5

86 (61%) respondents with a disability agree with the proposal aim to increase provision of disabled parking bays, 30 (21.3%) disagree. 44 (31.4%) respondents with a disability agree with the proposal of more provision/improved loading bays, and 34 (24.3%) disagree and 62 (44.3%) neither agree nor disagree/ are not sure.

65 (46.4%) respondents with a disability agree with the proposal to create more public space outside businesses, 38 (27.2%) Disagree and 35 (25%) nether agree nor disagree.

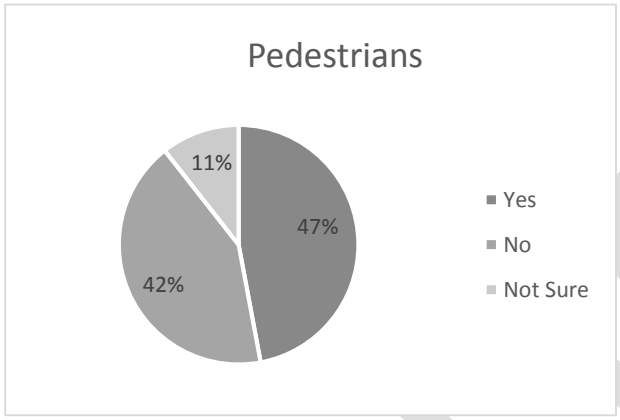
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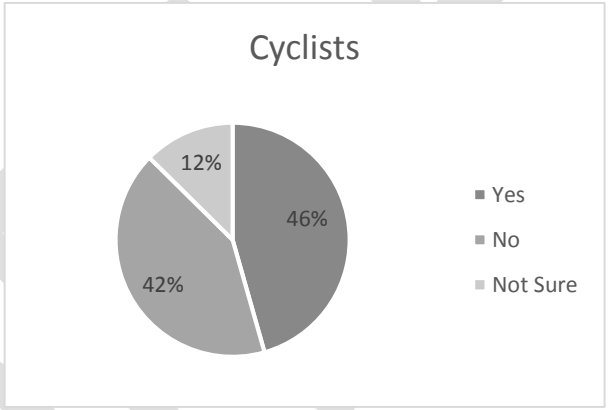


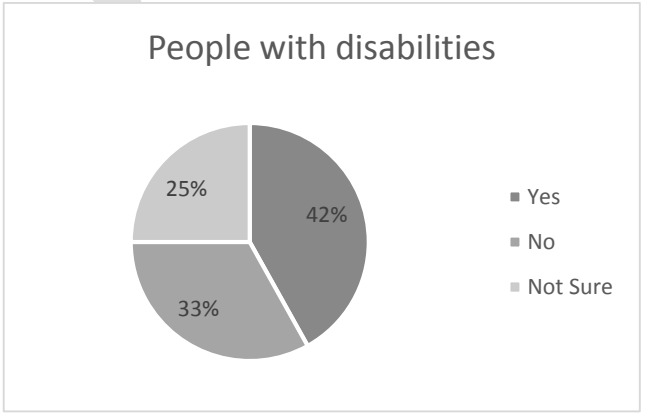
Those respondents with disabilities are supportive of increased disabled parking bays than those without (over 70% for those with more severe disabilities). Over 50% of respondents without a disability are in favour of this proposal. Respondents without a disability are also supportive of increased public space and improved provision of loading bays.

Q5 Do you think these proposals will improve safety for:

	Yes		No		Not sure	
	No.	%	No.	%	No.	%
Pedestrians	419	47.1	377	42.4	94	10.6
Cyclists	404	45.6	370	41.8	112	12.6
People with disabilities	370	41.9	293	33.1	221	25.0







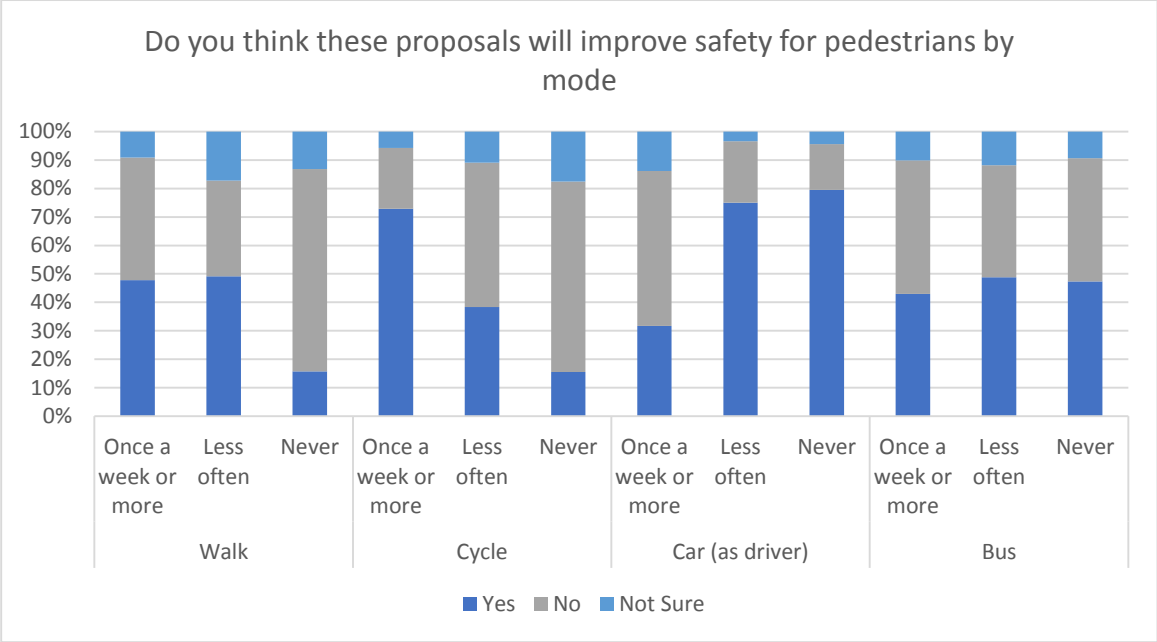
The highest single numbers of responses to this question are that proposals will improve safety for pedestrians (47.1%), cyclists (45.6%) and people with disabilities (41.9%), with high numbers of 'not sure' responses for all options.

Q5a Do you think these proposals will make it safer - by main transport modes used

Safety for pedestrians by main mode used

Mode	Frequency	Yes		No		Not Sure	
		No.	%	No.	%	No.	%
Walk	Once a week or more	326	47.8	294	43.1	62	9.1
	Less often	63	49.2	43	33.6	22	17.2
	Never	6	15.8	27	71.1	5	13.2
Cycle	Once a week or more	290	72.9	85	21.4	23	5.8
	Less often	77	38.3	102	50.7	22	10.9
	Never	38	15.5	164	66.9	43	17.6
Car (as driver)	Once a week or more	180	31.7	309	54.4	79	13.9
	Less often	111	75.0	32	21.6	5	3.4
	Never	109	79.6	22	16.1	6	4.4
Bus	Once a week or more	77	43.0%	84	46.9%	18	10.1%
	Less often	190	48.8%	153	39.3%	46	11.8%
	Never	152	47.4%	139	43.3%	30	9.3%

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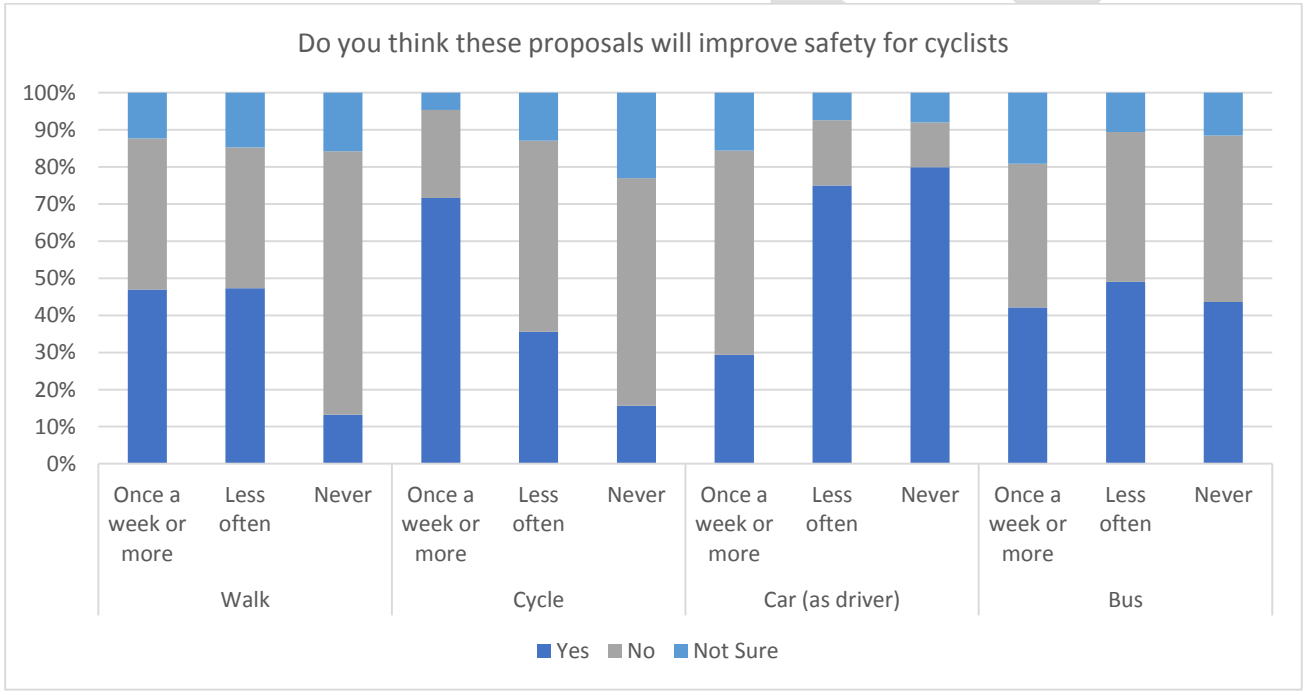


72.9% of regular cyclists and 47.8% of regular pedestrians (the highest single number of responses for these groups) state that they feel that the proposals will improve safety for pedestrians.

Safety for cyclists by main mode used:

Type of group	Disability	Yes		No		Not Sure	
		No.	%	No.	%	No.	%
Walk	Once a week or more	318	47.0	276	40.8	83	12.3
	Less often	61	47.3	49	38.0	19	14.7
	Never	5	13.2	27	71.1	6	15.8
Cycle	Once a week or more	283	71.	94	23.8	18	4.6

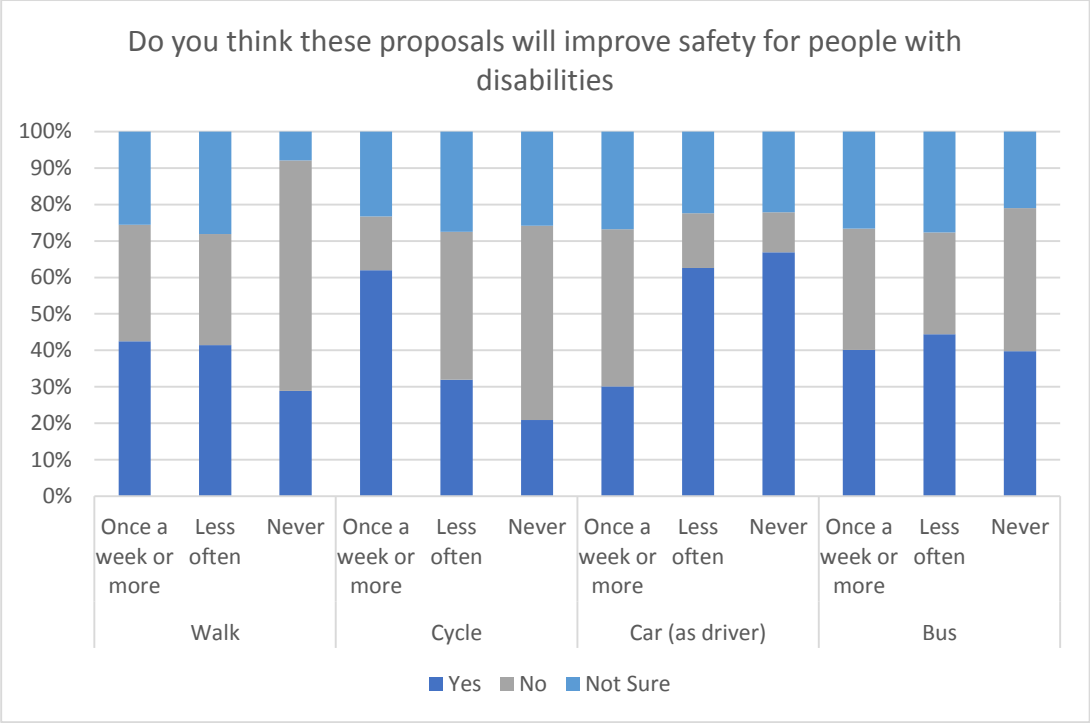
Type of group	Disability	Yes		No		Not Sure	
		No.	%	No.	%	No.	%
	Less often	72	35.6	104	51.5	26	12.9
	Never	38	15.6	149	61.3	56	23.0
Car (as driver)	Once a week or more	166	29.4	311	55.0	88	15.6
	Less often	111	75.0	26	17.6	11	7.4
	Never	109	79.6	17	12.0	11	8.0
Bus	Once a week or more	75	42.1%	69	38.8%	34	19.1%
	Less often	189	49.0%	156	40.4%	41	10.6%
	Never	140	43.6%	144	44.9%	37	11.5%



Safety for people with disabilities by main mode used:

Mode	Frequency	Yes		No		Not Sure	
		No.	%	No.	%	No.	%
Walk	Once a week or more	288	42.5	216	31.9	173	25.6
	Less often	53	41.4	39	30.5	36	28.1
	Never	11	28.9	24	63.2	3	7.9
Cycle	Once a week or more	245	62.0	58	14.7	92	23.3
	Less often	64	32.0	81	40.5	55	27.5
	Never	51	20.9	130	53.3	63	25.8
Car (as driver)	Once a week or more	170	30.1	243	43.1	151	26.0
	Less often	92	62.6	22	15.0	33	22.4
	Never	91	66.9	15	11.0	30	22.1
Bus	Once a week or more	71	40.1%	59	33.3%	47	26.6%
	Less often	172	44.4%	108	27.9%	107	27.6%
	Never	127	39.8%	125	39.2%	67	21.0%

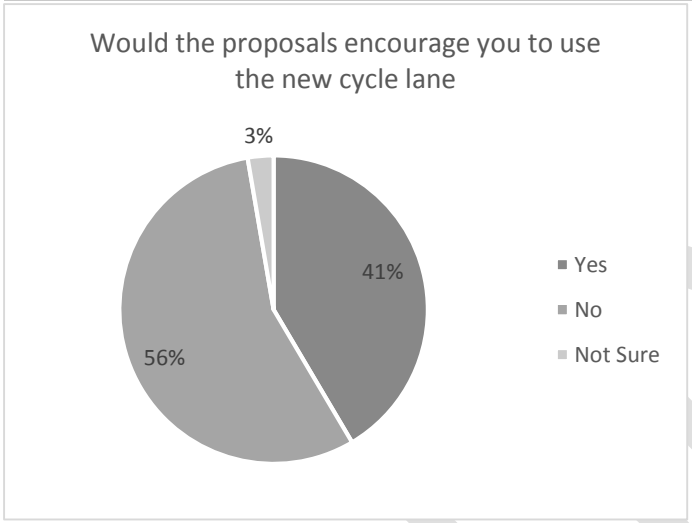
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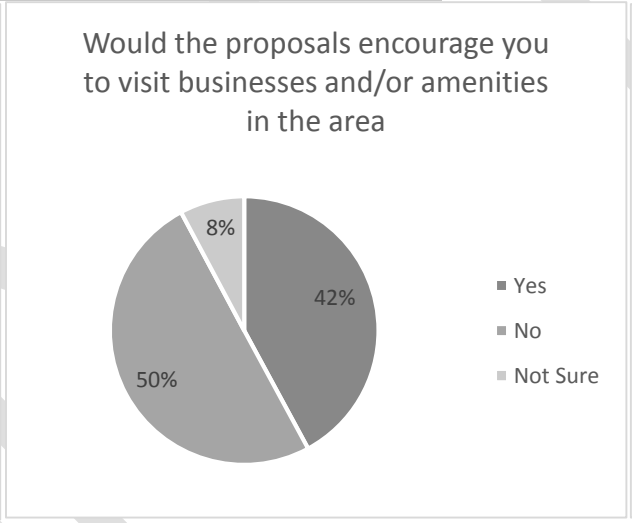

Do you think these proposals will improve safety for people with disabilities
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Once a week or more
Less often
Never
Walk
Cycle
Car (as driver)
Bus
Yes
No
Not Sure

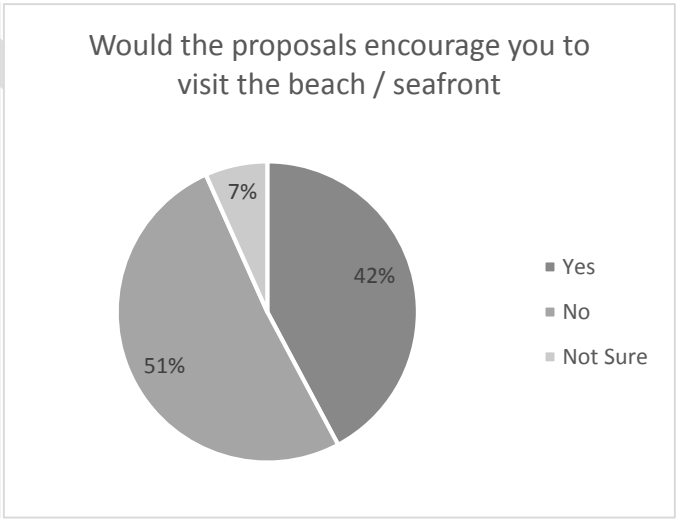
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Q6 Would the proposals encourage you to:

	Yes		No		Not sure	
	No.	%	No.	%	No.	%
Use the new cycle lane	369	41.5	496	55.8	24	2.7
Visit businesses and/ or amenities in the area	375	42.1	446	50.1	69	7.8
Visit the beach/ seafront	374	42.2	453	51.1	59	6.7







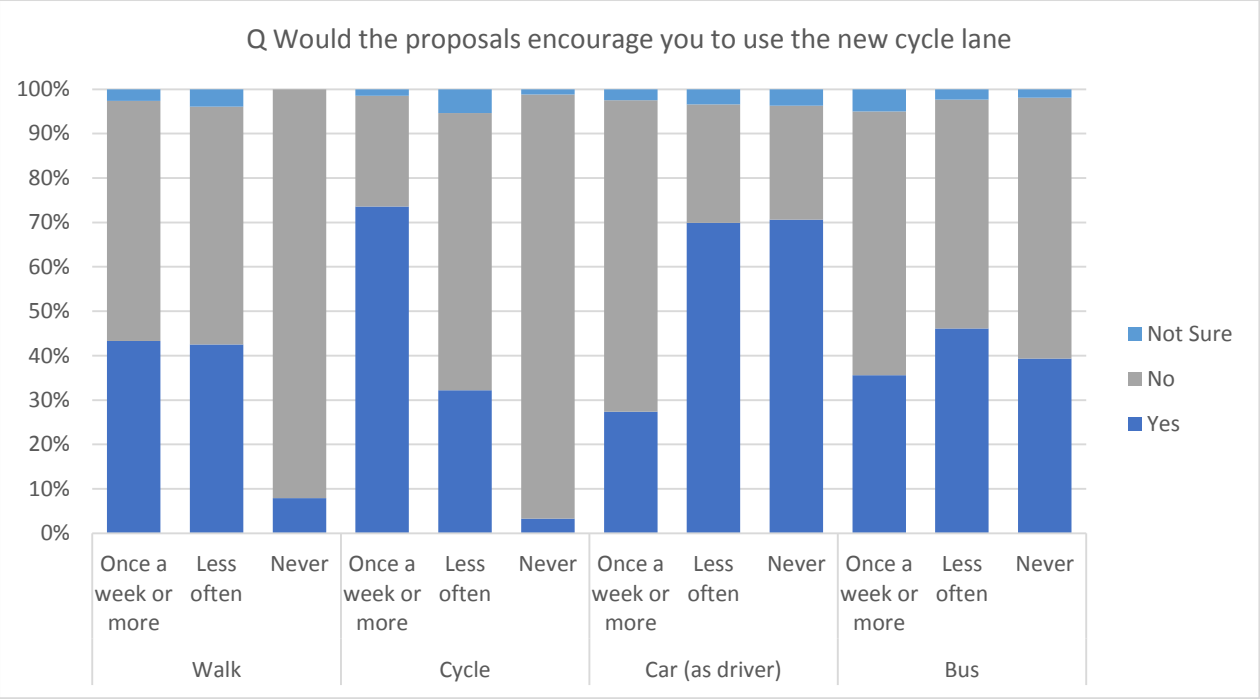
Of all respondents, 369 (41%) people would be encouraged to use the new cycle lane, 375 (42%) would be encouraged to visit business and local amenities in the area and 374 (42%) would be encouraged to visit the beach/seafront.

Q6a Would the proposals encourage you to use the new cycle lane, visit businesses and/ or amenities in the area or visit the beach/ seafront by mode?

Use the new cycle lane (by mode)

Mode	Frequency	Yes		No		Not Sure	
		No.	%	No.	%	No.	%
Walk	Once a week or more	295	43.3	369	54.1	18	2.6
	Less often	54	42.5	68	53.5	5	3.9
	Never	3	7.9	35	92.1	0	0.0
Cycle	Once a week or more	293	73.6	99	24.9	6	1.5
	Less often	65	32.2	126	62.4	11	5.4
	Never	8	3.3	231	95.5	3	1.2
Car (as driver)	Once a week or more	156	27.4	399	70.1	14	2.5
	Less often	102	69.9	39	26.7	5	3.4
	Never	96	70.6	35	25.7	5	3.7
Bus	Once a week or more	64	35.6	107	59.4	9	5.0
	Less often	179	46.1	200	51.5	9	2.3
	Never	126	39.4	188	58.8	6	1.9

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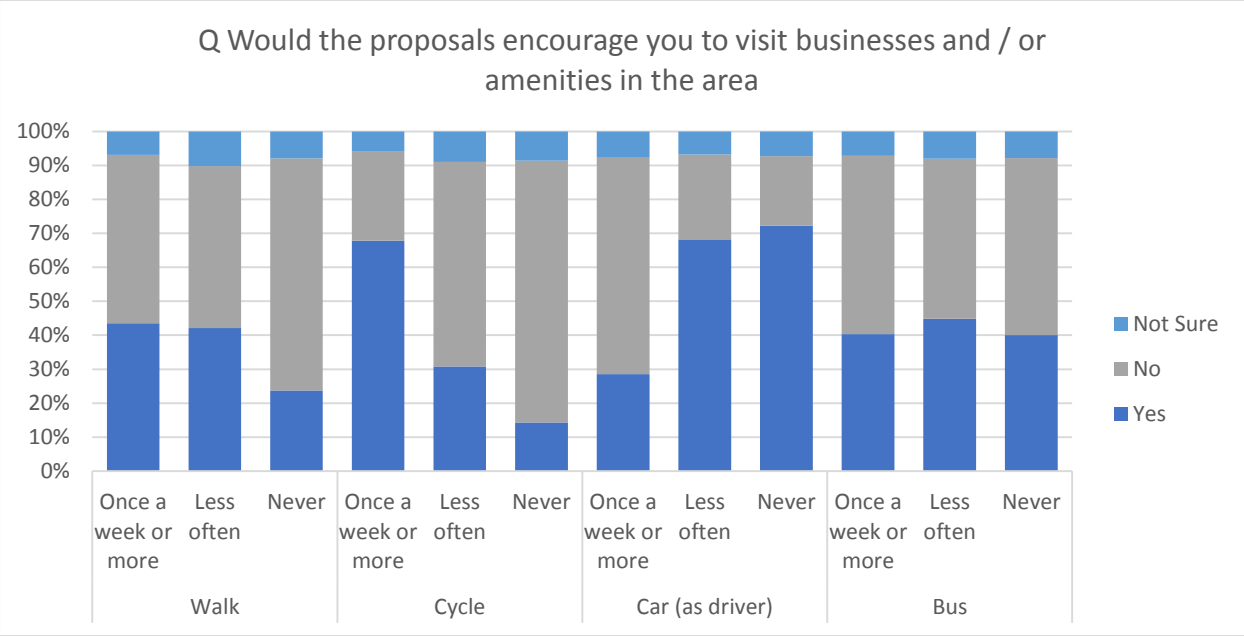
73.6% of regular cyclists say they would be encouraged to use the new cycle lane and to only 27.4% of regular car users would also be encouraged.

3.3% of people who never cycle and 32.2% of irregular cyclists say they would use the new lane.

Visit businesses and / or amenities in the area by mode

Mode	Frequency	Yes		No		Not Sure	
		No.	%	No.	%	No.	%
Walk	Once a week or more	297	43.5	339	49.6	47	6.9
	Less often	54	42.2	61	47.7	13	10.2

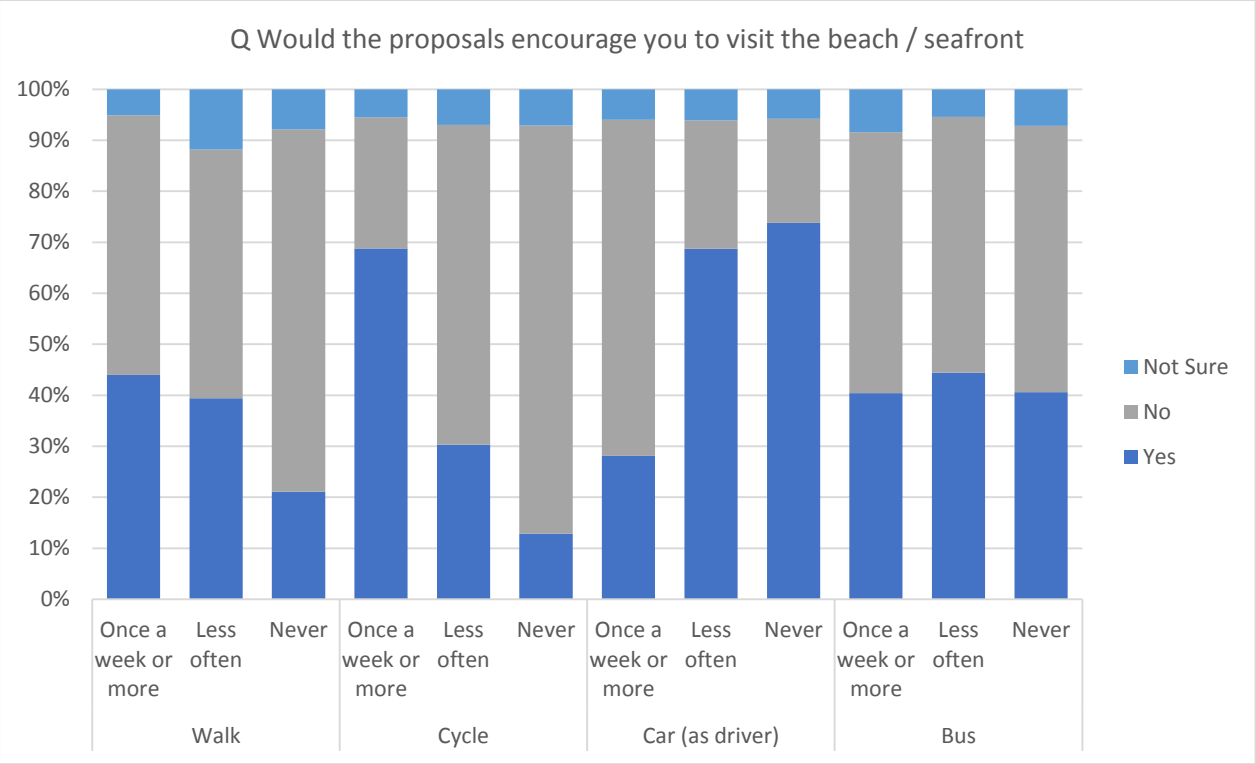
	Never	9	23.7	26	68.4	3	7.9
Cycle	Once a week or more	270	67.8	104	26.1	24	6.0
	Less often	62	30.8	121	60.2	18	9.0
	Never	35	14.3	188	77.	21	8.6
Car (as driver)	Once a week or more	162	28.5	362	63.7	44	7.7
	Less often	101	68.2	37	25.0	10	6.8
	Never	99	72.3	28	20.4	10	7.3
Bus	Once a week or more	73	40.3	95	52.5	13	7.2
	Less often	174	44.8	183	47.2	31	8.0
	Never	128	40.0	167	52.2	25	7.8



Visit the beach/ seafront by mode

Mode	Frequency	Yes		No		Not Sure	
		No.	%	No.	%	No.	%
Walk	Once a week or more	299	44.0	346	50.9	35	5.1
	Less often	50	39.4	62	48.8	15	11.8
	Never	8	21.1	27	71.1	3	7.9
Cycle	Once a week or more	273	68.8	102	25.7	22	5.5
	Less often	61	30.3	126	62.7	14	7.0
	Never	31	12.9	193	80.1	17	7.1
Car (as driver)	Once a week or more	159	28.1	372	65.8	34	6.0
	Less often	101	68.7	37	25.2	9	6.1
	Never	101	73.7	28	20.4	8	5.8
Bus	Once a week or more	72	40.4%	91	51.1%	15	8.4%
	Less often	172	44.4%	194	50.1%	21	5.4%
	Never	130	40.6%	167	52.2%	23	7.2%

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Q Would the proposals encourage you to visit the beach / seafront
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Once a week or more
Less often
Never
Walk
Cycle
Car (as driver)
Bus
Not Sure
No
Yes

Q Do you have any other comments on the proposals?[10]

Mode	Comment	No. of times mentioned
Walking	Concerned about pedestrian and cycle conflict / crossing cycle lanes / want clearer separation and markings of pedestrian and cycle areas/ difficult for bus passengers alighting into cycle lane / floating bus stops	56
	Promenade is already wide enough / wrong place to widen pavements / not needed / wouldn't want to sit there	23
	Not enough improvements for walking / more crossings needed	18
	Support wider pavements / need more	17
	Parklet unnecessary / unclear what it is/ will encourage anti-social behaviour	9
	Concerned wider pavements will increase street clutter/ seating will block pavements / block disabled access/ extra seating not needed here	6
Traffic/ Driving	Removal of traffic lane will cause congestion / pollution / turnoffs will cause traffic queues/ bus delays	206
	Some people have to travel by car/ unfair /anti-motorist / no longer shop or visit Brighton/ local businesses	44
	Removal of traffic lane will create more accidents / dangerous/ right turn out of St Aubyns	23
	Support removal of traffic lane / would like less traffic in the area / currently too congested / in favour of prioritising walking / cycling over traffic / reduce to 2 lanes	21
	Traffic will use adjoining roads and cut throughs / will push traffic to side streets / dangerous for side streets	17
	Concerned about the impact for emergency vehicles	15

[10] Comments listed are 5 or more mentions on the subjects

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Mode	Comment	No. of times mentioned
Disability	Will make it difficult for disabled parking / discourage visiting / bays next to cycle lanes unsuitable	27
	Need more disabled parking/ for wheelchair assisted vehicles / in King's Esplanade	18
	More disabled bays not needed / already enough provision / some not used	9
	Disabled parking should be on the south side	8
	Need more dropped kerbs / accessible pavements / priority for disabled access / wheelchair suitable surfaces	6
Cycling	There is already enough provision here for cyclists / lanes underused / westbound lane not necessary / not enough cyclists to warrant this/ no more or remove cycle lanes	168
	Widen / improve existing lane instead / want 2-way lane on prom or pavement	40
	Cyclists don't obey laws / need training / don't stop at lights / no lights/ behaviour needs enforcing/ go too fast	35
	Cyclists still use/ will use the wrong lane / unclear which is westbound / eastbound / still ride on prom / enforce directions	33
	Cyclists want to cycle on the prom / near the sea / road lanes too close to traffic / polluted / dangerous near traffic	26
	Scheme will make cycling safer/ currently dangerous	24
	Need more segregation than wands / wands are unattractive	18
	Dangerous crossing for cyclists / blind junctions / Kings Esplanade area	16
	Too much focus on cycling / cyclists are a minority / already provide enough for cyclists	15
	Put all cycling on the road / 2-way track on Kingsway / remove all prom and pavement lanes	14
	There are better routes for cycling / other routes that need priority	14
	Scheme will encourage more cycling / encourage me to cycle	10

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Mode	Comment	No. of times mentioned
	Need more secure bike storage / unsafe to lock bikes anywhere	9
	Lane will be subject to traffic lights / slow / want to avoid lights / separate crossings	8
	I would prefer the route on road rather than prom / less windy / away from peds / dogs/ kids	7
	Make it easier to join or leave cycle lane from side roads / more cycling infrastructure in side roads	7
	Extend cycle lane further West / need lane to the West of the current one	6
Parking	Loss of parking will lead to loss of income for local businesses	42
	Loss of parking will restrict access for visitors / tourists	34
	Concerned about loss of resident parking places / unfair on those paying for a permit	22
	Don't want parking next to cycle lane / concerned about access to properties / businesses / dangerous when exiting vehicles	18
	Parking will be displaced to side roads / private car parks / too many parking spaces lost	15
	Concerned about loading / unloading / deliveries for businesses/ want longer hours for loading bays	7
	Loss of parking will lead to loss of income for council	6
	Enforce parking contraventions eg parking in loading bays/ disabled bay fraud/ overnight parking	5
Misc.	Plans look good / support the proposals / need to support sustainable travel	67
	Waste of money / spend elsewhere / no change needed / waste of time / spend money on other priorities	64
	Plans are unclear / incorrect / consultation issues / biased/ data used is unclear / questioning data	48
	Critical of council policy / decisions	39
	Disagree with / opposed to the proposals	29

Mode	Comment	No. of times mentioned
	Views have been / will be ignored / previous results show opposition	26
	Remove the existing on-road lane / doesn't work	22
	Will be good for businesses in the area / people will visit the area more	11
	Need clear signage	9
	Need more trees, greenery, shaded areas, parklets	7
	Need improved public transport system	7
	Don’t remove bus stops/ you've already removed the one by bowls club	6
	Enforce e-scooter use	5

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Regular Mode use	Top 5 comments	Number of times mentioned[11]
Walking (at least once a week)	Removal of traffic lane will cause congestion / pollution / turnoffs will cause traffic queues/ bus delays	167
	There is already enough provision here for cyclists / lanes underused / westbound lane not necessary / not enough cyclists to warrant this/ no more or remove cycle lanes	133
	Plans look good / support the proposals / need to support sustainable travel	55
	Waste of money / spend elsewhere / no change needed / waste of time / spend money on other priorities	48
	Concerned about pedestrian and cycle conflict / crossing cycle lanes / want clearer separation and markings of pedestrian and cycle areas/ difficult for bus passengers alighting into cycle lane / floating bus stops	47
Cycling (at least once a week)	Plans look good / support the proposals / need to support sustainable travel	50
	Removal of traffic lane will cause congestion / pollution / turnoffs will cause traffic queues/ bus delays	47
	There is already enough provision here for cyclists / lanes underused / westbound lane not necessary / not enough cyclists to warrant this/ no more or remove cycle lanes	39
	Scheme will make cycling safer/ currently dangerous	21
	Plans are unclear / incorrect / consultation issues / biased/ data used is unclear / questioning data	18

[11] Respondents can appear multiple times in this table if they use a range of modes more than once a week

	Support removal of traffic lane / would like less traffic in the area / currently too congested / in favour of prioritising walking / cycling over traffic / reduce to 2 lanes	
Car as driver (at least once a week)	Removal of traffic lane will cause congestion / pollution / turnoffs will cause traffic queues/ bus delays	179
	There is already enough provision here for cyclists / lanes underused / westbound lane not necessary / not enough cyclists to warrant this/ no more or remove cycle lanes	141
	Waste of money / spend elsewhere / no change needed / waste of time / spend money on other priorities	50
	Plans are unclear / incorrect / consultation issues / biased/ data used is unclear / questioning data	37
	Concerned about pedestrian and cycle conflict / crossing cycle lanes / want clearer separation and markings of pedestrian and cycle areas/ difficult for bus passengers alighting into cycle lane / floating bus stops	35

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Equalities Monitoring information

Gender	No.	%	Citywide %[12]
Female	347	42.6	50.2
Male	463	56.8	49.8
Non-binary	4	0.5	-
Other	1	0.1	-
Total	815	100	100

Age	No.	%	Citywide %
16 and under	0	0.0	17.2
17-24	10	1.2	15.0
25-34	80	9.7	16.4
35-44	163	19.8	16.0
45-54	235	28.5	13.1
55-64	193	23.5	9.3
65-74	108	13.1	6.4
75 and over	34	4.1	6.7
Total	823	100	100

Ethnicity		No.	%	Citywide %
Arab	Arab	0	0.0	0.8
Asian/ Asian British	Bangladeshi	1	0.1	0.5

[12] 2011 Census

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Ethnicity		No.	%	Citywide %
	Chinese	5	0.7	1.1
	Indian	1	0.1	1.1
	Pakistani	1	0.1	0.2
	Any other Asian background	3	0.4	1.2
Black/ Black British	African	1	0.1	1.1
	Caribbean	2	0.3	0.3
	Any other black background	2	0.3	0.2
Mixed	Asian and white	6	0.8	1.2
	Black African and white	4	0.5	0.7
	Black Caribbean and white	0	0.0	0.8
	Any other mixed background	6	0.8	1.0
White/ White British	English / Welsh / Scottish / Northern Irish	626	81.5	80.5
	Irish	22	2.9	1.4
	Gypsy or Irish Traveller	0	0.0	0.1
	Any other white background	82	10.7	7.1
Other	Any other ethnic group	6	0.8	0.7
Total		768	100	100

Disability	No.	%	Citywide %
Yes, a little	88	10.7	7.5
Yes, a lot	53	6.4	8.8
No	685	82.9	83.7
Total	826	100	100

Disability type[13]	No.
Physical impairment	98
Sensory impairment	11
Learning disability/ difficulty	4
Long standing illness	35
Mental health condition	21
Developmental condition	0
Autistic spectrum	6
Other	3

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[13] Respondents could choose more than one disability type

Summary of feedback from consultation open days - themes

Open days:

- Saturday, 4th December 2021 from 10am to 4pm – Estimated **54 attendees**
- Tuesday, 7th December 2021 from 12pm to 7pm – Estimated **38 attendees**

An estimated total of **92** residents attended the open days and left a total of **70** post it notes. Not all attendees left comments. Saturdays open day saw the most people attend leaving the most comments.

Themes emerging from the comments are as follows:

Challenges in the area?

Theme	Number of times mentioned
Medina Terrace/Kings Esplanade junction	2
Poor cycling behaviour/e-scooters	2
Pavement parking	1
Not enough dropped kerbs for pedestrians	1
Poor road condition	1
Punishment passes	1
Cycling is scary	1
Cycle priority needed over vehicles	1
Improve connection between phase 1 and old cycle lane	1

What do you think?

+/- ?	Theme	Number of times mentioned
Positive	General positive	10
	Connectivity	4

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	Pavement widening	2
	Cycle access filter roads	2
	Consultation	2
	Air Quality	1
	Congestion	1
	Parklet	1
Negative	Road safety/dangerous/left hooks	8
	Congestion	6
	Floating parking/reduced parking	6
	Air quality/pollution	4
	Single Carriageway	3
	General negative	3
	Waste of time/money	3
	Already existing lane/wide enough	3
	Consultation	1
	Cyclists not using lane	1
	Footfall and retail sales	1
	Bus journey times	1
	Traffic displacement	1
	Resident access	1

Total of 23 positive comments from 15 post it notes. Total of 42 negative comments from 23 post it notes.

Suggestions/Improvements?

Theme	Number of times mentioned
Improve signage/markings	4
Additional cycle parking	4

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Additional dropped kerbs	3
Bi-directional cycle lane	3
Widen existing cycle lane	3
Improve visibility/signage Medina Kings Esplanade junction	2
Improve wheelchair accessibility	2
Additional green spaces/improve street scape	2
Additional pedestrian crossings	2
Make car free	2
Replace wands	1
Improve north side of pavement	1
Disabled bays at KA leisure centre	1
Additional Parklets	1
Conduct port survey	1
Improved loading bays	1
Park and Ride	1
Cycle priority lights	1
Existing lane	1
Segregate cycle route	1
Extend cycle lane further	1
Alternative route	1

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Summary of stakeholder feedback

Stakeholder type	Feedback Provided	How was the feedback provided?	Response to feedback in proposed recommendations
Active and Inclusive Travel Forum – Cycling UK and Brighton Active Travel (BAT) Member	South end of Medina Terrace is a blind corner and dangerous for cyclists.	**Stakeholder workshop on Monday 6th December 2021**	Raised table is now proposed at this junction to address this concern.
AITF Member – Bricycles and BAT	The cycle lane on the Kings Esplanade is often obstructed by deliveries, camper vans, etc		Will look into parking enforcement in the area.
AITF Member – Guide Dogs	Detectable kerb between the cycle lane and the pedestrian walkway on the promenade needs to be considered for disabled persons. This needs to be at least 16mm.		Detectable kerb have been be included in proposals
AITF Member – Guide Dogs	Does not support bus boarders for disabled people. Need to use tools to ensure cyclists will stop for pedestrians. Enforcement at bus boarders is needed.		Bus board hybrid solution has been developer to create better pedestrian safe zones.
AITF Member - BADGE	Appreciates the parking being kept on the south side of the street on the Kings Esplanade.		Welcomed
AITF Member - BADGE	Does not support bus boarders for disabled people.		Bus board hybrid solution has been developer to create better pedestrian safe zones.
AITF Member – Community Engagement Officer	Provide tactile differentiation between the cycle lane and the pedestrian path on the Kings Esplanade.		Detectable kerb have been be included in proposals
AITF Member – Community Engagement Officer	Do not restrict time of stay at blue badge bays.		Disabled bays will not have time restrictions on in these proposals. .

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AITF Member – Community Works	Lack of ambition in these plans – does not go far enough.		Officers continue to work hard to provide high quality design and balance schemes to provide for all residents and visitors
AITF Member – Community Works	Cycle lane should be protected, segregated, and enforced to stop parking on the lane.		All effort has been made to provide protected cycle lanes where possible
AITF Member – Community Works	Marrocco's raised crossing.		Raised crossing have now been included in these proposals.
AITF Member – Community Works	Do not use orange wands.		Orange wands will not be used and an alternative will be found.
AITF Member – Community Works	All crossings should be zebra.		This is not feasible with in the scoop on this scheme
AITF Member	Ensure disabled bays have a clearance for ramp and the mobility device.		All disabled bays will be designed with clearance.
AITF Member	Crossing timings from north to south on Kingsway need to be looked at.		Agreed
AITF Member – Stage Coach Bus	There is a need to promote bus usage as well as walking and cycling.		Agreed
AITF Member – Stage Coach Bus	Bus priority at Wharf Road.		This is not feasible as part of these proposals, a redesign of the wharf road junction would be required.
AITF Member – Stage Coach Bus	Does not support bus boarders.		Bus boarder hybrid solution has been developer to provide safe boarding and disembarking.

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AITF Member – Stage Coach Bus	The scheme will slow bus times.		All effort has been made to avoid this and monitoring of bus times will be ongoing.
AITF Member – Stage Coach Bus	Need to consider bus ramps at stops.		Bus board hybrid solution has been developer, which provides space for ramps to extend
AITF Member – Shared Practice	Good parts of the scheme such as additional space for pedestrians and side road crossings.		Agreed
AITF Member – Shared Practice	Scheme needs to look at north south pedestrian movements on the Kingsway.		An additional crossing will be introduced by St Aubyn's South. Additional crossings will be investigated for future schemes.
AITF Member – Shared Practice	Reduce speed limit to 20mph.		Not feasible within the scope of this scheme, this would need to be considered as a city wide policy.
AITF Member – Brighton and Hove Friends of the Earth	Two-way segregated cycle lane is needed along the whole stretch.		This remains a future aspirations, however it is out of scope of these proposals.
AITF Member – Brighton and Hove Friends of the Earth	Raised crossing at Marrocco's.		Raised crossing have now been included in these proposals.
AITF Member – Cycling UK, BAT	Suggested contraflow on St Aubyns South.		This has been included in these proposals
Businesses and Residents - Sugardough	Double yellow lines need to be used for loading by all shops.	Stakeholder Workshop on	Significant increase in loading bays is included as part of these proposals.

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		Monday 6th December 2021	
Sugardough	The project will take away customer income.		Studies show Increased footway and cycle provision increase footfall and visitors to local businesses by up to 40%
Sugardough	The loading bays are not enough and too far away.		Additional loading now provided in response to this concern
Sugardough	Suggested short term parking along the Victoria Terrace be implemented.		This is now included in these proposals
Bath Court Resident Association	Make it residential parking only on the Kings Esplanade.		This was not considered appropriate for this area.
Sugardough	10m loading bay is not long enough.		16.5metre bay now proposed to meet demand.
Sugardough	Parking restrictions need to be in place before 8am.		This will be considered at the detailed design phase.
Kernel of Hove and Capri Ices	Suggested to widen the cycle path on the Kings Esplanade		Insufficient space to wide path to meet national standards, without creating significant pedestrian/cycle conflict.
Kernel of Hove and Capri Ices	Questioned why a direct route is needed for westbound cyclists but not eastbound?		Like with all modes of travel, the traveling will use the most direct route available to them.
Kernel of Hove and Capri Ices	Do not move the bin at the top of Medina Terrace.		A different location for the bin will be found.
St Aubyns Mansions	Junction at St Aubyns South and Kingsway is dangerous, suggests having a traffic light system at this junction.		A Crossing at this point have been included in these proposals
St Aubyns Mansions	Bollards are needed to prevent illegal/pavement parking at St Aubyns south/Kingsway junction.		This issue will be considered in the detailed design phase.

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St Aubyns Mansions	Improving disabled crossings and the addition of a Parklet is good.		A raised tabled is now proposed to improve the new disabled compliant crossing.
St Aubyns Mansions	Suggested raised crossing at Marrocco's.		Included
Kingsway and West Hove Residents' Association and Friends of Hove Lagoon	Pedestrians walking in between two cycle lanes is dangerous.		Measures have been taken to improve pedestrian and cyclist sightlines.
Kingsway and West Hove Residents' Association and Friends of Hove Lagoon	Making the cycle lanes one directional will increase cycle speed which is dangerous for pedestrians.		Measures have been taken to improve pedestrian and cyclist sightlines.
Bath Court Residents Association	Stated there are 12 left hooks for vehicles across the proposed cycle lane which is dangerous.		This in not correct, in the Victoria Terrace area there is only 4 left hook. A CLoS (cycling level of service assessment) was conducted which shows that the raised tables proposed will improve cycle safety for the area.
Bath Court Residents Association	The project will impact emergency services negatively.		Emergency services area consulted for all transport scheme, no serious concern was raised during this consultation.
Kernel of Hove and Capri Ices	Use Section 106 money to improve the St Aubyns South and Kingsway junction		Funding has been identified.

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Sugardough	Cyclists will not stop at pedestrian crossing points which is dangerous.		Additional signage and markings are proposed.
Sugardough	Disagreed with loss of parking.		Loss of parking details has been included in the report submitted to ETS committee.
Emergency Services - Police	There is a need for appropriate signage to ensure cycles do not go the wrong way on the cycle lanes.	**Stakeholder Workshop on Wednesday 8th December 2021**	Additional signage and markings are proposed.
Police	Reducing the lane down to one may cause issues for large emergency fire vehicles. Police and Ambulance vehicles should be okay.		The situation will be monitored
Police	A259 congestion has been causing issues for emergency vehicles.		Additional alterations to the phase 1 section along the A259 have been identified to reduce congestion and shall be implemented in the near future.
Police	The project is a good idea.		Welcome
Police	Ensure no new street furniture is planned for the area.		Agreed
Police	Parklet seating needs to be designed to eliminate long stay residents.		Agreed
BHCC Internal – Highway Regulation Manager	Remove the parking south of King Alfred car park as it is being abused.	**Stakeholder Workshop on Tuesday 14th December 2021**	Discussions are underway with the Parking team regarding this area.
Traffic Control Systems Manager	Add low-level cycle lamps into designs.		This suggestion has been included in the designs
Traffic Control Systems Manager	Issues with vehicles parking in the cycle lane.		The council is actively enforcing the cycle lanes to avoid this, this will continue and design measures have also been included as part of these plans.

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Principal Transport Planner	Wayfinding signage is needed to highlight direct/scenic routes and destinations.		Detailed design phase will look at this, but we will be including signage along the route.
Flood Risk Manager	Coop loading bay was designed like this due to sightlines – this may need to be revisited in designs.		The design was revisited and alteration are proposed as part of these plans.
Flood Risk Manager	South corner on Medina Terrace is dangerous – addition of a raised table to slow cars and make more aware of cycle lane here.		This suggestion has been included in the designs
Flood Risk Manager	Drainage needs to be looked at.		A drainage assessment will be conducted at the detailed design phase.
Highway Inspector	Conflict points at the Lagoon Café as there is a vehicle service road. This area needs to be made easier for HGVs to pull in and out off.		This issue will be considered in the detailed design phase.
Highway Inspector	Widen service road		Not public highway, this suggestion has been passed to the seafront team.
Highway Inspector	Addition of a BikeShare hub along the Victoria Terrace		Insufficient space, but we have included a BikeShare Hub out side the King Alfred Leisure centre.
Transport Planner	Cycle safety needs to be looked at of the south end of Medina Terrace.		A raised tables to reduce speed and additional signage will be included to improve cycle safety.
Transport Planner	Contraflow on Kings Esplanade is narrow and often blocked – more signage needed.		We were unable to widen this contraflow due to the narrow width of the road. An enforcement option is considered more feasible.
Stakeholders – Friends of Hove Lagoon	Cyclists fail to stop for pedestrians at the servicing road by Hove Lagoon.	Email received 8th January 2022 and via the online consultation	Additional signage is being included to make cycle aware that pedestrians have right of way, we are also cutting the

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			walls back to improve sight lines for pedestrians.
Friends of Hove Lagoon	One-way cycle lanes will increase the speed of cycles. This is dangerous for pedestrians, especially small children, people with wheelchairs or push chairs and dogs.		Additional signage is being included to make cycle aware that pedestrians have right of way, we are also cutting the walls back to improve sight lines for pedestrians.
Friends of Hove Lagoon	Prioritisation for pedestrians must be clearly established.		Additional signage is being included to make cycle aware that pedestrians have right of way, we are also cutting the walls back to improve sight lines for pedestrians.
Friends of Hove Lagoon	One lane of vehicle traffic will make it difficult to cross the Kingsway North/south.		There will be one lane for general traffic and one cycle lane as apposed to two lanes of general traffic, this will make it easier to cross and crossings are available.
Friends of Hove lagoon	Lagoon users do not support the project in terms of pedestrian safety.		Additional signage is being included to make cycle aware that pedestrians have right of way, we are also cutting the walls back to improve sight lines for pedestrians.
Brighton and Hove Cab Trade Association	Cause disruption to traffic – two into one doesn't go.	Email received 9th January 2022	There maybe an increase in congestions, however this is part of a wider aspiration to offer people a safe and sustainable alternative to the motor vehicle to reduce

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			carbon emission and resolve the climate emergency
Brighton and Hove Cab Trade Association	Orange traffic wands have poor aesthetics		Orange wands will not be used for segregation of the cycle lane in this section.
Brighton and Hove Cab Trade Association	Objects to bus boarder designs		Bus boarder hybrid solution has been developer to provide safe boarding and disembarking.
Brighton and Hove Cab Trade Association	Enough space already for cyclists.		The current cycle lane that runs between Hove Street and Wharf Road does not meet design standards as outlined in LTN 1/20. This scheme also aims to reallocate space on our street for use of sustainable transport, as part of reducing the citys carbon emissions and contributions towards the climate emergency
Living Streets	Little in the proposed changes to this route that directly benefits pedestrians.	Email received 6th January 2022	A major part of this scheme is aimed at improving crossings, extending footways and bring the area into design standards for disabled persons.
Living Streets	Good to see improvement to pavements by Victoria Terrace shops.		This remains as part of this scheme.
Living Streets	Good to see improvements to crossings at side roads.		This remains as part of this scheme.
Living Streets	Good to see motor traffic lane reduced from two to one lane.		This remains as part of this scheme.

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Living Streets	Reduce the speed and dominance of motor traffic.		No changes to speed limits are proposed as part of this scheme
Living Streets	Remove pedestrian obstructions.		Significant guard rails and obstructions will be removed.
Living Streets	Install more pedestrian crossings.		An additional crossing is proposed at St Aubyns South
Living Streets	Tackle dangerous shared space on Hove Street South.		We have design out the west bound cyclist from using this space, however the east bound cyclist will still use this space. As part of the Kings Ways to the Sea project we will also design out the east bound and remove the share space altogether.
Living Streets	Tackle pavement parking.		We have made all efforts to design out the ability to park on the pavement.
Living Streets	Two-way protected cycle track across whole stretch from West Street to Wharf Road.		This remains as aspiration to provided 2 way protected lanes, however we are unable to do this as part of this scheme but will be looked at as part of the next phase in designs.
Living Streets	Confusing to have eastbound cycle lane closest to the pedestrian walkway.		Signage and markings will be improved along with sight lines for pedestrians.
Living Streets	Bus boarders are dangerous, measures need to be included that protect pedestrians and ensure that cycles stop – traffic lights to control.		Bus boarder hybrid solution has been developer to provide safe boarding and disembarking.

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Bricycles	Full width, high quality, bi-directional stepped cycle track needed replacing current traffic lane along entire stretch of the Seafront.	Received via online consultation	This remains as aspiration to provided 2 way protected lanes, however we are unable to do this as part of this scheme but will be looked at as part of the next phase in designs.
Bricycles	Four lane arrangement reduced to two lanes. Central reservations removed and replaced with planting.		This can be considered in future schemes
Bricycles	Physical protection is needed on the cycle lane on the Kings Esplanade.		This can be considered in future schemes
Bricycles	St Aubyns made two way for cycles.		This suggestion has now been included as part of these proposals
Bricycles	Reduce parking on the Kings Esplanade.		Some parking has been reduced to provided for additional loading facilities and a Parklet
Bricycles	Improve cycle accessibility from north/south routes – dropped kerbs, breaks in central reservation, protection for people cycling through each junction.		This suggestion has now been included as part of these proposals
Bricycles	Wharf road junction needs amending for cyclists.		Improvements have been included, however a more focused scheme is advised to improve the junction as a whole.
Bricycles	Improve visibility for cycles and pedestrians at service roads.		Areas of walls will be cut back to improve sightlines.
Bricycles	Support widening of the pavements.		Agreed
Bricycles	Introduce 20mph speed limit.		No proposals to alter the speed limit are proposed and this would need to be done from a policy level.

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Bricycles	Full pollution monitoring before and after installation of project.		This is currently being done and Air Quality monitoiring stations have been active for over 6 months in the Victoria terrace area.
Kingsway and West Hove Residents' Association	Conflict between pedestrians and cyclists at service road at Hove Lagoon.		Signage and markings will be improved along with sight lines for pedestrians.
Kingsway and West Hove Residents' Association	Prioritisation for pedestrians should be clearly established, stop signs for cyclists.		Signage and markings will be improved along with sight lines for pedestrians.
Kingsway and West Hove Residents' Association	Congestion will be caused from two vehicles lanes reducing to one.		There maybe an increase in congestions, however this is part of a wider aspiration to offer people a safe and sustainable alternative to the motor vehicle to reduce carbon emission and resolve the climate emergency
Kingsway and West Hove Residents' Association	Continuous traffic makes it difficult for pedestrians to cross the Kingsway North/south movements.		Pedestrian facilities are available and an additional crossing facility is proposed as part of this scheme.

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A259 Walking, Cycling and Accessibility Scheme

Parking Bay Alterations Summary and Financial Break Down

Parking Allocation	Loss	Gain	Total
Pay & Display	18	16	-2
Permit Holders (Zone N)	4	3	-1
Permit Holders (Zone W)	3	2	-1
Share Pay & Display/ Permit Holders (Zone N)	30	0	-30
Disabled Bays	0	27	+27
Loading Bays (one unit for every 5.5metre of loading space)	0	13	+13 (equating to 4 individual loading bays)

Finance Parking impact Summary		
Area	Max Loss of income	Estimated Loss of Income
Kings Esplanade	£16,800	£10,080
Victoria Terrace	£3,973	£795
King's Way Hove Street – Wharf Road	No meaningful loss expected	No meaningful loss expected
Total Loss	£20,773	£10,875

A259 Walking, Cycling and Accessibility Scheme
Parking Bay Alterations Break Down

Location	Bays Lost	Bays Gained
Medina Terrace	-1 Permit Holder (N)	
Kings Esplanade East	-6 Shared Pay and Display / Permit Holders (N)	+1 Disabled Bay +3 Loading Bays
Kings Esplanade West	-12 Shared Pay and Display / Permit Holders (N)	+10 Disabled Bays
St Aubyns South		+1 Disabled Bay +3 Permit Holders (N)
Victoria Terrace East	-2 Permit Holders (N)	+3 Loading Bays
Victoria Terrace Middle	-6 Shared Pay and Display / Permit Holders (N)	+3 Pay and Display +3 Loading Bays
Victoria Terrace West	-6 Shared Pay and Display / Permit Holders (N)	+4 Pay and Display
Victoria Terrace CooP		+1 Loading Bay
King Alfred East	-1 Permit Holder (N)	+1 Disabled Bay
King Alfred Entrance		+2 Disabled Bays +3 Loading Bay
Kingsway / Hove Street Bus Stop		+1 Disabled Bay +1 Pay and Display
Kingsway / Sackville Gardens Bus Stop and Junction	-6 Pay and Display	+6 Pay and Display
Kingsway / Rockwater	-1 Pay and Display	+2 Disabled Bays

Kingsway / Langdale Gardens Bus Stop	-1 Pay and Display	
Kingsway / Langdale Court	-2 Permit Holders (W)	+2 Disabled Bays
Kingsway / Braemore Road Junction	-8 Pay and Display	
Kingsway / Wish Road Bus Stop and Junction	-2 Pay and Display	+2 Pay and Display
Wish Road	-1 Permit Holder (W)	+2 Disabled Bays
Kingsway / Hove Lagoon South Side		+5 Disabled Bays
Kingsway / Hove Lagoon North Side		+2 Permit Holders (W)
TOTALS	**55 Spaces**	**59 Spaces**

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 89

Subject: **A23 Active Travel Scheme – Phase 1**

Date of meeting: **15th March 2022**

Report of: **Executive Director of Economy, Environment & Culture**

Contact Officer: **Name: Jonathon Martin**
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Ward(s) affected: Preston Park, Withdean

For general release

1. Purpose of the report and policy context

1.1 At the Special Environment, Transport and Sustainability (ETS) Committee meeting on 21st July 2021, the Committee agreed to:

- the preliminary design for the A23 [Active Travel] Scheme
- initiating further discussion with key stakeholders to inform design development
- undertake further public consultation
- progress the development of designs
- return to a future ETS Committee with detailed design recommendations

1.2 Following the Special ETS Committee in July 2021, the Scheme was divided into three distinct phases allowing for better Council resource allocation, and more meaningful consultation to take place with stakeholders.

1.3 This report outlines the outcome of further consultation and engagement activities and includes the amended detailed design recommendations in relation to Phase 1 of the A23 Active Travel Scheme.

1.4 These proposals support the Council's visions and the objectives in the developing Local Transport Plan 5 (LTP5); developed to help everyone move around the City more safely, sustainably, and easily. The initial Direction of Travel document ('Developing a new Transport Plan for Brighton & Hove') was presented to the ETS Committee on 22 June 2021 and the Committee agreed to the vision, key outcomes and principles set out in this. One of the key principles is shifting how people travel – prioritising walking and cycling for shorter journeys and public transport for both short and longer journeys.

1.5 The A23 is identified as a high priority strategic route for improvement in the Local Cycling and Walking Infrastructure Plan (LCWIP), a strategic plan identifying routes and areas in the city for improvement over the next ten years.

2. Recommendations

2.1 That the Committee approves the A23 Phase 1 Detailed Design as presented in appendix 1 and supports officers to procced with the associated Traffic Regulation Order.

2.2 That the Committee authorises officers to commence the construction phase and to procure the Works Contract under the authority of the Executive Director.

3. Context and background information

Scheme Overview

3.1 The A23 Active Travel Scheme is a highways infrastructure project that aims to introduce permanent alterations to the highway to improve access and encourage active and inclusive travel such as walking and cycling. The scheme will also provide benefits for other sustainable transport including bus users whilst also providing safety improvements for all road users.

3.2 The A23 Active Travel Scheme is being delivered as part of the Department for Transport's (DfT) Active Travel Fund (ATF). This scheme forms part of the Tranche 2 works.

3.3 Of the £2.367m funding provided by the Department for Transport (DfT) for Tranche 2 of the Active Travel Fund, £909,000 has been allocated to the A23 Active Travel Scheme.

Scheme Background

3.4 At the Special ETS Committee meeting held on 18th December 2020 the Committee agreed to progress work on the five schemes presented in the 'Emergency Active Travel Fund – Tranche 2 Transport Schemes and Plans for Consultation' Report, of which the A23 Active Travel Scheme was one.

3.5 In February and March of 2021, a 6-week citywide public consultation was undertaken on the Active Travel Fund – Tranche 2 schemes. The results of this consultation were reported back to the Committee on 21st July 2021, along with preliminary designs for the A23 as part of the 'Active Travel Fund' report.

3.6 The Committee agreed to the preliminary design for the A23 scheme and instructed officers to initiate further discussion with key stakeholders to inform design development. The Committee also instructed officers to progress the development of designs, undertake further public consultation,

and return to a future ETS Committee with detailed design recommendations on the A23 scheme.

3.7 During the preliminary design stage, the scheme was separated into three phases to enable resources to focus on key areas of the route. The extent of these phases are as follows;

- Phase 1 – The junction of Preston Road (A23) & Argyle Road to the junction of Preston Road (A23) & Cumberland Road
- Phase 2 – The junction of London Road (A23) & Cumberland Road to the junction of London Road (A23) & The Deneway
- Phase 3 – The junction of London Road (A23) & The Deneway to just south of the junction of London Road (A23) & Mill Road.

3.8 This report focuses on Phase 1 of the route which has been designed to the detailed stage following further consultation. Phases 2 & 3 will be subject to further design and consultation at a later date.

3.9 Aspects of the detailed design recommendations will require an amendment to the existing Traffic Regulation Order (TRO). Following approval of the detailed design recommendations, officers will undertake the relevant consultation activities in line with a change to the TRO including a 21-day public consultation.

3.10 Between October and December 2021, further consultation activities were undertaken for Phase 1 of the A23 Active Travel Scheme with a view to gather stakeholder comments and feedback on the more detailed elements of the design, details of which can be found in section 5 of this report. These comments have ultimately fed into the detailed designs provided in appendix 2.

Detailed Design Recommendations

3.11 The detailed design for the A23 Phase 1 scheme have been informed by the consultation as set out in 5.2 and include the following features;

- Widening of footway, removal of 3no. parking spaces, and formalisation of cycle lane on Argyle Road.
- Conversion of existing pedestrian crossing facility across Preston Road near Argyle Road to Toucan crossing facility, and addition of cycle related infrastructure to assist in maneuvers to/from Ditchling Rise over Preston Road.
- Widening of western footway and bi-directional cycle lane on western side of Preston Road between junctions with Argyle Road & Stanford Avenue.
- Reduction in vehicle running lanes from two to one on Preston Road between Argyle Road & Springfield Road and conversion of existing parking area to loading bay under viaduct on eastern side of Preston Road.
- Relocation of northbound Springfield Road bus stop to north of Dyke Road Drive on Preston Road.
- Side-road entry treatment at junction of Dyke Road Drive & Preston Road.

- Upgrade of existing zebra crossings to parallel crossings at junction of Preston Road & Stanford Avenue.
- Stepped cycle tracks between 1.5m-2m northbound and southbound on Preston Road between Stanford Avenue/Preston Road junction and entry to South Road junction and effective footway width widening on eastern side due to relocation of cycle lane.
- Omission of South Road/Preston Road/Preston Drove staggered junction to enable further detailed

4. Analysis and consideration of alternative options

4.1 During the design process several alternative options were considered, and ultimately discounted. These included:

Do Nothing
Given the strategic fit of this scheme alongside the overall visions for the Council as set out in section 1, do nothing would fail to support the overall aims of the Council. This may also jeopardise overall funding allocations for future transport schemes.

Do Less
The designs as presented in appendix 1 are in line with implementation of LTN 1/20 guidance and funding requirements. Measures identified are within available resource allocations.

Do More
Doing more would require more road-space to be reallocated to active travel users, which at a certain level could disproportionately affect the network. As such the designs reflect the need for a balance between travel modes on this corridor.

Alternative Routes

4.2 The National Cycle Network (NCN) 20 route makes its way along the A23 corridor and down into the heart of the city. As such, diverting the scheme from this route would not serve one of the key cycle routes into and out of the city. The LCWIP strategic network also identifies this route as a priority route. This means that this route is identified, along with others, as having the most strategic benefits to the City in terms of its potential to increase cycling levels.

4.3 Consideration was given to directing cycle traffic along the service road within Preston Park, however this was discounted relatively early in the project due to obstructions to the route from events being held in the park. Consideration was also given to the unsuitable lighting levels within the park, and the impact on the local wildlife that solving this issue would present.

5. Community engagement and consultation

5.1 As agreed by the Committee in July of 2021, further engagement with stakeholders and public consultation has been undertaken on the Phase 1

designs. Below is an outline of further consultation activities, the feedback received, and the implications this had on the detailed design recommendations. Further details regarding consultation activities can be found in appendix 2.

The Consultation Project Plan was informed by the Active Travel Consultation Framework, appendix 3 which is underpinned by the Council's Community Engagement Framework and communicated to Members prior to initiating.

Consultation Summary

5.2 A range of consultation activities were undertaken between October and December 2021 and included virtual consultation sessions via MS Teams with Key Stakeholders including Members, internal stakeholders, various stakeholder groups and external organisations. (Full list can be seen in appendix 2)

5.3 The consultation approach for this scheme was to present designs to stakeholders, undertake meaningful conversations, gather comments on the designs, and implement this feedback into design revisions where possible.

5.4 Over 2,500 postcards were posted to addresses local to the scheme inviting residents and business owners to discuss proposals with officers at public drop-in workshops held at St. Augustine's Arts & Events Centre between 1st December 2021 and the 4th December 2021.

5.5 The consultation activities were also promoted by the Council's communications team using the Council website, press-releases, and social media updates.

5.6 In total, 400 comments were captured during the further consultation activities for Phase 1 of the A23 Active Trave Scheme. For context, the most recent Valley Gardens Phase 3 consultation received 463 responses.

5.7 The public drop-in sessions led to a total of 102 meaningful conversations between members of the project team and stakeholders. These conversations along with emails from stakeholders who viewed the design proposals online accounted for 220 of the total comments, with the remaining 180 comments coming from emails and meetings with a variety of stakeholders groups and organisations.

5.8 This approach ensured that should stakeholders have any questions, members of the project team were on hand to discuss the scheme's principles, objectives, and design specifics. In general, the conversations were constructive and presented an opportunity for both project officers and stakeholders to share opinions. On the whole, officers found the conversations to be positive and productive.

Consultation Feedback Summary

5.9 Table 1 of appendix 2 shows the number of comments captured based the comments' primary theme. The primary theme focuses on the mode of travel for which the comment mostly concerns. Cycling related comments were the most numerous with 141 (35%) comments, with vehicles (not including buses or motorcycles) coming in second with a total of 104 comments (26%) and walking in third with 85 (21.25%) comments.

5.10 Table 2 of appendix 2 shows the number of comments captured based on the comment's secondary theme, separated by the primary theme. The secondary theme identifies the more specific content of a comment and allows officers to have better insight into feedback in the context of each mode of travel.

5.11 Table 2 shows that for comments based around cycling, the highest secondary comment theme count relates to infrastructure with approximately 46% of all cycling focused comments on this aspect. This is partially expected as aspects of the new infrastructure being proposed on the route is designed to new LTN 1/20 standards and infrastructure may differ from what consultees are used to.

5.12 Table 2 also shows that comments that are primarily focused on vehicles are majority related to congestion concerns (24%) and parking restrictions (22%), and when walking is the main comment theme then pedestrian crossings make up the largest number of comments with approximately 50% of comments mentioning this.

Actioning Feedback

5.13 After conclusion of the further engagement activities and public consultation, the feedback received was categorised and analysed alongside the design team. This analysis then fed into revisions of the preliminary design, ultimately leading to the detailed design that is included in appendix 1.

5.14 Table 1 below summarises how these detailed designs respond to the main comments received in the consultation. The designs aim to respond to the main issues raised. The nature of the corridor and its competing demands for limited space means there is a need for compromise to accommodate the needs of all users. Implementing some of the requests in full is likely to have a negative impact on other users and/or mean the scheme is not able to meet the project objectives.

5.15 Consideration also needs to be given to the purpose of the funding with the majority for this project coming from the Active Travel Fund – Tranche 2. This is primarily for modes of travel defined as active, including walking, wheeling, and cycling. Responses to stakeholder comments therefore need to take account of this and the overall budget available.

Design Response to Feedback – Main Summary

Table 1

Consultation Feedback	Design Response
Cycling infrastructure related comments	Cycling infrastructure related comments made up the bulk of the feedback we received in relation to cycles. The themes of these comments included widening cycle lanes, providing specific surface types, arranging junctions in CYCLOPS arrangements, and many other suggestions. These comments have been reviewed and where possible fed into the designs. It has not been possible to action all comments due to budgetary, scope, and time constraints.
Pedestrian Crossing comments	The project includes the upgrade of five existing formal pedestrian crossings (zebra or signalised in this case). Existing informal crossings have also been assessed and improved where possible.
Vehicle Congestion concerns	Vehicle congestion concerns have been analysed extensively, with the omission of the Preston Drove/South Road/Preston Road staggered junction from this phase following stakeholder feedback. Further modelling is being undertaken on the stretch of Preston Road between Argyle Road & Springfield Road to further assess the impact of the lane reduction in this area.
Parking Restrictions	A number of comments concerned parking restrictions throughout the phase area and whilst the designs aim to ease parking related issues throughout the scheme, these alterations will be subject to a Traffic Regulation Order (TRO) consultation process and the final implementation will be defined by the outcome of this process.
Bus Boarder Arrangements	During the consultation process the project team received feedback on the proposed bus boarder arrangements, many of these comments related to the potential for conflict between pedestrians, cyclists, and bus users. The project team has worked closely with design engineers to develop an alternative arrangement in the form of a hybrid bus boarder/floating bus stop, which is being adopted on other schemes, however given space constraints it has not been possible to offer alternatives at every location within this scheme. Where is has not been possible to provide a hybrid solution the designs have been amended in line with stakeholder feedback to provide visual cues highlighting potential conflict. These include a change in the colour of the surface material, and signage for both cyclists and pedestrians/bus users.
Request to convert the signalised pedestrian crossing near Argyle Road to a Toucan crossing to allow cycle access to Ditchling Rise	The Argyle Road signalised pedestrian crossing will be converted to a Toucan crossing allowing cyclists to use this crossing point. Additional layout changes on the northern side of this crossing provide access to Ditchling Rise for cyclists from the crossing.
Pedestrian Crossing between Preston Park & The Rookery	Following consultation, the design team have proposed a signalised Toucan Crossing to replace the existing pedestrian refuge island between Preston Park & The Rookery. This

	facility will provide a safe crossing point between the two trip-attractors.
Request for a contraflow cycle lane on Springfield Road	Springfield Road is outside of the scope of this project; however, the new layout will lend itself to connecting to a contraflow on Springfield Road if these works take place in the future. The existing Toucan crossing and shared space arrangement at the western end of Springfield has been retained.
Speed Limit on Preston Road between the viaduct & junction with Stanford Avenue	The existing speed limit on Preston Road changes from 20mph to 30mph just south of the viaduct. Following consultation feedback, the proposals now reflect that intention to continue the 20mph section north to the junction of Preston Road & Stanford Avenue on the northbound section.
Concerns regarding increased congestion at the Preston Drove/Preston Road/South Road staggered junction due to capacity reduction.	The design team have taken on-board feedback in regard to the reduction in capacity that the designs taken to consultation showed. Given the space restraints within the junction itself, it is currently not possible to provide an LTN 1/20 standard design without heavily impacting other road users journey times. As such, at this time the junction has been omitted from the Phase 1 designs and will be reviewed as part of a future phase.
Request to increase vehicle running lane/bus lane widths	The total road width throughout the Phase 1 area is finite and as such there is a need to strike a balance between road user's needs. The design team have taken on board comments relating to lane widths and provided increased widths where possible whilst still maintaining acceptable widths for walking and cycling as per LTN 1/20.
Increase taper length from 2 lanes to 1 lane on Preston Road towards Argyle Road	Taper length has been increased to allow more time for vehicles to taper into one lane approaching the viaduct section of Preston Road.

6. Conclusion

6.1 In summary, this report seeks for the Committee to agree that to the progression of the A23 Active Travel Scheme – Phase 1 to the construction phase, based on the understanding that further stakeholder engagement and public consultation has taken place and that these activities have led to tangible improvements in the scheme itself.

6.2 There are aspects of the original scope of this phase which require ongoing work, namely the Preston Drove/Preston Road/South Road staggered junction. These designs will continue to be developed alongside further phases.

6.3 Whilst it is the case that not every comment received during further consultation could be implemented, the further engagement undertaken did ensure that the scheme as presented is a healthy combination of national design guidance and useful local knowledge.

7. Financial implications

7.1 The Active Travel Fund Tranche 2 grant of £2.376m is funding various schemes of which the whole A23 Active Travel Scheme has been earmarked with £0.909m funding from this grant. The anticipated costs of phase 1 of the A23 Active Travel Scheme are yet to be confirmed but are expected to be well within the allocated funding. Should costs of phase 1 be higher than expected, then less funding for the remaining phases of the A23 Active Travel Scheme could be available from the Active Travel Fund Tranche 2 grant. This may result in reductions in scope for the remaining phases or additional alternative funding required such as use of the Local Transport Plan (LTP).

7.2 The design recommendations includes removal and changes to parking bays resulting in a negligible reduction. This will have a small impact on parking income, though 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: 03/03/22

8. Legal implications

8.1 The traffic regulation order required as a result of the detailed design will need to follow the statutory process set out in the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which will require a period of public consultation.

8.2 The works contract will need to be procured in compliance with the Council's Contract Standing Orders.

Name of lawyer consulted: Alice Rowland Date consulted: 03/03/22

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 emphasises 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 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 Following engagement with various disability stakeholder representatives (as identified in appendix 2), a number of alterations have been made to the design recommendations. Specific examples of changes include alterations to the layouts of bus boarder infrastructure designs where possible, consideration towards footway widths and street-clutter, and appropriately designed desire lines at pedestrian crossings. Whilst several disability groups were contacted for comments, not all responded within the consultation period.

9.4 Officers have conducted an overarching Equality Impact Assessment (EqIA) for the Active Travel Fund schemes, and an EqIA has been undertaken for this particular scheme based on the overarching EqIA. This can be found in appendix 4.

10. Sustainability implications

10.1 The measures will improve the transport network for sustainable modes of transport by reallocating road space. This will give opportunities for more people to switch to low carbon modes of transport from single occupancy car use.

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

1. Appendices

1. Appendix 1: A23 Active Travel Scheme – Phase 1 – Detailed Design Pack.pdf
2. Appendix 2: A23 Active Travel Scheme – Phase 1 – Further Consultation Report
3. Appendix 3: Active Travel Consultation Framework
4. Appendix 4: A23 Active Travel Scheme EqIA

A23 Active Travel Scheme – Phase 1 – Further Consultation Report

1. Introduction
2. Methodology
3. Headlines
4. Stakeholders Responses
    a. Summary of Public Feedback (Drop-In Workshops)
    b. Summary of Public Feedback (Emails)
    c. Summary of Stakeholder Meeting Engagement Feedback
5. Public Drop-In Workshop Postcards

1. Introduction

At the July 2021 Environment, Transport and Sustainability (ETS) Committee it was agreed to undertake further stakeholder engagement and public consultation in regards to the developing A23 Active Travel Scheme.

The Scheme was subsequently split into three phases for delivery. This report covers the feedback gathered from stakeholders at both public drop-in workshops and from stakeholder engagement sessions held online via MS Teams for the Phase 1 area.

The consultation approach for this scheme was to present designs to stakeholders, undertake meaningful conversations, and gather feedback and implement this feedback into design revisions where possible.

2. Methodology

Public Drop-In Workshops

Postcards were delivered to 2,568 addresses within the vicinity of the Phase 1 area inviting local residents and frontages to public drop-in workshops.

These workshops were held at St Augustine's Arts & Events Centre in Stanford Avenue between Wednesday 1st December 2021 and Saturday 4th December 2021, between 9am – 5pm each day.

The public workshops featured large scale physical A1 print-outs of the plans which attendees were invited to make their comments on using post-it notes. These post-it notes were then gathered and logged at the end of each day.

This approach ensured that should stakeholders have any questions, members of the project team were on hand to discuss the schemes principles, objectives, and design specifics. In general, the conversations were constructive and presented an opportunity for both project officers and stakeholders to share opinions. On the whole, the conversations were positive and productive.

Stakeholder Engagement Sessions

Invitations were sent to various stakeholder groups inviting them to attend stakeholder engagement sessions via MS Teams. These stakeholder groups are listed in Table 3.

The stakeholder sessions included a presentation from the project team that outlined the scheme background and objectives, presented the preliminary designs in detail, and offered headline figures on the proposals.

Discussions were encouraged and feedback was logged at the end of each session.

3. Headlines

Tables 1 and 2 below provide a summary of feedback grouped by primary and secondary theme.

Table 1 relates to primary comment themes. Comments were primarily themed on their focused mode of transport. As the table indicates, the highest number of comments (35%) were focused on cycling. Comments focusing on vehicles not including buses or motorcycles accounted for 26% of all comments received. Primarily walking based comments made up just over 21% of comments.

Table 1: Primary Comment Themes

Primary Comment Theme	Comment Count
Cycling	141
Vehicles (not inc. buses or MCs)	104
Walking	85
Buses	38
Other	31
Motorcycle	1
Table 1 – Comment counts by primary comment theme	

Table 2 shows the number of comments captured based on the comments secondary theme, separated by the primary theme. The secondary theme identifies the more specific content of a comment and allows officers to have better insight into feedback in the context of each mode of travel.

Table 2: Secondary Comment Themes

Row Labels	Comment Count
Cycling	**141**
Infrastructure	66

Route	35
Safety Concerns	18
Priority	6
Surfacing	5
Signage	4
Lining	3
Cycle Parking	2
Floating Bus Stop	1
Street Clutter	1
Vehicle	**104**
Congestion	25
Parking Restrictions	23
Parking	17
Speed Reduction	10
Infrastructure	9
Lining	4
Safety Concerns	4
Swept Paths	3
Signage	3
Speed Restrictions	2
Route	2
Taxis	1
Rat Running	1
Walking	**85**
Pedestrian Crossing	43
Street Clutter	12
Infrastructure	11
Safety Concerns	9
Side Road Entry Treatment	4
Route	2
Street Furniture	1
Wayfinding	1
Lining	1
Signage	1
Bus	**38**
Bus Boarder	16
Infrastructure	12
Floating Bus Stop	9
Fares	1
Other	**25**
Air Quality	6
Drainage	5
Arbs	4
Stakeholder	3

Data	2
Education	2
Signage	1
Construction Safety	1
Skateboarding	1
Out of Consultation Scope	6
Motorcycle	**1**
Use of Bus Lanes	1
Grand Total	**400**

4: Stakeholder Responses

Table 3: Stakeholder Group List Contacted

Stakeholder Group	Stakeholder Organisation
Residents	
Frontages	
Preston Park Ward Councilors	
Withdean Ward Councilors	
Patcham Councilors	
Active & Inclusive Travel Forum (AITF)	AITF Chair
	ETS Chair
	ETS Labour Spokesperson
	ETS Conservative Spokesperson
	Assistant Director - City Transport
	Head of Traffic Management
	Head of Transport Policy & Strategy
	Head of Transport Projects & Engineering
	Head of Parking Services
	Business Development Manager
	Senior Project Manager - Transport Behavioural Change
	Senior Project Manager, Transport Project Team
	Principal Transport Planner / Transport Policy & Strategy
	BTN Bikeshare Manager
	Fire Service
	Brighton & Hove Bus Company
	The Big Lemon Bus Company
	Brighton & Hove Community Transport
	Stagecoach South
	Sussex Police
	National Express
	Compass Travel
	South Downs National Park
	Rottingdean Parish Council
	Taxi Trade
	BADGE
	Beach Access Team
	Bricycles
	Brighton Chamber of Commerce
	Cycling UK
	Community Works
	Sussex Safer Roads Partnership
	Pedal People
	Buswatch UK
	Shoreham Port Authority
	Sustrans
	Govia Thameslink Railway
	Brighton & Hove Motorcycle Action Group
	Enterprise Car Club
	B&H Local Access Forum
	Public Rights of Way
	B&H Friends of the Earth/Transport Action Network
	Living Streets
	Tenant Disability Group

	Amaze
	Carers Centre
	Zedify
	Sussex Ehlers-Danlos Hypermobility Syndromes (SEDS)
	BTN Bikeshare / Hourbike
	Brighton Bike Hub
	Guide Dogs
	Brighton Active Travel
	South East Community Rail Partnership
	Active Sussex
	20 minute neighborhoods
	Brighton & Hove Ramblers Group
	Trust for Developing Communities
	BHCC Public Health
	University of Brighton
	Sussex University
	CityClean
Economy, Environment & Culture Colleagues	Assistant Director for Transport (Mark Prior)
	City Transport Heads of Service
	Transport Projects and Engineering Managers
	City Clean
	City Parks
	BHCC Comms Team
	Arboriculture
	Permit Team

4a: Summary of Public Feedback (Drop-In Workshops)

Existing Pedestrian crossing across *Rookery Close* needs narrowing
Difficult crossing *Lovers Walk* currently
Concerns about proposed road widths on Preston Road for southbound right turners into flats / businesses.
Bins on Pavement at southern end of scheme cause issues currently
Not much space on pavement due to street clutter (bins)
Dyke Road Drive - issues with not knowing who has priority in current layout
Existing cycle lane (contraflow) on Argyle Road is too narrow
Subsidise bus fares in the city - cost too high
Service road in Preston Park (parallel to Preston Road) should be utilised
Include signage for NCN20 at Preston Circus junction
Tranche 3 - Redesign New England Street cycle facility
Potential for Bus Stop south of Argyle Road
Include give-way lines at mouth of Argyle Road for vehicles entering side road
There is a ponding issue in the cycle lane & footway near Argyle Road
Argyle Road/ Preston Road width reduction will have impact on buses & will subsequently increase pollution in the area.
Make Springfield Road/Preston Road pedestrian crossing a Toucan to facilitate movements from Springfield Road into the cycle lane.
Make Springfield Road a contraflow for cycles - a toucan at the pedestrian crossing (Springfield/Preston) could facilitate this
Concerns about reduction to single lane along Preston Road under the viaduct.
Additional signage under the viaduct highlighting parking restrictions
Cars don't look left as they enter Dyke Road Drive from Preston Road - signage?
Utilise Springfield Road Bus Stop
Concerns about bins on the footway
Put new pavements across grass verge into Preston Park near bus stop alongside the Park
Include cycle parking provision along the route
Will there be additional street furniture (benches etc.)
Could the route include cycle hangers? (Argyle Road)
Formal pedestrian crossing requested to cross Preston Road between the Rock Gardens and Preston Park
Keep the pedestrian refuge island near Cumberland Road
Include pedestrian wayfinding totems throughout route
Teach etiquette & respect between users
Preston Drove / Preston Park [cyclist] separation [from vehicles] welcomed
Bus border conflict concerns
Are there options for additional parking towards the southern end of the scheme?
Dyke Road Drive stop line should be behind pedestrian crossing point
Refuge islands cause issues for cycle lanes as large vehicles do not stay in lane as they go past

Springfield Lane should have a contraflow cycle lane
Springfield lane contraflow cycle lane
Contraflow cycle lane down Preston Road to Preston Circus rather than a bi-directional cycle lane
Beaconsfield Road cycle & walking facilities need upgrading
Unsafe feeling heading north from Preston Circus onto Preston Road as a cycling - pinch point near Dominican café
Modelling required for single-lane proposals between Argyle Road & Springfield Road
Parking/Loading for residential properties near Stanford Avenue / Preston Road junction - currently deliveries pull onto footway, provide formal area.
Lack of left-turn movement from London Road onto New England Road leads to vehicles heading up Preston Road and using Argyle Road/Campbell Road as rat run route to head up New England Road
Parking Permit area 'J' - people come from other areas to park and utilise train station
Cycle routes with less signal stopping points along the route would make for a better route. Valley Gardens as an example is a good route but has too many places that cyclists need to stop to wait for traffic.
Issues with vehicles parking on the cycle lane & footway to use the café/bakery just north of South Road. Specifically 199 Preston Road.
Who has priority (cyclists/vehicles) on new parallel crossing arrangement
Vehicle crossover issues at 103 Preston Road (The Dentists)
Is the cycle track stepped through Preston Drove/South Road junction?
Bus borders - who has priority at these?
Footway parking under the viaduct a real issue currently
Provide vehicle crossing points for 103 Preston Road (dentists)
Differentiation of colour past bus lanes for cyclists
Concerns about tailbacks under the viaduct due to reduction in carriageway widths
Visibility coming out of Springfield Road is an issue
Dyke Road Drive - signage for drivers to look right for cyclists
Provide a feeder/extra lane up Stanford Avenue to ease traffic congestion
Make the stretch of Preston Road under the viaduct 20mph up until the junction of Stanford Avenue/Preston Road
Cumberland road needs red surfacing across the mouth for cyclists.
Too many bins on the footway
Signalise Preston Road/Stanford Avenue Crossings
Considers the volume of vehicles using Lauriston Road
Parking & Deliveries in bus layby near Sainsburys a problem currently
Provision for skateboards
Ensure any painted surface in cycle lanes is smooth
Concerns about capacity for right hand turners into Preston Drove
All cyclists should be required to have bells by law - make it a local bylaw for the city
Where is the crossing for pedestrians into the rookery?
Physical separation through Preston Road/South Road junction for cyclists the preferred solution

Toucan between rookery & Preston Park allows cyclists heading northbound along the park service road to cross legally and join the northbound cycle lane
Taxi/Deliveries parking in the stepped track highly likely al along Preston Road
Stepped cycle track not safe for young children
Segregation on stepped tracks preferred @1.5m with 0.5m physical separation that 2.0m with only stepped protection
Stanford Avenue / Preston Road junction could work quite affectively as a CYCLOPS junction Switch the bi-directional cycle lane under the viaduct to separate 1-way lanes on either side of the road (1-with flow, and 1 contraflow lane). Useful for Tranche 3
Dislike of Shared Space @ Argyle Road junction
West side bi-directional along Preston Road creates issues with southbound lane on eastern side of Preston Road as an option for Tranche 3
Bins & Footway parking on Argyle Road is an issue
Pedestrian crossing @ Rookery must be maintained and upgraded to toucan crossing
Double parking issues a treatment like speed route
Congestion concerns at viaduct
Lots of potential conflicts on corner for bikers, peds, buggies, & e-scooters. Need good visibility into Argyle Road.
Monthly air quality updates would be preferred than yearly
Pedestrian pinch point by café opposite Argyle Road
Bollards could be used to prevent footway parking on corner of Springfield Road - this is currently and issue
Risk of extra conflict if a cyclist chooses to use the road in order to get to Stanford Avenue when heading northbound
Toucan crossing at Springfield Road would be preferred
Congestion concerns from lane reduction near viaduct
Manage street furniture placements & other barriers/potential conflicts on pavement
Very supportive of reducing to one lane for cars under viaduct
20mph needed north of viaduct
Visibility low due to parked cars when turning right from Springfield
Emergency vehicles will get caught in the lane reduction area under viaduct
Construction noise & impacts need to be managed well - please provide lots of notice
Footway widths Infront of 124 Preston Road an issue
20mph along Preston Road should continue all the way to Stanford Avenue junction
20mph along Stanford Avenue would make the area safer
Green spaces between vehicles & cycle lanes/footway (or bushes)
Mark the NCN20 route along the cycle lane on Preston Road
Speed reduction measures are needed on Preston Park Avenue
Obstruction form trees etc. when cycling
Pedestrian refuge island at Cumberland Road is required
Heavy traffic in & out of Sainsburys car park should be taken into account
Combine southbound lanes through Preston Drove junction
Painted bike lanes to signify movement from Preston Road to Preston Drove

Café parking north of south road a real issue for cyclists
Rookery close traffic splitter / pedestrian refuge island missing
Crossing points over Preston Road need to be increased not decreased
Air quality monitor missing & pollution from tailbacks
FLOODING is an issue on North Road - inclusion of a raised table at entry to North Road could mitigate the flooding issues
Real estate agents (Michon Mackay) parking on pavement in North Road & on footway at PD/SR junction
Possibility to raise cycle lane or footway to prevent flooding on Middle Road, North Road.
North road - no-through road could mitigate issues - prevent traffic from going past the thin section
Air quality monitor data requests for pre-scheme/post-scheme to be available for public
Contraflow on Campbell Road not visible/road users are not aware of arrangement and causes conflicts.
Street Parking on corner of Argyle Road / Campbell road an ongoing issue for all users
Issues with vehicles parked in cycle lane (whole route)
Good scheme - could provide further space for cyclists on Bi-directional cycle lane instead of 1m wide separation
Provide a contraflow on Springfield Road & Toucan crossing at junction of Springfield/Preston Road
Potential to formalise crossover movements travelling southbound along Preston Road to join bi-directional cycle lane without using new crossing at Stanford Avenue/Preston Road
Refresh the coloured surfacing currently used along the route to highlight conflicts
Encouragement for cyclists about using a bell to warn other road users
Offer bike maintenance training programme to youths using abandoned bikes
Concerns regarding the separation of parking zone 'J'
Use messaging on buses to indicate conflict at Bus border stops (like Lewes Road)
Concerns about left hooks into Argyle Road
Enforcement required at junction of Argyle Road/Campbell Road for parking
Ponding issues during heavy rain in vicinity of Viaduct
Zebra crossing at Stanford / Preston Road junction outside 1-16 Preston Road is blind due to bushes preventing sight lines
Place a mirror on highway to allows peds to see vehicles approaching zebra crossing outside 1-16 Preston Road.
Signing for southbound cyclists going to go up Stanford Avenue to stay on carriageway and not filter off onto pavement
Bus border arrangement welcomed
Change in island width/length at Preston Drove junction aids car movement but will make it more difficult for a bike turning right out of Lauriston Road
Lack of pedestrian crossing to Sainsburys (Cumberland road refuge)
Reduce distance between dog-leg crossings at Preston Drove/South Road junctions
Pull up crossing point to desire line on South Road
Rookery crossing is missing
Contraflow cycle lane on Springfield Road

Concerns that cyclists will not see pedestrians waiting at ped-x behind tree at Springfield/Preston Road ped-x
Move pedestrian crossing to between Grange Close bus stops

4b : Summary of Public Feedback (Emails)

The junction with 3 pedestrian crossings. Will the bike lane also have priority over motor traffic here? From the drawing, there are no give-way markings for vehicles. I am concerned that cyclists may assume priority or end up using the pedestrian crossing right next to the cycle lanes. It would also maybe overload drivers with the different expectations for each kind of crossing.
Coming southbound on Preston Road (against traffic flow) it looks like cyclists are expected to turn right into Argyle Road and then follow Campbell Road to New England Road (A270) where they are expected to cross 3 lanes of traffic, whilst waiting in the middle with traffic passing on bother sides, to continue onto Elder Place etc.
This is a highly risky/sketchy part of the journey in order to eventually link up with the bike lanes in Valley Gardens. So my feedback here would be why cant the bi-directional lane continue up Preston road all the way until it becomes bi-directional to motor traffic.
My first comment is with regards to provision for the safety of motorcycle riders, like myself. I have not heard of or read of any assessment made for the consideration of safety of motorcycle riders? I would therefore ask that consideration is made to allow motorcycles (known as powered two wheelers) to be allowed to use the bus lanes that fall within this project to aid protection. Powered two wheelers are currently permitted to use many bus lanes for their safety, including the A23 south bus lane from The Deneway to Preston Drove and for a period of time the bus lane north bound by the Rookery, opposite Preston Park. I am not aware of any incident occurring by any powdered two wheelers that would not allow their future use of the protection of these bus lanes. I ask you please to make provision to allow powered two wheelers in the bus lane north bound for their protection in this project and for the assurance that for the remainder of the A23 project that powered two wheelers retain the safety of the bus lane south bound.
The second point I would like to make is that I am concerned that the floating bus stop at Preston Drove South bound will completely block traffic progress when a bus stops to pickup or set down, blocking the junction behind. I would suggest the Preston Drove bus stop was moved to opposite the Sainsbury's in Preston Village, opposite Preston Drove bus stop north bound.
Northbound bit of cycle lane on A23 between South Road lights and Preston Drove, (which is painted full bright red with solid line traffic demarcation and on a double yellow line, also with clear "no loading at any time" signposts and road markings), is a death trap for cyclists much of the daytime. This being mainly due to cars and vans often parked up illegally, completely obstructing the cycle lane, to get coffee from coffee shops there. This forces cyclists out into the main road between the two major junctions. Moving traffic on that short stretch creates a precarious situation as a lot of vehicles speed through the junctions to catch the lights while they're still green at each junction, and to try to beat each other the merge further up by Sainsbury's. Also, speed around the corner from South Road after being frustrated by other drivers holding them up a few seconds by not noticing the left-turn filter... and/or the diabolically positioned Shell Garage entrance/exits. Also changing across three lanes to turn right up Preston Drove, and some pulling out of Middle Road at speed to try fit into a gap, and hoping for the best while blinded to the traffic mayhem due to parked up "coffee parking" to their right..... and beer delivery lorries completely flouting all road rules there outside the two pubs to deliver kegs.

Regards the A23 Active Travel Scheme - I am broadly in agreement with the proposals but I would just like to add some feedback. - This scheme is isolated so will not have maximum impact i.e. there is no direct connection to the city centre. The cycle lane should be extended down Preston Road to London Road.
So, here are a couple of cross section diagrams I suggested earlier that may or may not inspire some alternative designs. Both around the subject of adding a green infrastructure barrier between the A23 & cyclists and pedestrians.
The pavement around the rockery on the western side of the a23 is a bit wider than the rest so possibly that could be used a little bit. I think it is that northbound cycle lane that could be used the most out of the two cycle lanes with the southbound much less used due to the option of the park.
We also talked about the parking in front of Bungeroosh cafe. I recommend taking 20mins one morning and simply observing pedestrians walking past that section as I have found it to be a pinch point.
We also discussed a FAQ, releasing air quality monthly diffusion tube data every month, the pavement in front of Wellend Villas being very narrow & a possible bus lane up to Argyle Rd.
One other thing I forgot to mention that I really wanted to mention was the speed limit along this section (and on Stanford Road). Can we please reduce it to 20mph so it is the same for the whole one way system. For the Beaconsfield A23 one way system, the speed limit goes from 20mph -> 30mph -> 20mph. As the 30mph section is uphill and the downhill is 20mph it increases the chance of speeding and is inefficient. I really think this whole area should be 20mph (it actually used to be and then it was changed). I would like to see, at the point where the A23 coming into Brighton, joins Stanford Road, very large signs at this point signifying central Brighton is 20mph only.
I include my sketch of a possible cycle lane for Stanford Avenue & Beaconsfield Road. This section has a lot of scope due to the wide road and would add a brand new cycle lane. I would like to see this concentrated on soon as it would create a new cycle lane.
the lack of understanding about how much cross town traffic uses Preston Drove/South Road. To reduce the current 3 lanes when turning left out of South Road to 2 lanes will cause a huge backup of traffic on a South Road, particularly during rush hour. Currently when the 2 lanes heading north are jammed, cross town traffic can at least get into the turn right lane and proceed. By reducing the road to 2 lanes traffic will be stuck as most north bound motorists will not notice that one lane is turn right only. Arrows on the tarmac only work if there isn't a car on top of them
the floating bus stops at Preston Drove will cause more congestion as it appears that the buses will have to stop all traffic flow when they stop. As a regular user of these stops, they are often quite busy. I am very rarely the only person waiting, so the buses will be stopped for sometime. Also the Preston Drove stop going north is also a coach stop so traffic will be further delayed by passengers loading luggage on to coaches
I am concerned about pedestrian safety between Stanford Avenue and Argyle Road. It is bad enough already with bikes, pushchairs (in both directions) and wheelybins. If you give cyclists more priority they will travel faster and there may be more accidents if pedestrians step into the bike lane to pass pedestrians going in the other direction.
it's not clear on the plans how people will be able to cross the road to the Rock Garden in future
I am not sure that the plans address the biggest problem which is the lack of space for pedestrians walking from Preston Circus to Preston Park, which I do regularly. Because of the trees, bins, and parked cars, there is very little space for pedestrians (especially if they have bags, wheelchairs etc). I frequently have to step into the cycle path and am always nervous of cyclists. If the cycle Lane is widened then I would be even more anxious as I'd assume cyclists might feel safer going even faster.

Also, the start of Argyle Road that turns off Preston Road is difficult for pedestrians. The large rubbish bins block visibility of cars and cyclists, and I frequently almost collide with other pedestrians or cyclists when turning left out of Argyle Road onto Preston Road, because we are all funnelled into a tight area and can't see what is coming round the corner.
Last but not least the quality of the pavements in this area is appalling with very large puddles and slippery leaves which pedestrians have to navigate around, forcing us into the cycle paths and /or road.
Are you planning any more physical consultation events please? I was unable to get to them last week.
Looking at the plans close to where I live (4 Knoyle Road), you are removing the traffic island at the bottom of Knoyle Road. Where will the pedestrians, including dozens of children who cross there every day, now cross the road? There is a major cut through from Cumberland Road across this crossing to Knoyle Road for children at BHASVIC, Cardinal Newman, Varndean and Stringer. It is exacerbated by the Sainsbury's shop, which is used by dozens of people every day from the houses and flats in the area to the east of Preston Road. You should stand there in the morning between 7.45 and 8.30, and after 3 in the afternoon. You are inviting a disaster there. Please put in a Traffic signal crossing point.
The floating bus stops are a nightmare. I am both a pedestrian and cyclist, and a car user. These designs involving people stepping on and off buses and having to cross a cycle lane will result in accidents. Most bus users in this vicinity are elderly or disabled, and unfortunately many cyclists travel too fast and are inconsiderate of pedestrians. Have you consulted with disabled people's organisations?
What are the planned changes to the layout at the bottom of Knoyle Road. It is not specified in the drawings. If it is to be 'no right turns' into Preston Road, will you enforce it? The best option would be to close off the bottom of the road to traffic all together.
The section at the beginning of the plans, Campbell Road area, seem to continue the current layout of a cycle lane that disappears. Perhaps you could ride a bike from the north Preston Road into Brighton and see the chaos that the current layout creates. The diagrams don't seem to show any improvements.
The cycle journey from Preston Circus to Argyle Road has not been changed and is very dangerous for cyclist. I was nearly knocked off my bike last week by a bus cutting me up. The line of trees on that section also makes the road dark even in summer. Why not put in a dedicated cycle lane there?
Consideration for a CYCLOPS junction at the Stanford Avenue/Preston Drove junction (see email for drawings) DESIGN FILE PDF HERE
The plans for the A23 cycle lanes are reasonably good however it is let down by one particular aspect, this is the redesign of the signal controlled A23, Preston Drove and South Road Junction. Its new design is inadequate. Whilst adequate provision has been made for cyclists continuing along the A23 there is little to no provision for cyclists joining or leaving the A23 such as cyclists coming from Preston Drove and turning right to head North towards Patcham or northbound cyclists turning right leaving the A23 to join Preston Drove and travel east. The new design also fails to address left hook incidents which are lethal to cyclists. This leads to an overall loss in the number of people who feel safe enough to use the new cycle lanes and leads to a massive reduction in the overall quality in what is otherwise an excellent scheme.
For the reasons stated above the A23, Preston Drove and South Road junction should therefore be a CYCLOPS junction. This would cater for all movements at the junction whilst keeping cyclists completely safe. As Manchester has shown a CYCLOPS junction can be built whilst maintaining existing traffic flows. I understand that a CYCLOPS junction would increase the cost of the scheme slightly, however the scheme must be built right first time and failure to build it right will undoubtedly lead to deaths and injuries for cyclists.

I'm not a local resident to the area of the A23 which this is happening on, but I do have some concerns over parts of the current design of the cycle track. PFA PDF highlighting the areas of concern. The largest concern is over the junction at South Road / Preston Drove as the current design restricts and almost forces all cyclists to go ahead only. I'd suggest a CYCLOPS junction would be best suited here, however I presume it is much too late in the design stage to change that now.
One thing I think BHCC should explore specificity is a cycle gate instead of an advance stop line at Preston Drove, not many of these exist in the country yet, but introducing one into Brighton would allow locals to experience a wider range of cycle infrastructure and potentially want them in more place as they provide a much higher level of safety for right turns than an ASL, and more efficient than dedicated cycle phases.
How are cyclists meant to travel between Ditchling Rise & A23/Argyle Road? Could Puffin be made into Toucan with short shared area to the north?
Preston Road (approach to Argyle) Will the lane reduction be signed far in advance with merge in turn signage?
Argyle Road (mouth) - Unclear priority over turning traffic?
Argyle Road (contraflow) - What measures to stop parking on cycle lane/track There is lots of illegal parking on double yellow lines completely blocking footway in this area. People will park in it if physically possible
Argyle Road (contraflow join to shared space) - What is with this gap?
Springfield Road Ped-X - Could carriageway not be shifted East to minimize the pinch point on the cycle track?
Springfield Road Ped-x - What markings for toucan crossing to make it clear Toucan crossing should only be used one way for cyclists?
Springfield Road /Preston Road buildout - Will this still be a shared area to allow cycles to exit from Springfield Road onto the cycle track?
Bi-directional outside 103 Preston Road - Cycle track appears to be level with footway. Will this be marked by a shallow kerb or a white line?
Splitter lanes on Preston Road leading to Stanford Avenue (n'bound) - Will there now be signage directing road users what lane to be in on the A23?
Preston Road southbound to Stanford Avenue junction - Cycle lane junction at bottom of park has radii of 0
Preston Park South - how does cycle lane tie into park facilities?
Stanford Avenue / Preston Road junction - Will new pedestrian paved area be similar to current paving?
Preston Road / Stanford Avenue Zebra (outside 1-16 Stanford Ave. - No zig-zag markings on foul side of zebra crossing shown
Stanford Avenue / Preston Road - No cycle symbols shown on parallel crossing
Stanford Avenue / Preston Road island - where will bikeshare hub be relocated?
Stanford Avenue / Preston Road junction - bolisha beacons missing from drawings
Preston Drove / South Road - Junction would operate better as a CYCLOPS
Preston Drove / South Road - How can A23 cycles run in parallel with pedestrian crossing with a conflicted left turn. Surely a stop line needs to be provided on the exit of junction before the pedestrian crossing.
Preston Drove / South Road - ASLs removed - what is the reason? Part of LCWIP route 35.
Preston Drove / South Road - How do southbound cyclists turn right into south road?
Preston Drove mouth - would a cycle gate work better than ASL? (LTN 1/20 Fig. 10.33)
Preston Drove / South Road - What measures are in place to prevent parking in cycle lane?

Middle Road - Giveway line missing
North Road - Should ban left turns into minor road to allow NB cycle track to run in parallel with A23 NB
North Road junction - How are right turns made from cycle track - LCWIP route 32?
Preston Drove - How do southbound cyclists run in parallel with crossing as crossing is two stage and no stop line.
Cumberland Road - Refuge island instead of right turn pocket
Cumberland Road - Cycle lane appears from behind Giveway line (northbound through floating bus stop) - visibility issue
The proposed 2 way cycle lane, between Argyle Road and Springfield Road, appears to be another case of creating gridlock in Brighton. Removing a lane of traffic will cause unnecessary congestion. The cycle lane works as it is. Perhaps asking cyclists to just slow down and be more vigilant for this small section would be a better idea? The people who make these decision appear to have very little common sense.
I remain concerned about your response to the issue of the pedestrian crossing at the bottom of Knoyle Road. I am not clear as to whether it will be removed as part of Stage 1 or whether you are saying that it is part of Stage 2 as is not affected by this consultation. The diagrams clearly state that it is to be removed. You reference stakeholders having raised this: does this include the schools whose children will be affected by any change please? This will include at least 3 secondary schools, 2 Sixth form colleges, and several primary schools. In addition your response to my comments about the planned changes to the bottom of Knoyle Road seem ambiguous. If it is in Stage 2 then why is it shown in the Stage 1 drawings. My comments about floating bus stops; it is essential that the consultation about this design is fully explored with disability and age related groups. The council has a facility to do this and confirmation that this is being done would be helpful.
I use this area daily, roughly half as a cyclist, half as a motorist, and occasionally as pedestrian. The plans seem largely well thought out and should benefit all. My biggest concern is the indication that the traffic island at the end of Cumberland Road (right on the Phase 1/Phase 2 border) will be removed, with nothing replacing it. This is a heavily used pedestrian crossing and without it the crossing would be very dangerous. This needs to be reconsidered.
Also, where do southbound cyclists go when they reach Argyll Road? The provision here is very lacking.
I live in Edburton Avenue and am a cyclist/driver/pedestrian who regularly uses Preston Park. I like the general intention of your proposed improvements and specifically the aim of enhancing walking and cycling. However I cannot see why you persist in creating a cycle path on the existing road (the A23 as it passes Preston Park) when there is a wide existing roadway within the park itself that runs parallel to the A23. Why not divert cyclists onto the roadway that is within the park so that they are completely separated from the motorised traffic on the A23 ?

This would make for less cramped carriageways for both drivers and cyclists and a more pleasant and safer route for cyclists. It is possible to improve the environment for walkers and cyclists without restricting the carriageway for motorised vehicles. The more restricted the roadway is for drivers, the more likely it is that there will be congestion causing increased pollution from stationery or slow-moving vehicles.
I am writing in connection with the proposed plans for the improvements in road usage for the above area. Generally i am very supportive of anything that improves pedestrian and cycle access around the city. I have had a good look at these plans and i have a couple of concerns. I live in Knoyle Road and it seems madness to remove the traffic island crossing , its used by a steady stream of school children's from Dorothy Stringer walking to and from to the Sainsburys on the other side of the road. Additionally residents of the area use the crossing in the same manner. And although there are traffic lights and a crossing further down towards Preston drove the reality is that the school children use this point and will continue to do so even if the island is removed. Its an incredibly congested spot with two lanes becoming on and traffic free to turn left and right from Cumber land road.
Additionally traffic heading north out of town turning right into Knoyle Road causes an additional blockage and has to cross not just on coming car traffic but also the bike lane and the pedestrians . It would ease things is right turns from the main road into Knoyle Road were stopped.
What does the phrase ' existing side road arrangement reconfigured mean ? There is no explanation of what this means practically so its hard to offer a view on what is proposed.
I support upgrades to the cycle lanes but pedestrians using floating bus stops need some protection from cyles that travel at high speeds down these roads. This problem is increasing with the electrification of cycles - they have speed and weight . How are they going to be forced to slow down at crossing points ?
Concerns around narrowing of vehicle lane under viaduct
Concerns regarding decreased air quality as a result of congestion from reduction in vehicle running lanes under viaduct
Merging on Preston Road south of Argyle Road too blunt - longer taper needed for effective zipping by drivers
Stats covers in cycle lane should be asphalt filled not slippery metal
I'm writing in support of the proposed scheme for phase 1 of the A23 active travel scheme. My family regularly travel into this area from West Hove and these proposals will greatly improve safe cycling and pedestrian mobility in the area. In particular, the floating bus stops are ideal for both cyclists and bus users.
Concerns for accidents at bus boarders
Concerns around increasded congestion and impact on Air Quality.
It’s disappointing that Phase 1 doesn’t attempt to improve the poor cycle provision along Campbell Road through Elder Place and to the North Laine. Surely if you are going to implement a two-way cycle lane along Preston Road you could extend this all the way to Preston Circus and introduce a junction for cyclists to get on to Elder Place.
The proposed layout at the end of Ditchling Rise looks pretty chaotic to me and could end up being a real bottleneck of cyclists, cars and pedestrians. I think just labelling something as ‘shared use’ is not good enough in such a small area.
Frankly you might as well remove the small segregated cycle lane heading north on Preston Road before this junction anyway as it’s completely redundant. It’s also disappointing that there is no provision given for cyclists turning right out of Campbell Road which is a safety concern. Finally, the crossing has some of the longest wait times I’ve ever experienced on a pedestrian crossing – most users get bored waiting and cross anyway.

There is also no provision or thought for cyclists coming west along the contraflow cycle lane on Ditchling Rise – how are they meant to safely turn right or get onto the Argyle Road cycle lane? Is there a possibility to move the pedestrian crossing south before the junction to where the single-lane reduction occurs? This would allow you more easily to extend the two-way cycle lane around the corner onto Argyle Road without interruption and allow Ditchling Rise cyclists to access the infrastructure.
In my view the below configuration at the bottom of Stanford Avenue also needs a re-think. It's very inconvenient for cyclists heading south into the city on the A23 to have to go across two crossings just to access the new bi-directional cycle path. In fact what happens now is that most cyclists cut across two lane of traffic before the junction (where the right-turn lane at Telecom House is) and ride the wrong way along the small section of cycle path before joining the two-way section. It would be good if the arrangement could accommodate that option to improve safety.

4c: Summary of Stakeholder Meeting Engagement Feedback

Note: There is residential parking at 117, 119, and 121 Preston Road (Stanford Ave. Junction). This needs to be accommodated for in the detail design.
Preston Bowls Club need to be consulted in-depth regarding changes near their entry point
Preston Drove/South Road is an Air Quality Management Area - will reduction in capacity increase emissions?
Councillor Steve Davis will be interested in discussing the Bus Service Improvement Plan in this area.
Pelican Crossing's at Preston Drove/South road junction being upgraded to Puffin Crossing's will mean that the 'green man' signal will not be facing pedestrians until they're on the tactiles waiting to cross. Pelican's current have green man on opposite side of road so easily visible to peds on reverse-staggered arrangement.
How are right hand turns into South Road for southbound cyclists managed?
Potential to provide a break in the segregation at stop lines in the Preston Drove/South Road junction to allow cyclists to get into lane before the traffic starts moving. Similar to an ASL.
Consider 'Two-Stage Turning' for right hand turners from Preston Road into South Road. Cyclists would travel half-way through the junction and wait behind the island, before completing their movement in the next phase.
Set stop line back 4m and create ASL.
Zebra crossings across Bus Borders could be useful to indicate to cyclists that there is a hazard ahead and to be cautious.
Realign stop lines on Preston Road outside Shell garage to provide a two-stage straight across crossing.
How are we going to manage or prevent the traders/shop/vehicles from parking across cycle lane
1. Will the cycle lane be stepped to deter pedestrians drifting into the cycle lane? 2. The tree opposite Springfield Road in the cycle lane is a hazard – there is conflict between pedestrians and cyclists. Is it possible to take space from opposite side and move cycle lane over
How will changes in height between pedestrian and cycle be signalled. How is this going to be clear to limited mobility or sensory issue users - we need to ensure designs are accessible
The crossing point at Springfield Road is currently used by cycle traffic - would like to see cycling provision improved, i.e.. crossing point needs to include cyclists.
Pleased to see this junction improvement - Feedback from shopkeeper on Springfield /Preston Drove advises daily near misses - this improvement will help pedestrians, cyclists and motorists - brilliant!
I would like to echo Leo's comments. There are issues with the bus stop and business under viaduct parking opposite creating conflict. How will this be managed?
What about the cyclists heading up or down Stanford Avenue?
The problem is further south between Argyle Road and Valley Gardens - it's the missing link.
Why do we not have cycle lane in park coming south?
I support the idea maintaining cycle lane along road : Preston Park is not level, condition of surfacing is not ideal and excavation work / resurfacing would be needed. Much better along road. Stepped height is helpful which will hold cars from parking especially near Rock Gardens. Although the bus stop 1.5m for peds/ bus users but cycle lane is 3m. Past Springfield Road at bus stop - traffic hazard – cars coming up being parked bus and getting out and back into north lane, feels cramped

The area of footway by this bus stop at 1m is not adequate width for all users, particularly wheelchair users to feel safe. The 5B doesn't stop here.
We could remove this bus stop – 5 and 5A stop could stop at next stop.
You could move the Lover's Lane bus stop further south.
The idea of mini zebra crossings across cycle lanes is a good idea – people exiting buses will complain that bus users can't cross cycle lane but if there is a visual sign that will help mitigate
Are people stepping off bus straight into cycle lane. Looks hazardous.
If we were to remove previous bus stop this might give more wriggle room to allow for solution here but we do need to consider less mobile bus users. This conflict is potentially problematic.
Could we narrow carriageway and have better bus stop arrangement.
Too many bus stops here as well – one here and one outside pub. Is there potential to reduce bus stops. What is time line for scheme?
1. Past South Road there is an area where vehicles park across cycle lane – is the cycle lane stepped? It is dangerous parking and an obstruction for cycle lane. 2. If there is a bus stopped won't this block traffic? 3. Absolutely fantastic to see – a whole lot safer for everyone.
The Sainsbury's bus stop, and the Preston Park hotel bus stop (southbound) are also coach stops, including coaches to Gatwick, so a lot of passengers will have a lot of luggage.
Great work - all the work is amazing!
Can we make the cycle lane green
Parking is an issue in and around Argyle Road / under the viaduct - historically parking over footpath and cycle lane
Is there potential to extend pedestrian crossing to include cyclists so that cyclists can cross without getting off bike?
Regarding Dan's point could we not use a toucan crossing at these crossing points?
Have we considered the impact of the lorries coming in and out of Anston House - potential to ruin the cycle lane
Currently working with developers for Anston House on relocating bus stop
Consideration needs to be given for drainage - need to use gully ID numbers on drawings
• Has the review of on-street parking spaces (and I hear that there has been an overall reduction) considered the potential for better located, and possibly more, Blue Badge bays?
• Taxis/private hire: at a meeting with some members of the Taxi Forum last week they asked about previous requests for private hire vehicles to use the bus lanes and have some concerns about the introduction of Red Routes on pick-up and set-down. I know that the bus lanes or RR operations are not part of your remit but just wanted to make you aware of this issue!
VMS signage available for use for publicity prior to works taking place - bear in mind.
We currently have cameras at both ends of this phase and we are enforcing illegal parking via CCTV at the north end for the mandatory cycle lanes on the stretch between Preston Drove and Cumberland Rd. I wanted to make you aware we can only enforce mandatory cycle lanes which are part of a carriageway and have double yellows and a no loading restriction. We are not currently able to enforce vehicles blocking a segregated cycle lane. It was mentioned using enforcement to keep Argyle Road clear but I am not sure if the cameras at that end would see much more than the junction entrance.
As I briefly mentioned yesterday, I have a few concerns about what the impact of utility works will be on the road, in particular on the stretch between Argyle Road and Springfield Road once we

have reduced the space for vehicles down to one lane, when works need to be done in the remaining carriageway.
It looks like we are going to have a pinch point at Argyle Road and the pedestrian crossing – with a carriageway width of 4.5 metres and an absolute minimum carriageway width for one way traffic of 3 metres required by the Safety CoP, once a works needs to be more than 1 metre off the kerb line (0.5 metres safety zone required) we won't have enough space to keep traffic going past. As there's not an obvious solution to this we may just have to accept that if works take place in the carriageway in this section the road will have to be closed.
Where we currently have parking bays it would be great if they could be kept all along that stretch, to give us more width to work with. I can see why you are considering widening the footway under the viaduct, because of how narrow it is there, but that would create another pinch point.
Once past the Stanford Avenue junction and back into the two way section of road I suspect we might need to use traffic control more often – we'll have less than a metre for works (including the safety zone) before it's too narrow to allow two way traffic past any works. Once we get into the section with the bus lane we'll have more overall width to use, as we can suspend the bus lane if necessary.
As it's going to be a stepped cycle lane, when works need to take place within it, will there be regular points where we can inform cyclists that the cycle lane is closed ahead and they have a safe option to move into the carriageway?
For works in the footway, obviously our first choice would be for the works to be able to leave a minimum width of footway for pedestrians, but where that isn't possible, our options are likely to be either to put a walkway into the cycle lane and move the cyclists onto the carriageway; or to ask pedestrians to cross the road to use the opposite footway, which isn't great on such a busy road, and I'm sure most pedestrians will just walk into the cycle lane anyway rather than crossing. So the same query as above about giving cyclists safe points to move into the carriageway will apply. I don't think any of these issues are insurmountable, we just need to be prepared for them, and if they can be mitigated by what you build that will be really helpful.
Consideration regarding potential placement of two new Bikeshare hubs at The Deneway / Preston Road junction, and Old London Road / Preston Road (south) junction. Details in email link.
Concerns regarding the alignment of the South Road/Preston Drove junction
noted the Springfield Road stop was mainly an alighting stop so not necessarily reflected in the data. RV agreed.
agreed in principle with combining the two stops. As a general rule, fewer bus stops is good for journey times; however, need to consider accessibility when doing this.
said that S106 was allocated to these stops and said we should request a change to the S106 so the funding is not lost.
queried what modelling had been done on the loss of a lane on the A23. JM said this will be provided in due course. AS said need to consider the knock on impact of this.
said that parking currently restricts the flow somewhat.
felt it would make more sense to provide the cycle route in the park. Felt this would be a missed opportunity and lighting shouldn't be a reason not to.
disliked the bus boarders – cited the sightseeing stop on the seafront. Felt this was too much risk – preference would be for cycle route to be behind the bus stop. Acknowledged that pedestrians may not feel comfortable between a cycle lane and carriageway but need to do more for safety.
need signing and lining at bus boarders – has seen zebras elsewhere.

said it was difficult to get cyclists to do what you want them to – LTN 1/20 asks for sightlines, topography etc. to be taken into account. It is a new concept for people to get used to. Need modelling and analysis of how we think bus boarders will work.
said that Dyke Road Drive should not give priority for cyclists because he felt this would impact on safety.
noted that the floating bus stop will cause traffic to queue behind the bus which could impact on the junction and other buses. AS wanted to see more modelling.
said that Preston Drove junction capacity is not helped by cycle priority on all arms.
queried why there is a need to take out a traffic lane.
felt northern crossing could be staggered in order to reduce its width and 'wasted space' from hatching.
50% loss in capacity at the Preston Drove junction was a big issue. RV shared these concerns.
In terms of the Preston Road/Argyle Road/Stanford Road arrangement, I was surprised to hear that no modelling had yet been carried out and would be very keen to understand the impact of the changes.
I note the desire to relocate the bus stop to just after Dyke Road Drive and would not be opposed to this. I would also agree that there is an opportunity to then assess the possibility of rationalising this stop and the one at Stanford Ave to a new location in between the two. Further consideration does need to be given to the fact that the next northbound stop is at Nestor Court and whether the revised walking distances are reasonable.
My frustration is similar to Nick and Adrian's in that the southbound cycleway cannot be routed via the park along the whole stretch. I would like to refer you to an excerpt from the LTN 1/20 Guidance, which I believe supports our prediction that cyclists themselves would prefer this and thus opt to shun the new lane. (4.2.17 Cycling and walking provide a more sensory experience than driving. People are more directly exposed to the environment they are moving through and value attractive routes through parks, waterfront locations, and well-designed streets and squares. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings, but this also intensifies concerns about personal security and traffic danger. The attractiveness of the route will therefore affect whether users choose cycling as a means of transport.)
It would be helpful if further work could be carried out for the new bus stop arrangement near the Bowling Green, There is significant potential for congestion to result from buses, now stopped on the highway, impeding the progress of subsequent services under this proposal.
In relation to bus borders, I think we have to be really careful. I would anticipate that quite high speeds could be achieved by some cyclists. There is potential for genuine conflict between cyclists and, particularly, alighting bus passengers. Have stopping sight distances and stopping distances been properly considered for cyclists? Will the measures to prevent conflict be intuitive for bus users? Does space allow for the appropriate modal filters to work effectively? Have the provisions for impaired bus users been fully considered under the Equality Act?
It will come as no surprise that I am alarmed at the proposals for the reduced junction capacity at Preston Drove. Whilst a 20% reduction is concerning enough, I would like to understand this better in terms of vehicle numbers at peak periods. Given that the northbound traffic lanes will reduce from two to one, I fail to see how the impact won't actually be worse. Moreover, it is immensely frustrating that a scheme penalising public transport so dramatically is being considered in this form without compensatory relief. Furthermore, we have suggested this approach in favour of a bus priority measure in many schemes (including this one) only to be told that the capacity reduction cannot be tolerated. At the moment, I don't understand what makes this location so unique. I cannot emphasis enough how significant this aspect of the scheme is to us and how strongly we feel.

Once again, I appreciate the opportunity to take part in the consultation and trust my remarks will be helpful in developing the scheme effectively. Broadly, of course, we support any initiatives to promote cycling and walking but I must highlight the point that public transport is also a large part of the solution in reducing traffic congestion and the negative environmental impacts associated with it. We all need measures for these modes to be complimentary in order to realise the full potential they can collectively deliver.
is it suitable for heavy vehicles to access to empty bins i.e.. Go over the raised kerbing and into cycle lane to access bins or will they have to pull the bins into the carriageway (Lynsay needs to check with operations)
This stretch is mainly apartments so different collection methods - i.e. drive into the property to collect
North Road - potential 7.5 tonne truck may empty these bins - but will ask whether trucks do go down that stretch
Do we have data on current and expected cyclists
Does monitoring include various points of day?
What impacts do you see for CityParks
risk of damage to trees where kerblines of existing road alignment are widened adjacent to trees. Are there instances of the footway narrowing towards trees to accommodate the proposed cycle ways ?
Potential for increased tree maintenance where new cycle ways are being introduced along road sections with trees in footway or verge.
• Any resurfacing/excavation close to street trees is problematic as generally very shallow rooted within hard surfaces especially. Consideration re design adjustments and mitigation required on a tree by tree basis as any civils (even just resurfacing) within tree RPAs may not be compatible with tree retention. We would expect a detailed Arb Method Statement produced for contract specs (as per BS5837:2012) to ensure tree protection has been considered and conditioned upon the contractors to follow
Being involved in the design process is great and happy to provide input on tree issues however we find a significant problem is the construction phase of schemes within the city and the lack of implementation of specs regarding tree protection. I would like to see British Standards applied and enforced across the board to prevent asset damage we see across the city on a weekly basis.
Obstruction around garages on Argyle/Campbell Road. With parking left on southern side it will keep road quite narrow but prefer cycle lane on road.
What about blind corner - what is the buffer and how is that being managed.
Contraflow needed on Springfield Road and Ditchling Road contraflow is not marked on drawings. Springfield road is a big problem as it is used as a rat run: east/west movement
Need to look at how design parts of consultation are accessible
Disabled bay on Argyle Road - where are the provisions for accessible parking - where disabled users going to park.
The connections with the surrounding area are its weakness at moment.
Ditchling Rise needs to be a toucan. Could northern kerb be curved?
Bottom of Springfield needs to be shared space if no pathway through.
Argyle Road junction potential conflict, table needs to be deeper, allows more freedom of movement.
Request more protection on Argyle road for cyclists
Request, if possible, speed reduction from 30mph to 20mph from Preston Drove
Mindful that it [speed limit reduction] needs to be realistic - ie. Look and feel of 20mph so that it can be enforced

What are the priorities through this section - crossings through Preston Road/Preston Park who has priority with
For cyclists going southbound turn right before hitting the Preston Park junction - are there any wands or division between road/cycling path.
Buses - couldn't there be an island bus stop taking into account the two bus stops north/south
Parallel crossings - real issue in practice - most drivers stop for the stripes. Southbound drivers won't necessarily stop for parallel crossing cycling element. Would it not be worth thinking about dyke road drive becoming parallel crossing?
Bus stop boarders - is there still not a way of making floating bus stop.
What is intention for island - bike share hubs
Bus stops - has BHCC viewed the data to support model - when merging two stops into one need to be mindful of accessibility. Springfield road on east has potential concerns as ramp will extend and any wheelchair users will be physically unloading into cycle lane. The bus drivers get a lot of complaints around bus boarders
Disabled stakeholders lived experience may not be reflective in the data. Bus experience is inconsistent and messaging around when it is safe to cross the road needs to be considered for all users
Are there opportunities for more crossings or signalising some of the crossing points?
Is there enough space for coaches to pass safely thus ensuring pedestrian safety and cyclist safety
We have lost the crossing to main entrance to the rookery - is it possible to move splitter crossing further south and formalise.
With regards to the bus boarders south bound there is potential to swap footway and cycle track around
Highlighted his concern around road widths and national expresses
If there is space for a floating bus stop that would be better.
Is it possible to formalise the access near the Travel Lodge ie. Removable bollard so that there isn't any temptation for cars to use this.
Access to use covid testing centre has been problematic - is it possible to have some provision for accessible parking in this area? Is it possible for JM to provide annotation on the maps for where may be possible for accessible parking for BADGE to take to parks?
Large lorries that park on west side - what will they do when they see a cycle lane there?
Parking for covid centre is essential for disabled users.
How do the floating bus stops work for disabled users?
Crossing to Rookery has been lost and would benefit from formalised crossing.
Pavement in this area is quite wide - cycle lane is on 1.5m - can the cycle lane be increased?
Keep cycle lane as wide as possible for as long as possible. With regards to design for floating bus stops considerations were given around visibility and bus shelter do not have advertising on them so that people could see what was happening beyond bus stop.
Lover's Walk - central island on road do appear to show tactile paving from both with dropped kerbs
Is Preston Drove early release for cycles
Middle Road and North Road are two ways for cycles, but this isn't marked on drawings.
Currently there is a high occurrence of parking across cycle lane currently outside sandwich shop and real estates. The guardrails is also not included on drawing.
Originally, I believe guard rail was there to deter parking. There needs to be further consideration given to stop parking across cycle lane and to protect cycle lane throughout junction.

Undertaking and overtaking through this junction is rife. There is need to regularise movement and definitely a 20mph starting at this junction would benefit.
With regards to South road it is very tight on footway - is it possible to push crossing on to the wider mouth of that junction and be more on the desire line
Echo points re pedestrian crossing on desire lines and noted that the guardrail takes away space from pedestrian however cycle lane does need protection and raised kerb won't do it.
Also, the pedestrian crossing point for Sainsbury's needs to be retained.
Need to ensure dropped kerbs are at least 2m wide for accessibility purposes
can we reduce dog leg at bottom of Preston Drove.
Welcomes straight across crossing point on Preston Road.
Regarding Preston Drove layout when turning right this design means that you are now further left and unable to navigate to turn right if needed. No benefit for being in left lane when turning left as there is no early release
This section has potential for damaging traffic flow and in particular impacting bus operators. What does the traffic modelling show - traffic has potential to stack across junction and impacts all active travel modes.
Reiterated Adrian's points
More accessible parking on south side please outside Costa etc

5. Public Drop-In Workshop Postcards

One Journey Better

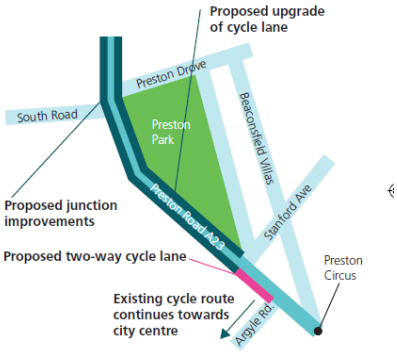
Active Travel Fund - A23 Phase 1
Argyle Road to Cumberland Road

Have your say

In February 2021, after successfully securing funding to make walking and cycling improvements to the A23, we consulted with residents and stakeholders on our plans for changes to support everyone who uses it, including pedestrians, cyclists, public transport users and drivers.

Having been granted approval by members of the council's Environment, Transport and Sustainability committee in July 2021, we now want your views on our revised design for the area between **Cumberland Road** and **Argyle Road.**

A23 - Phase 1 Area



Brighton & Hove City Council

We're inviting you to attend one of our drop in sessions listed below to discuss your thoughts on the scheme design.

These will take place at:
St. Augustine's Arts & Events Centre,
Stanford Avenue, Brighton BN1 6EA on:

Wednesday	**1 December 2021** – 9am-5pm
Thursday	**2 December 2021** – 9am-5pm
Friday	**3 December 2021** – 9am-5pm
Saturday	**4 December 2021** – 9am-5pm

You can see plans and further details by visiting **www.brighton-hove.gov.uk/onejourneybetter**

For more information or to request an alternative format please e-mail **transport.projects@brighton-hove.gov.uk** or call **01273 293536**

If undelivered, please return to:
Transport Policy and Research, Room G41,
Hove Town Hall, Norton Road, Hove BN3 3BQ

7320 Brighton & Hove City Council Communications Team

Brighton & Hove City Council

NHS Brighton and Hove Clinical Commissioning Group

Equality Impact and Outcome Assessment (EIA) Template - 2019

EIAs make services better for everyone and support value for money by getting services right first time.

EIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then action plan to get the best outcomes for staff and service-users[1].They analyse how all our work as a council might impact differently on different groups[2]. They help us make good decisions and evidence how we have reached these decisions[3].

See end notes for full guidance. Either hover the mouse over the end note link (eg: Age[13]**)** or use the hyperlinks ('Ctrl' key and left click).

For further support or advice please contact:

- **BHCC: Communities, Equality and Third Sector Team on ext 2301**
- **CCG: Engagement and Equalities team (Jane Lodge/Debbie Ludlam)**

1. Equality Impact and Outcomes Assessment (EIA) Template

First, consider whether you need to complete an EIA, or if there is another way to evidence assessment of impacts, or that an EIA is not needed[4].

Title of EIA[5]	Active Travel Fund – Tranche 2 – A23 (2020)	**ID No.[6]**	
Team/Department[7]	City Transport - Transport Projects & Engineering		
Focus of EIA[8]	Brighton & Hove City Council's (BHCC) Transport Projects & Engineering (TP&E) Team are undertaking a project to improve the Active Travel Infrastructure on the A23 between Preston Circus to the south, and the A27 roundabout to the north. Active Travel Infrastructure refers to physical highways infrastructure that is aimed towards modes of transport such as walking and cycling, for example Cycle Lanes and Footways/Pavements. This project's deliverables will likely have an impact on the all users of the A23 and will benefit those that use Active Travel the most as safer and more user-friendly infrastructure is implemented. Further benefits are expected to be realised by local residents and the wider community via a reduction in harmful emissions and traffic volumes/noise/vibrations as it is hoped that by providing improved active		

	travel infrastructure, those who are able to benefit from the changes will choose to do so thus reducing reliance and volumes of I.C.E. powered vehicles. During the construction phase, the project will have the capacity to negatively effect a number of groups of people. These include: local residents that may be affected by noise and vibration, vehicular users of the A23 who may have their journey times extended, pedestrians who may have to use alternative routes as footways are altered, cyclists who may have to carriageway or another route as cycle lanes are altered and bus passengers who may experience longer than usual journeys as lane widths are reduced to accommodate contractors and their plant safely. Prior to implementation the TP&E team will be investigating design options that mitigate existing detrimental infrastructure that may be preventing certain groups of people from feeling safe or ultimately using the A23 corridor. As part of this work, the TP&E team will be holding meetings with various representative groups from the city to try to ensure that our designs are beneficial to the highest number of people possible.

2. Update on previous EIA and outcomes of previous actions[9]

What actions did you plan last time? (List them from the previous EIA)	**What improved as a result?** What outcomes have these actions achieved?	**What <u>further</u> actions do you need to take?** (add these to the Action plan below)
n/a (This document is initial EQIA) – 08/03/2021		

3. Review of information, equality analysis and potential actions

Groups to assess	**What do you know[10]?** Summary of data about your service-users and/or staff	**What do people tell you[11]?** Summary of service-user and/or staff feedback	**What does this mean[12]?** Impacts identified from data and feedback (actual and potential)	**What can you do[13]?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Age[14]	• Residents of Brighton & Hove: ○ 45,375 (15.6%) 0-15yrs old ○ 206,515 (71.1%) working age ○ 38,505 (13.3%) aged 65+ • 41% of people aged 65+ live alone. • 18.7% of older people are income deprived. • Over 60s are amongst those most vulnerable to infection and most at risk of inadvertently passing on the virus. • There are c. 34,000 older persons bus pass holders in the city. These bus passes provide national travel for eligible holders between the 9.30am and 11pm on weekdays and anytime at the weekend. • Between 1 March and 31 August 2020 there have	• Dedicated cycle lanes make is safer and easier for children to cycle to school. • E-bikes provide an opportunity to get older people cycling. • Opportunities for cycling and walking facilities near schools and nurseries are important, particularly with physical distancing rules in place and to encourage more families to send their children back to school. • Increased congestion and/or removal of parking spaces linked to temporary changes can affect how efficiently care workers and others assisting vulnerable people can operate. • A focus on improving commuter routes disproportionately impacts retired people	• Covid-19 may be having a disproportionate effect on the elderly, by discouraging them from travelling at the busiest times of day. • More families and children will be travelling on popular routes to education settings as lockdown restrictions ease and there is a risk that car journeys will increase. • Some parents may be reluctant to send their children back to school during the pandemic, so creating a safe environment for families travelling to school and around these settings is important. • If temporary transport measures only focus on enabling safe commuter trips, this is less likely to support older and	• Locally the concessionary bus pass offer for older residents has been extended to 9am-4am during the week • Residents eligible for a pass but unable to travel on the bus can exchange their bus pass for £70 worth of taxi vouchers per year. • Seek opportunities to reallocate road space near schools to facilitate active travel and support physical distancing as more children return to education. • Work with local charities / organisations supporting older people to travel more actively.

	been over 28,700 journeys made by older people before 9am. • Younger people have a lower risk of contracting and dying from Covid-19. • Covid-19 lockdown has led to many children needing to be home schooled - families with fewer resources are at risk of their children having worse attainment outcomes than families with more financial security and social capital.	and school age children whose preferred destinations are not linked to employment.	younger people to safely reach their key destinations (e.g. schools, retail centres, healthcare settings)	• Utilise government funding secured for school transport and travel demand management to provide additional, safe public transport options for children travelling to school • Monitor the impact of temporary measures on levels of vehicle traffic and take steps to reduce congestion.
Disability[15]	• 51,000 (22%) of adults in the city have two or more long term health conditions • 19,000 (8%) of adults in the city have mental and physical disabilities • Children and young people with Special Educational Needs and Disabilities (SEND) have been significantly affected during lockdown with 70-80% reporting worsening mental health concerns • There are c.13,500 blue badge holders in the city • There are c. 6,900 disabled concessionary bus pass holders in the	• Blue Badge parking provision needs to be reviewed and improved. • Blue badge parking is needed as close as possible if existing bays are removed for temporary / permanent transport measures. • Loss of pay & display parking negatively affects disabled car users who may also have used these spaces to park with their Blue Badge. • Change of 24hr disabled parking to 3hr spaces limits access to employment for disabled	• Partially-sighted and blind people will not necessarily be aware of changed road layouts • Disabled car users may not be able to access areas of the city easily / may have to travel further distances if disabled parking bays are suspended or moved as part of temporary changes • Changes to the transport network may exclude disabled people from areas they were previously able to access easily.	• Locally the concessionary bus pass offer for older residents has been extended to anytime for disabled pass holders. • Disabled residents eligible for a pass but unable to travel on the bus can exchange their bus pass for £70 worth of taxi vouchers per year. • Reduce, as far as possible, any physical barriers as part of transport changes that would create accessibility issues

	city. These bus passes provide national travel for eligible holders between the 9.30am and 11pm on weekdays and anytime at the weekend. • Between 1 March and 31 August 2020 there have been over 15,300 journeys made by disabled bus pass holders before 9am. A total of 1,500,900 journeys have been made between 9am and 4am by combined concessionary pass holders Non-pandemic estimates would see c. 4,850,000 journeys made by concessionary pass holders during this time. • New, renewal and replacement applications for bus passes have continued as usual during the pandemic with 8,132 being issued.	workers who rely on extended hours and limits the length of time disabled car users can visit areas of the city. • Specific detail on any temporary changes to disabled parking bays needs to be publicly available as soon as possible when implementing schemes. • The needs of drivers of larger vehicles with large mobility aids should be considered when designing disabled parking bays. • Access restrictions on roads with disabled parking feel like a curfew. • Restricting vehicle access to roads is also restricting access to other important facilities for disabled people • There is a need for better cycle parking for adapted bikes used by disabled people. • Cycle parking should be accessible for disabled people (i.e. not needing to lift bikes, etc.). • The width of cycle lanes should safely	• Obstructions and inaccessible cycling infrastructure may discourage disabled people from travelling actively. • Physical distancing rules and the need for more personal protection may make it difficult for carers and disabled people to travel safely in the city. • Information about the transport changes should be clear, accessible and available in a range of formats.	for wheelchair users and people with mobility impairments e.g. ensuring footway extensions are flush to the existing infrastructure and dropped kerbs are provided where appropriate. • Ensure temporary barriers, signs and businesses do not cause obstructions on the pavement through timely enforcement action. • Maintain access in newly pedestrianised areas for disabled people travelling in cars / taxis • Maintain access to existing blue badge bays wherever possible or relocate nearby if suspended. (N.B. Disabled badge holders can park on yellow lines for up to 3hrs if not causing obstruction) • Ensure that temporary changes do not unwittingly restrict access to other accessible facilities

		accommodate adapted cycles and passing space. • People with sight loss are affected by difficulties navigating and seeing changes to signage, barriers and judging distances from other people • Obstructions on the highway and footway (e.g. A-boards, tables & chairs and tree routes) put disabled road users at greater risk. • Some disabled people rely heavily on carers to travel safely and easily around the city. • Information shared publicly about the temporary changes must be accessible and inclusive, as well as the mechanisms for feeding back views. • Disabled people are more likely to be anxious about coming out of shielding and returning to work.		• Incorporate accessible crossings into temporary measures wherever possible • Share information about the changes with local representative groups for wider dissemination • Increase accessibility and inclusivity of information on the changes and the mechanisms for feeding back views • Utilise the support and expertise of representative groups to ensure information is as accessible as possible and actions are targeted to ensure a broad spectrum of concerns are addressed. • Maximise the width of new and existing cycle infrastructure where possible to ensure they are accessible to all types of adapted cycles with appropriate dropped kerbs for easy access.

				• Ensure temporary contraflow cycle lanes on the carriageway do not compromise the safety of existing controlled crossings with the use of low-level cycle signals and cycle stop lines as needed. • Ensure light separation on temporary cycle lanes has breaks of sufficient width to allow access for larger adapted cycles and that barriers are of a suitable height not to impede sightlines. • Ensure bus stops are still accessible for visually impaired people following footway widening adjacent to bus stop infrastructure.
Gender reassignment [16]	• There are at least 2,760 transgender adults living in Brighton & Hove and many more visit, study or work in the city		*No specific impacts of the project identified for this group.*	
Pregnancy and maternity [17]	• 25% of households in the city have dependent children	• Cycle lanes should be wide enough to accommodate cycles	• A significant number of people may need / choose to travel as part of a family unit	• Ensure changes are designed with family travel in mind, e.g. space and safety

		with child trailers/tagalongs • Dedicated cycle lanes make is safer and easier to cycle with children		
Race/ ethnicity[18] Including migrants, refugees and asylum seekers	• 19.5% of the city's population are from BAME groups, 80.5% is White British. • 7.36% of the Council's workforce are from BAME groups. • 8.3% of the population do not speak English as their preferred or first language. • People on low incomes or who are unemployed are more likely to be from BAME groups and residents from some BAME communities are more likely to be in the city's most deprived neighbourhoods. • People from BAME groups constitute a disproportionately high number of key frontline workers – public transport drivers, cleaners, carers, Band 5 nurses, etc. • People from BAME groups are more likely to have underlying health conditions that make them	• BAME groups need accessible cycling proficiency lessons and access to subsidised / free bicycles. • Awareness amongst BAME communities of their increased risk to COVID-19 causes significant anxiety. This anxiety, in addition to misunderstandings about guidelines, and being less likely to have outdoor space at home, impacts on people's ability to go outside and exercise, also affecting mental health.	• BAME people are more likely to be in roles where travel to work is unavoidable and where they are unable to change their working hours to travel at less busy times. • BAME people are more likely to use the transport network during lockdown as key workers. • People who do not speak / have poor English may struggle to access information about the transport changes that would help keep them safe. • BAME groups are more likely to use reallocated road space as key workers needing to travel to work. • BAME communities may be more likely to use reallocated outdoor public space for exercise and pleasure.	• Take steps to minimise non-essential travel by others, to make it easier for this group to access the transport network safely for essential journeys. • Ensure interpreting services are available to support customers whose first language is not English. • Share information about the transport changes with local groups for wider dissemination to different communities. • Ensure Access Fund schemes that promote sustainable transport and support access to employment and education, are well publicised amongst BAME communities.

	more vulnerable to Covid-19. • BAME people 4 times as likely to have no outdoor space at home			
Religion or belief[19]	• 49% of the city's population have a religion.		• A significant portion of the population may wish to travel to places of worship during lockdown and as restrictions ease, and/or to congregate / travel for religious ceremonies (e.g. burials) / events / festivals in the city.	• Ensure there is sufficient pavement space near places of worship for pedestrians to physically distance when they gather.
Sex/Gender[20]	• The gender split of Brighton & Hove's population is even (50/50) • 46% of City Transport are female, 54% are male (Q4, 2019-20) • Women tend to be the primary carer at home and are less likely to be in full-time employment • A majority of the Council's care workforce is female. • In the city, 58% of carers are women rising to 62% of those providing care for 50 hours or more a week. The majority of caregivers, at home and in our communities, are also women.	• Obstacles on cycling routes are more likely to impact women who may be travelling with children and larger, adapted bikes / cargo bikes • Women are more likely to cycle if they feel the route is safe (both physically and socially) • Women are more likely to be travelling with children on 'the school run' when schools reopen.	• Women are more likely to use the transport network during lockdown as key workers. • Women are more likely to be travelling on the network with family members, as primary carers. • Provision of protected cycling infrastructure, separated or away from motor traffic, is more likely to encourage women and families to cycle. • If temporary transport measures only focus on enabling safe commuter trips, this is less likely to support older and younger people to safely reach their key	• Take steps to minimise non-essential travel by others, to make it easier for key workers to access the transport network safely • Consider the needs of key workers (e.g. care workers accessing clients' homes) when making changes to the transport network, (e.g. removing parking spaces). • Ensure the design of cycling facilities is inclusive, (e.g. maximising the width of cycling infrastructure to

			destinations (e.g. schools, retail centres, healthcare settings)	ensure accessibility for all types of adapted cycles, installing dropped kerbs for easy access, and removing physical barriers/obstructions wherever possible) • Ensure light separation on temporary cycle lanes to provide greater protection vehicle traffic for users • Seek opportunities to reallocate road space near schools to facilitate active travel and support physical distancing as more children return to education.
Sexual orientation[21]	• 11-15% of the city's population is estimated to be lesbian, gay or bisexual. • The city is known for being a welcoming place for LGBTQ+ people and hosts large-scale annual events such as Pride. • The Covid-19 lockdown restrictions closed many public spaces, including LGBTQ+ pubs, clubs, cafes, shops (some		• As the city begins to reopen and restrictions on movement ease, there may be calls to reinstate mass gatherings / events / festivals that would affect traffic in the city and increase visitor numbers	• Ensure capacity on the transport network is not compromised by temporary Action Plan measures • Ensure Action Plan measures complement those that are usually required for large-scale events

	permanently because of the financial impacts) and cancelled major annual events, providing no opportunity for members of the community to come together.			
Marriage and civil partnership[22]	• There are 8,635 lone parent families in the city – lone parents, in particular, experience problems coordinating work time with childcare and education. • The registration service resumed ceremonies for marriage and civil partnerships on 6 Aug. People can choose to hold ceremonies in Brighton Town Hall, located in an area where vehicle access is temporarily restricted.	• Couples holding a ceremony are not choosing to approach the Old Town as they are not sure whether they can access the area with a ceremony car.	• Lockdown restrictions may have a disproportionate impact on lone parents as safe transport options are more limited / they have to change the way or times that they usually travel. • People may be dissuaded from holding a wedding / civil partnership ceremony in Brighton.	• Ensure changes are designed with family travel in mind, e.g. space and safety • Take steps to discourage people from travelling at peak times when lone parents may have no other choice but to. • In areas where vehicle access is restricted, permit access for ceremony cars.
Community Cohesion[23]	• Nationally – adults living alone are over 50% more likely to experience loneliness during lockdown.		• There may be an increased desire for communities to gather, particularly as lockdown restrictions ease. • There have already been public gatherings for mass protests in the city.	• Ensure Action Plan measures include a focus on facilitating safe mass gatherings.
Other relevant groups[24]	• Many of those in key worker roles who are under 60, are on low incomes		• At least one quarter of the city's employed population are likely to be key workers and have	• Take steps to minimise non-essential travel by others, to make it

	• The largest employment sector in Brighton & Hove is retail (14% of employees), Health and social care (13%), and Education (12%) are the next largest sectors		needed to travel for work during lockdown. • People on low incomes may not be able to afford alternative, safer modes of transport that support physical distancing. • As hospitality and retail businesses reopened from 15/06/20, a significant proportion of the employed population returned to work and therefore needed to travel. More shoppers are using the transport network and to access shops and businesses.	easier for key workers to access the transport network safely. • Ensure Access Fund schemes that promote sustainable transport and support access to employment and education, are publicised. • Making the BTN BikeShare scheme available for free to NHS and council-contracted care workers is supporting safe, active travel for key workers on low incomes. • Ensure there is sufficient space in retail areas and places with heavy footfall for shoppers and other pedestrians to be able to physically distance.
Cumulative impact[25]	• There is a strong link between deprivation and people living with disabilities in the city. • 49,833 (17.2%) of Brighton & Hove residents live in one of the most	• Safe walking and cycling routes give people alternatives to increasingly unaffordable car ownership and the rising cost of public transport.	• Disabled people may be more likely to struggle to travel for access to work. • Covid-19 is having a proportionally higher impact on the most deprived areas.	• Work with representative groups in the city to understand the key transport and travel issues for disabled people.

	deprived 20% of areas in England			• Continue to target travel support, via the Access Fund Programme, at those struggling to access employment • Ensure the Action Plan supports areas that are 'transport poor' and people in areas of multiple deprivation

Assessment of overall impacts and any further recommendations[26]

The city's transport network is used by everyone and therefore, any permanent or temporary changes to the network have the potential to impact on all groups of people with protected characteristics under the Equality Act.

The Covid-19 Urgent Response Transport Action Plan has been developed in response to the overriding need for people to change the way that they exercise and travel around the city because of the public health crisis created by the coronavirus. The measures in the Action Plan are short-term and designed to be implemented rapidly. Their aim is to help reduce the spread of the virus and support people to follow government rules on physical distancing, whilst keeping the city moving. The Plan continues to evolve as restrictions on movement ease and new government guidelines are released.

As the measures in the Action Plan are implemented the groups identified as most at risk of being disproportionately affected are disabled people, those from BAME groups and women. It is important that the changes:

- meet physical accessibility standards, so as not to negatively impact disabled people,
- as a priority, retain disabled parking and maintain disabled access,
- minimise obstructions on the highway, particularly where a road layout has been altered,
- are communicated in clear, accessible and multiple formats,
- take into account the essential journeys made by key workers, who are more likely to be female and from BAME groups,
- help to avoid overcrowding on public transport,
- facilitate the safe reopening of shops, businesses and schools by supporting people to access employment and education.

Continued engagement with organisations representing equality groups about the impacts of planned and implemented measures will be important for ensuring issues and concerns for specific communities are picked up and addressed.

In addition, officers should continue to utilise the Experimental Traffic Regulation Order (ETRO) process to adapt measures already in place swiftly and directly in response to feedback from the public.

4. List detailed data and/or community feedback that informed your EIA

Title (of data, research or engagement)	**Date**	**Gaps in data**	**Actions to fill these gaps: who else do you need to engage with?** (add these to the Action Plan below, with a timeframe)
Initial City Wide Public Consultation	**01/02/21 – 14/03/21**	**Data gathered from responses to publicly available consultation document – document not completed by all residents and as such not all views will be noted.**	**Further targeted consultation with residents that live/work within the vicinity of the proposed works.**
BHCC Transport Staff Briefing	**05/02/21**		
Stakeholder Workshops	**09/02/21 & 25/02/21**		
Transport Partnership Workshop	**02/03/21**		
Bus Service Provider Consultation	**04/03/21**		
Further Engagement – Detailed Design Public Workshops	**01/12/21 – 04/12/21**		
Further Engagement – Active & Inclusive Travel Forum	**08/12/21**	**Not all stakeholders in Forum attended meeting**	**Circulate meeting notes to all members of Forum requesting any further comments.**

Further Engagement – Bus Service Providers (Bus Boarder Arrangement Design Enquiry)	**14/01/22**		

5. Prioritised Action Plan[27]

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				
Local residents may not have given their views on the project proposals – all groups possibly affected.	**Further targeted consultation with residents that live/work within the vicinity of the proposed works.**	**Consultation responses from residents within the vicinity of the proposed works.**	**Responses to further consultation from local residents.**	**December '21**
Further design work req. on Bus Boarder arrangements following consultation feedback. Impact to disabled users and vulnerable road users.	**Develop a hybrid bus boarder/floating bus stop design**	**Design option produced that accounts for wider range of users in a more holistic way**	**Proposed design meets requirements of more users.**	**By March '22**

EIA sign-off: (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Staff member completing Equality Impact Assessment: **Jonathon Martin** **Date: 03/03/2022**

Directorate Management Team rep or Head of Service/Commissioning: **Date:**

CCG or BHCC Equality lead: **Date:**

Guidance end-notes

[1] The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the council must be aware of our equality duties and apply them appropriately in their work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral and rigorous part of your decision-making and influence the process.
- **Sufficient Information:** you must assess what information you have and what is needed to give proper consideration.
- **No delegation:** the council is responsible for ensuring that any contracted services which provide services on our behalf can comply with the duty, are required in contracts to comply with it, and do comply in practice. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy is developed/agreed, and when it is implemented/reviewed.
- **Proper Record Keeping:** to show that we have fulfilled our duties we must keep records of the process and the impacts identified.

NB: Filling out this EIA in itself does not meet the requirements of the equality duty. All the requirements above must be fulfilled or the EIA (and any decision based on it) may be open to challenge. Properly used, an EIA can be a tool to help us comply with our equality duty and as a record that to demonstrate that we have done so.

[2] **Our duties in the Equality Act 2010**

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the impact and potential impact of our activities on all people in relation to their 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on what you are assessing, who it might affect, those groups' vulnerability, and how serious any potential impacts might be. We use this EIA template to complete this process and evidence our consideration.

The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:

- **avoid, reduce or minimise negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- **advance equality of opportunity**. This means the need to:
  - Remove or minimise disadvantages suffered by people due to their protected characteristics
  - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people
  - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low
  - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not**. This means:
  - Tackle prejudice
  - Promote understanding

[3] EIAs are always proportionate to:

- The size of the service or scope of the policy/strategy
- The resources involved
- The numbers of people affected
- The size of the likely impact
- The vulnerability of the people affected within the context

The greater the impacts, the more thorough and demanding the process required by the Act will be.

[4] **When to complete an EIA**:

- When planning or developing a new service, policy or strategy
- When reviewing an existing service, policy or strategy
- When ending or substantially changing a service, policy or strategy
- When there is an important change in the service, policy or strategy, or in the city (eg: a change in population), or at a national level (eg: a change of legislation)

Assessment of equality impact can be evidenced as part of the process of reviewing or needs assessment or strategy development or consultation or planning. It does not have to be on this template, but must be documented. Wherever possible, build the EIA into your usual planning/review processes.

Do you need to complete an EIA? Consider:

- Is the policy, decision or service likely to be relevant to a specific group or groups (eg: older people)?
- How many people is it likely to affect?
- How significant are its impacts?
- Does it relate to an area where there are known inequalities?
- How vulnerable are the people (potentially) affected?

If there are potential impacts on people but you decide not to complete an EIA it is usually sensible to document why.

[5] **Title of EIA:** This should clearly explain what service / policy / strategy / change you are assessing

[6] **ID no:** The unique reference for this EIA. If in doubt contact your CCG or BHCC equality lead (see page 1)

[7] **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

[8] **Focus of EIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Assessment (EIA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the policy, practice, service or function?
- Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?
- Who is affected by the policy, practice, service or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes or improvements, and what should the benefits be?
- What do existing or previous inspections of the policy, practice, service or function tell you?
- What is the reason for the proposal or change (financial, service, legal etc)? The Act requires us to make these clear.

[9] **Previous actions:** If there is no previous EIA or this assessment if of a new service, then simply write 'not applicable'.

[10] **Data:** Make sure you have enough data to inform your EIA.

- What data relevant to the impact on specific groups of the policy/decision/service is available?[10]
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the groups identified above in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?
- Use local sources of data (eg: JSNA: http://www.bhconnected.org.uk/content/needs-assessments and Community Insight: http://brighton-hove.communityinsight.org/#) and national ones where they are relevant.

[11] **Engagement:** You must engage appropriately with those likely to be affected to fulfil the equality duty.

- What do people tell you about the services?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
    (a) consult when proposals are still at a formative stage;
    (b) explain what is proposed and why, to allow intelligent consideration and response;
    (c) allow enough time for consultation;
    (d) make sure what people tell you is properly considered in the final decision.
- Try to consult in ways that ensure all perspectives can be considered.
- Identify any gaps in who has been consulted and identify ways to address this.

[12] Your EIA must get to grips fully and properly with actual and potential impacts.

- The equality duty does not stop decisions or changes, but means we must conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
    - Are one or more groups affected differently and/or disadvantaged? How, and to what extent?
    - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
    - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
    - If there is negative differential impact, how can you minimise that while taking into account your overall aims
    - Do the effects amount to unlawful discrimination? If so the plan must be modified.
    - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

[13] Consider all three aims of the Act: removing barriers, and also identifying positive actions we can take.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to improve the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EIA which has attempted to airbrush the facts is an EIA that is vulnerable to challenge.

[14] **Age**: People of all ages

[15] **Disability**: A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis.

[16] **Gender Reassignment:** A transgender person is someone who proposes to, starts or has completed a process to change their gender. A person does not need to be under medical supervision to be protected

[17] **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

[18] **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short

term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

[19] **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

[20] **Sex/Gender:** Both men and women are covered under the Act.

[21] **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

[22] **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

[23] **Community Cohesion:** What must happen in all communities to enable different groups of people to get on well together.

[24] **Other relevant groups:** eg: Carers, people experiencing domestic and/or sexual violence, substance misusers, homeless people, looked after children, ex-armed forces personnel, people on the Autistic spectrum etc

[25] **Cumulative Impact:** This is an impact that appears when you consider services or activities together. A change or activity in one area may create an impact somewhere else

[26] **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

[27] **Action Planning:** The Equality Duty is an ongoing duty: policies must be kept under review, continuing to give ‘due regard’ to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

Active Travel Programme Delivery – Consultation, Monitoring and Evaluation Framework

Last Updated: February 2022

1.0 Background and Context

Effective engagement with communities is key to achieving a scheme that is accepted and should form part of the scheme development process from the start. As well as giving communities the opportunity to help shape the proposed changes it allows Local Authorities to understand local needs and concerns.

A condition of the Department for Transport Active Travel Fund (ATF) grant award was that appropriate consultation took place before scheme construction starts.

In November 2020 the DfT wrote to authorities with the ATF Tranche 2 Grant Award letter and highlighted the importance of consultation and the local acceptance of schemes that work for their communities. Local Authorities were now required to follow a 'five-point plan' from DfT as follows:

1. Publish detailed consultation plans to show how they would consult their communities before funding is released;
2. Show 'reasonable evidence' of consultation before schemes could be introduced;
3. Undertake appropriate public opinion surveys before and after implementation;
4. Submit monitoring reports on the implementation of schemes 6-12 months after their opening; and
5. Liaise closely with DfT on these requirements and attend briefing sessions where DfT will communicate the strengthened requirements in more detail.

If these conditions were not met, DfT may reduce future funding allocations for local transport measures. Furthermore, a new body - Active Travel England will be set up by DfT and will provide quality assurance, support and review for local authority plans.

The DfT also requires that appropriate public opinion surveys are undertaken both before and after implementation, the requirement stated that post-scheme surveys should be informed by the first stage of consultation (broad support for the schemes). Monitoring of schemes 6-12 months after their opening was advised to include the results of local resident surveys that tested the impact of schemes post-implementation.

To further emphasis the importance of consultation, in July 2021 changes were made to the Traffic Management Act 2004: Network management to support recovery from Covid-19[1] which stated:

[1] Traffic Management Act 2004: network management to support recovery from COVID-19 - GOV.UK (www.gov.uk)

Consultation and community engagement should always be undertaken whenever authorities propose to remove, modify or reduce existing schemes and whenever they propose to introduce new ones. Engagement, especially on schemes where there is public controversy, should use objective methods, such as professional polling to British Polling Council standards, to establish a truly representative picture of local views and to ensure that minority views do not dominate the discourse. Consultations are not referendums, however. Polling results should be one part of the suite of robust, empirical evidence on which decisions are made.

2.0 BHCC Consultation Framework

In order to meet the DfT requirements BHCC have developed this consultation framework which is underpinned by the Council's community engagement framework and the following key principles:

1. Ensuring the consultation has a **clear purpose** and that responses influence decisions.
2. Being flexible, so that engagement and consultation can be **tailored** to people's needs.
3. Being **inclusive**, ensuring a range of consultation methods are used to reach the widest range of people.
4. Ensuring Council **resources are well targeted**: local knowledge and intelligence is used to plan and deliver the consultation, and sufficient time is given to analyse feedback.
5. Being **transparent**, ensuring feedback is provided to participants and made publicly available.

Objectives of consultation are as follows:

- To **meaningfully consult with a wide audience** to include those who may be affected by / interested in the scheme/s
- To **gather quantitative and / or qualitative feedback** on the draft proposals to inform the scheme/s final design and implementation
- To **identify key concerns / impacts of the proposals** that may need to be managed and/or mitigated as part of the final design and implementation of schemes.

This consultation framework details a range of activities to be considered when delivering schemes depending on scale, size and complexity. All projects will identify the individual consultation methodologies suitable to that scheme in their Stakeholder and Engagement Plans.

Where schemes have been identified though citywide strategies or plans such as the LCWIP or LTP5, initial (stage 1) consultation stages may not need to be repeated.

While for all schemes their aims and objectives align to BHCC corporate priorities, transport projects differ greatly in size and nature therefore this framework provides a guide to options for consideration in a range of schemes.

4.0 Stage One: Initial Consultation

To ensure meaningful consultation and engagement, public opinion surveys (including closed and open questions) will run for a minimum period of 4-6 weeks focused on initial designs so that quantitative and qualitative feedback can shape scheme proposals as they develop. During this consultation period workshops with targeted community, equality and interest groups will take place, as well as meetings or workshops with key stakeholders to ensure a wide range of views are gathered. Citizen Assemblies may also be used to gather a representative sample of public opinion on the proposals.

Information on the proposals will be made available in a range of accessible formats and languages. Subject to Public Health guidance at the time of consultation, activities may be held virtually or face-to-face, including public meetings / displays of proposals.

The consultation will contain the following information for respondents to review:

- Background information on active travel and the need for the scheme (including reference to carbon neutral by 2030, national guidance and instructions, clean air and public health benefits)
- Detail on what the scheme proposes and where this is (this is likely to be indicative rather than detailed proposals)
- Scheme diagram showing the proposals on a map
- Frequently Asked Questions (FAQs) on the scheme
- Information on what happens next
- Questionnaire to fill in

The consultation questionnaires (paper and online) will broadly seek the following information from respondents. Survey content will also be informed by further advice from DfT as necessary:

- Method/s of travelling in the area
- Likelihood of using the scheme (broken down by scheme elements where relevant eg main proposals and complementary measures)
- Factors that may encourage more use of cycling by the respondent
- Factors that may encourage more use of walking by the respondent
- Any improvements that could be made to the proposals (open comments)
- About you – resident / business / visitor (including name, address and, if applicable, organisation name)
- Equalities monitoring questions (to ensure the consultation responses are representative of the city and views from groups with protected characteristics are included)

A range of consultation methods will be considered depending on their scale and complexity. Table 1 below lists the range of methods that may be utilised.

Table 1. Stage One Consultation Methods

Delivery method	Audience	Details
Consultation questionnaire (online / paper)	City residents / businesses / visitors / groups or stakeholders with an interest / general public	Providing details of the schemes (including basic plans) and asking for responses via an online questionnaire. Accessible versions of the questionnaire will be available on request, i.e. paper copies / other languages. The online consultation portal hosting the questionnaire will meet web content accessibility guidelines, including for use with speech recognition software and screen readers
Leaflet	Properties (residential and business) directly affected by schemes	Providing details of the proposed schemes (including basic plans) and asking for responses – with recipients asked to submit views via the online questionnaire or request a paper copy or other formats if required
Postcard	Wider boundary of properties affected	Providing summary information about the proposed schemes and inviting respondents to complete scheme survey online or request a paper questionnaire
Public opinion surveys	Representative members of the public	Building on the recent work of the Climate Assembly in Brighton & Hove, public opinion survey questions could be asked out before and after implementation of schemes in order to understand the level of public feeling on active travel and the need for change in the city. This could form part of wider questionnaires or form an activity in itself, depending on the scale of the project.
Consultation events	Residents, businesses, those with an interest in the consultation	Consultation events held in the local area of the scheme proposals, to present & discuss plans and answer questions.
Online – BHCC website and social media	Residents, businesses, those with an interest in the consultation	Information to be put on the BHCC website and circulated via BHCC online channels to promote consultations more widely with those not directly affected, with an option to request a paper questionnaire
Posters	Members of the public, communities affected by or with an interest in the scheme/s	Posters on the scheme consultation to be disseminated to local venues eg leisure centres / community centres in order to inform the local community of the consultation. Consideration of bus stop advertising / additional local advertising as appropriate to spread the word in the community
Local community groups	Stakeholder groups and their members / users	Information to be sent to known stakeholder groups in the city, including those who can disseminate information to hard-to-reach groups

Delivery method	Audience	Details
Information session	Stakeholder groups	Hold online or in-person session/s for community and stakeholder groups, to present information and take questions.
Local disability groups	Local residents with disabilities	Accessible versions of the consultation information to be produced in conjunction with key disability groups in the city, in line with public sector accessibility regulations. Information to be disseminated to local equality and disability networks, including via the BHCC equalities team Focus group/s to be facilitated in conjunction with disability groups, to gather qualitative feedback about the impacts of the proposals from people with disabilities
Focus groups	Demographic groups which may be traditionally hard to reach via standard consultation methods	Focus groups can be considered for consultations, with groups such as disabled people (see above), Black and Minority Ethnic (BAME) people, older people and younger people; these enable proposals and issues to be explored in more detail. This could include specific sessions for the consultation or joining existing meetings
Email / phonecalls	Schools / Workplaces in affected areas	Messaging to be distributed by School / Workplace Travel Teams, asking for the information to be forwarded to staff / parents & carers. Information to be disseminated to Workplace Active Travel & Health Partnership and potential to attend this group to present proposals as necessary. Consider specific engagement with the Business Improvement District and Chamber of Commerce, depending on the nature and location of scheme/s
Pupil engagement / feedback sessions	School pupils in areas near proposals (subject to school involvement)	Work to be carried out with the School Travel Team to inform and engage pupils from local schools in proposals being put forward and seeking feedback
Emails / phone calls / meetings if required	Statutory stakeholders (eg emergency services, bus operators) Royal Mail Members of Parliament All Ward Councillors	To be undertaken by BHCC Project Manager for each scheme as standard

Delivery method	Audience	Details
Partnership / stakeholder meetings	Key partner organisations including e.g. Transport Partnership, Active & Inclusive Travel Forum, Equalities and Inclusion Partnership	Attend existing partnership and stakeholder meetings as scheduled during the consultation period (subject to invitation) to present information on the proposals, collect feedback and invite any further formal feedback from organisations via the questionnaire
Meetings / emails	Youth Council	Present information to the Youth Council to seek views and invite feedback

4.2 Stage One Consultation outcomes

If stage one consultation is required results will be collated and presented appropriately – both quantitative and or qualitative data. This will then inform the basis of an ETS committee report, along with detailed designs on schemes informed by the consultation feedback where appropriate, with recommendations based on the feedback in terms of how to take the schemes forward.

5.0 Stage Two: Detailed Design Stage

Stakeholders such as local businesses and residents should be involved with the detailed designs at this stage, with workshops and public events taking place to present latest plans to the local community and provide a further opportunity for input and discussion. At this stage, plans should be well developed and feedback at this stage should be on the specifics of the plans being discussed. Consultation activities must be appropriate to the local environment and wherever possible utilise accessible venues local to the scheme. Other means of communication must be available for those unavailable to attend events. These sessions can be promoted, delivered using a range of methods as identified below utilising the councils transport communication lead and available social media platforms.

The following table lists the range of methods that may be used to deliver effective consultation depending on the complexity and scale of the projects.

Table 2 Stage Two consultation methods

Delivery method	Audience	Details
Leaflet	Properties (residential and business) directly affected by schemes	Providing details of the consultation event dates and inviting attendance, as well as information on the latest plans or directing people online to view the latest detailed designs.
Postcard	Wider boundary of properties affected	Providing summary information about the proposed schemes and the events inviting attendance
Consultation events	Residents, businesses, those with an interest in the consultation	Consultation events held in the local area of the scheme proposals, to present & discuss plans and answer questions.

Delivery method	Audience	Details
Local community groups	Stakeholder groups and their members / users	Email information to be sent to known stakeholder groups in the city, including those who can disseminate information to hard-to-reach groups
Local disability groups	Local residents with disabilities	Accessible versions of the consultation information to be produced in conjunction with key disability groups in the city, in line with public sector accessibility regulations. Information to be disseminated to local equality and disability networks, including via the BHCC equalities team Focus group/s to be facilitated in conjunction with disability groups, to gather qualitative feedback about the impacts of the proposals from people with disabilities
Consultation questionnaire – BHCC website and paper copies	City residents / businesses / visitors / groups or stakeholders with an interest / general public	Providing detailed designs of the schemes and asking for responses via a questionnaire. Accessible versions of the questionnaire will be available on request, ie paper copies / other languages. The online consultation portal hosting the questionnaire meets web content accessibility guidelines, including for use with speech recognition software and screen readers
Focus groups	Demographic groups which may be traditionally hard to reach via standard consultation methods	Focus groups can be considered for consultations, with groups such as disabled people (see above), Black and Minority Ethnic (BAME) people, older people and younger people; these enable proposals and issues to be explored in more detail. This could include specific sessions for the consultation, or joining existing meetings eg the Youth Council
Email / phonecalls	Schools / Workplaces in affected areas	Messaging to be distributed by School / Workplace Travel Teams, asking for the information to be forwarded to staff / parents & carers. Information to be disseminated to Workplace Active Travel & Health Partnership and potential to attend this group to present proposals as necessary. Consider specific engagement with the Business Improvement District and Chamber of Commerce, depending on the nature and location of scheme/s
Emails / phonecalls / meetings if required	Statutory stakeholders (eg emergency services, bus operators) Royal Mail Members of Parliament	To be undertaken by BHCC Project Manager for each scheme as standard

Delivery method	Audience	Details
	All Ward Councillors	
Partnership / stakeholder meetings	Key partner organisations including eg Transport Partnership, Active & Inclusive Travel Forum, Equalities and Inclusion Partnership	Attend existing partnership and stakeholder meetings as scheduled during the consultation period (subject to invitation) to present information on the proposals, collect feedback and invite any further formal feedback from organisations via the questionnaire
Meetings / emails	Youth Council	Present information to the council to seek views and invite feedback
Traffic Regulation Orders (TROs)	Members of the public and Partnership bodies such as the Emergency Services	The formal consultation stage of a TRO is open for any member of the public to comment on. The proposed scheme will be advertised in the local press and uploaded to the BHCC website. Schemes draw many views from the community. In the case of TROs there is an advertisement period in which representations can be formally lodged. All comments must be duly considered before a TRO can be made operational and the scheme implemented on site.
Online – BHCC website and social media	Wider residents, businesses	Information to be put on the BHCC website and circulated via BHCC online channels to promote the consultation more widely with those not directly affected.
Pupil engagement / feedback sessions	School pupils in areas near proposals (subject to school involvement)	Work to be carried out with the School Travel Team to inform and engage pupils from local schools in proposals being put forward and seeking feedback

5.2 Consultation outcomes

Following the stage two consultation period, results will be collated and presented appropriately – both quantitative and or qualitative data. Results will inform any minor changes to the detailed designs for the scheme which will then inform the basis of an ETS committee report, along with final designs on schemes informed by the consultation feedback where appropriate.

5.4 Other consultation methods

There are a range of consultation methods featured in the latest DfT guidance documents which have not formed part of our consultation plan for active travel schemes to date. These are detailed as follows with advantages and limitations of use. DfT methods should be considered in terms of their appropriateness to both the scheme and the local context.

Consultation Method	Detail	Advantages	Limitations
Professional Polling	Commissioning of national research organisations to conduct polling	Fast	Expense
Business surveys	Surveying employees of businesses near to the scheme	Measure modal shift Business can circulate on our behalf	Not representative as not all scheme users will be employees Many staff are currently working from home
Intercept Surveys	Face-to-face feedback from users of the scheme	Behaviour change Monitor demographic reach Captures decision making	Seasonal influence Term-time fluctuations Self – selecting Covid-19 guidance to consider

6.0 Monitoring and Evaluation

This can be pre and post scheme to determine if the outputs for the scheme have been delivered as expected. i.e length of cycleway in meters. This can also mean data collection to demine how the scheme operates and if modal shift patterns can be seen.

6.1 Data Collection

All active travel schemes will be subject to basic monitoring including pedestrian flows/ usage, cycle count data and vehicle speeds where appropriate and scheme Project Managers will have access to local network data to inform scheme development. Data collection can be carried out before and after implementation to determine how the scheme operates and should take into account transport neutral months such as October and whereever possible pre and post surveys should be performed at the same time of year.

Any surveys carried out should consider any major disruption on the existing highway to ensure results are not disrupted, for example major events taking place in the city will impact survey results.

A range of data sources that can be used for schemes include;

- Localised BTN Bikeshare data
- Travel to school information
- Census data via Nomis
- National Highways and Transport SurveyActive Lives survey data
- Department for Transport traffic count data Depending on the scheme complexity and scale count data and detailed surveys will be commissioned to provide a more comprehensive picture, these surveys will be tailored depending on the

requirements of the Project and could include 24 hour pedestrian/ cycle and vehicle data, and vehicle turning count data for junction analysis and other surveys such as parking beat surveys / bus journey times.

Where appropriate environmental studies will need to be carried out to inform Air Quality improvements or Noise Assessments.

6.2 Post-scheme surveys

The DfT requires all permanent schemes that cost at least £2m to be formally evaluated, schemes costing between £1-2m will also require monitoring. Reports will be produced in line with monitoring of schemes 6-12 months after their opening and will include the results of local resident surveys that test the impact of schemes post-implementation.

The public opinion surveys, to be undertaken before and after scheme implementation, will seek the following information:

- Levels of understanding of the need for change for travel in the city
- Levels of support for improving air quality, improving road safety, reducing traffic congestion and noise
- Understanding of key local transport issues

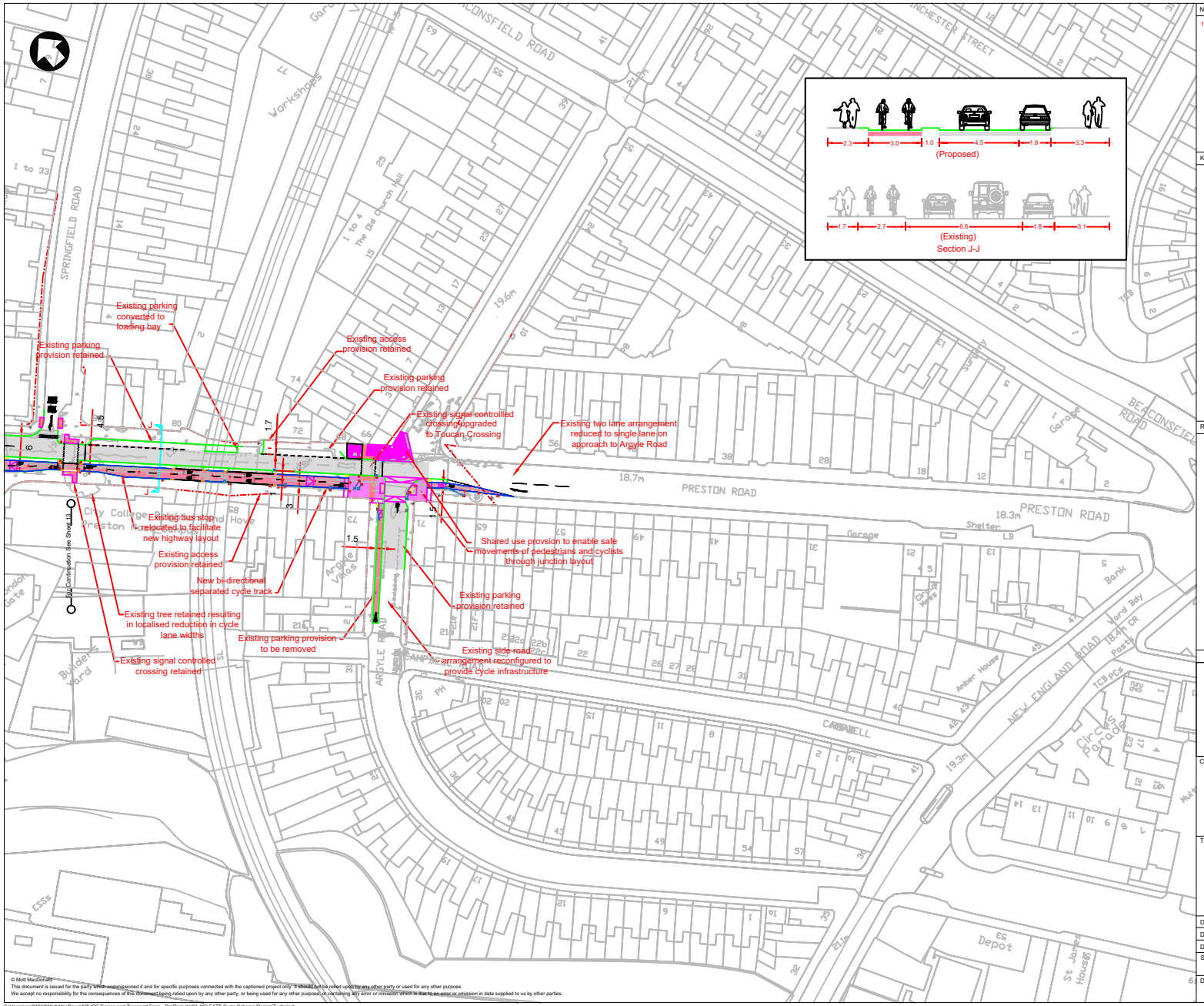
Timescales and the nature of these surveys will differ depending on the nature and location of the scheme, however all post-scheme surveys will be carried out between 6 and 12 months following completion of a scheme.

Modal shift is the primary objective for active travel schemes, therefore all individual project monitoring and evaluation approaches should included a component that measures modal shift over time. Individual schemes will require their own monitoring plan, below is a range of scheme types with suggested data collection methodologies for consideration. Individual projects may span a number of typologies and therefore a range of data collection techniques.

Table 3 Data collection methodology

Scheme typology	Includes the following infrastructure	Data collection methods
1. New cycling / walking scheme	New segregated cycleway (permanent) New segregated cycleway (temporary) New footway (permanent) New cycleway (temporary) Park and cycle / stride/ scooter facilities Provision of cycle parking New shared use (in exceptional circumstances) New road crossings	Scheme usage levels
2. Adaptions to existing infrastructure	Installation segregation to make an existing cycle route safer Widening existing footway or cycleway	User perception surveys

	Area wide interventions (eg ped and cycle zones, modal filters Upgrades to existing facilities (signs/surface signals)	
3. Traffic Restraint	Restriction or reduction of parking availability Area wide intervention, cycling zones and modal filters Selective road closures Traffic Calming School Streets	User perception Vehicle flows



Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cambridge Kerb
- Transition Kerb
- Flush Kerb
- 0-6mm flush kerb
- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign
- Gullies to be relocated
- Proposed Gullies
- Existing gullies/change in gully levels
- Existing feature to be relocated
- Existing feature/change in levels
- NLC Non-LED Lighting Column
- LC LED Lighting Column
- SP Sign Post
- TS Traffic Signal
- BO Bollard
- P Pole

Reference drawings

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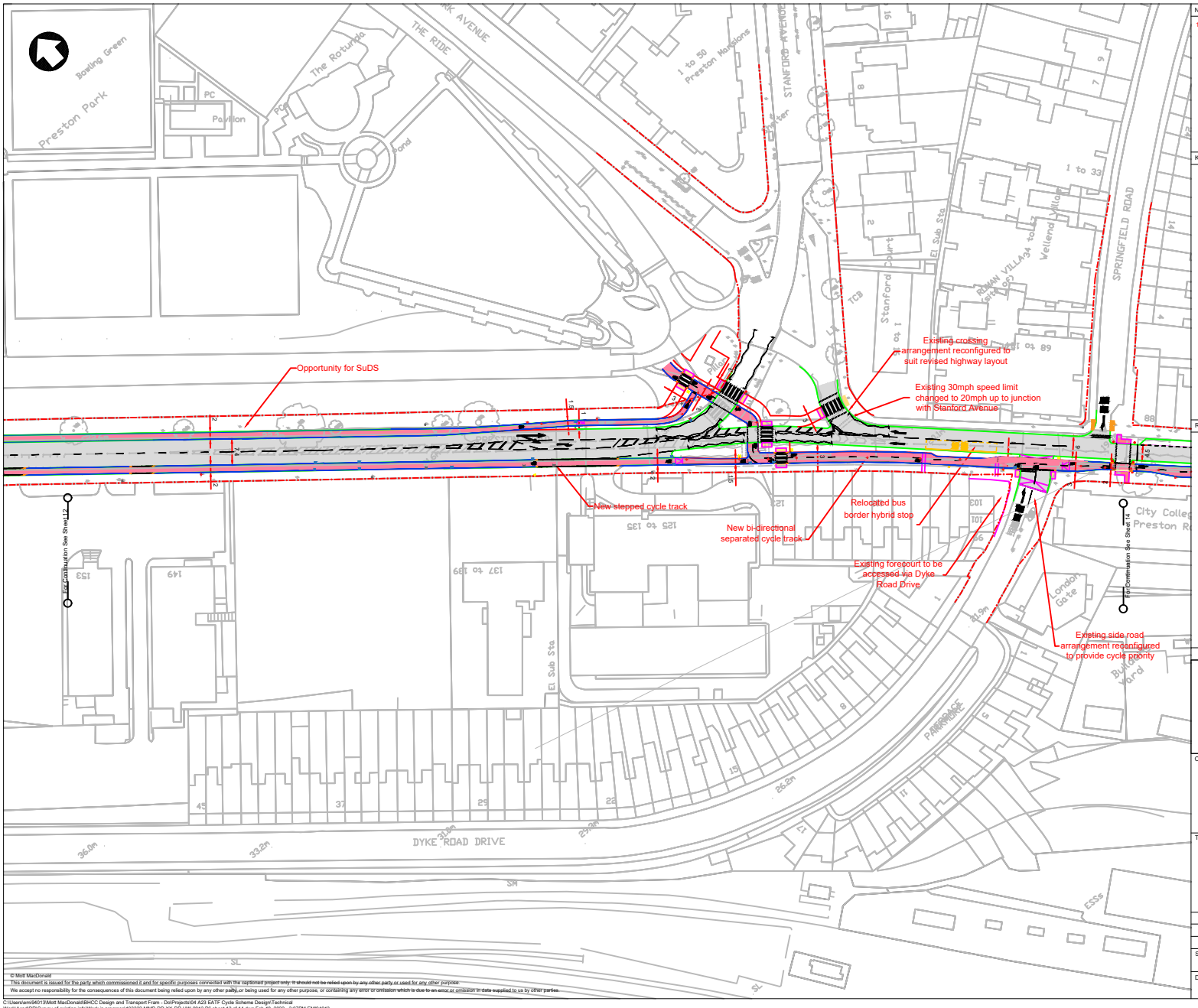
A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 14 of 14

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Drawn			Coordination	..	
Dwg check			Approved		
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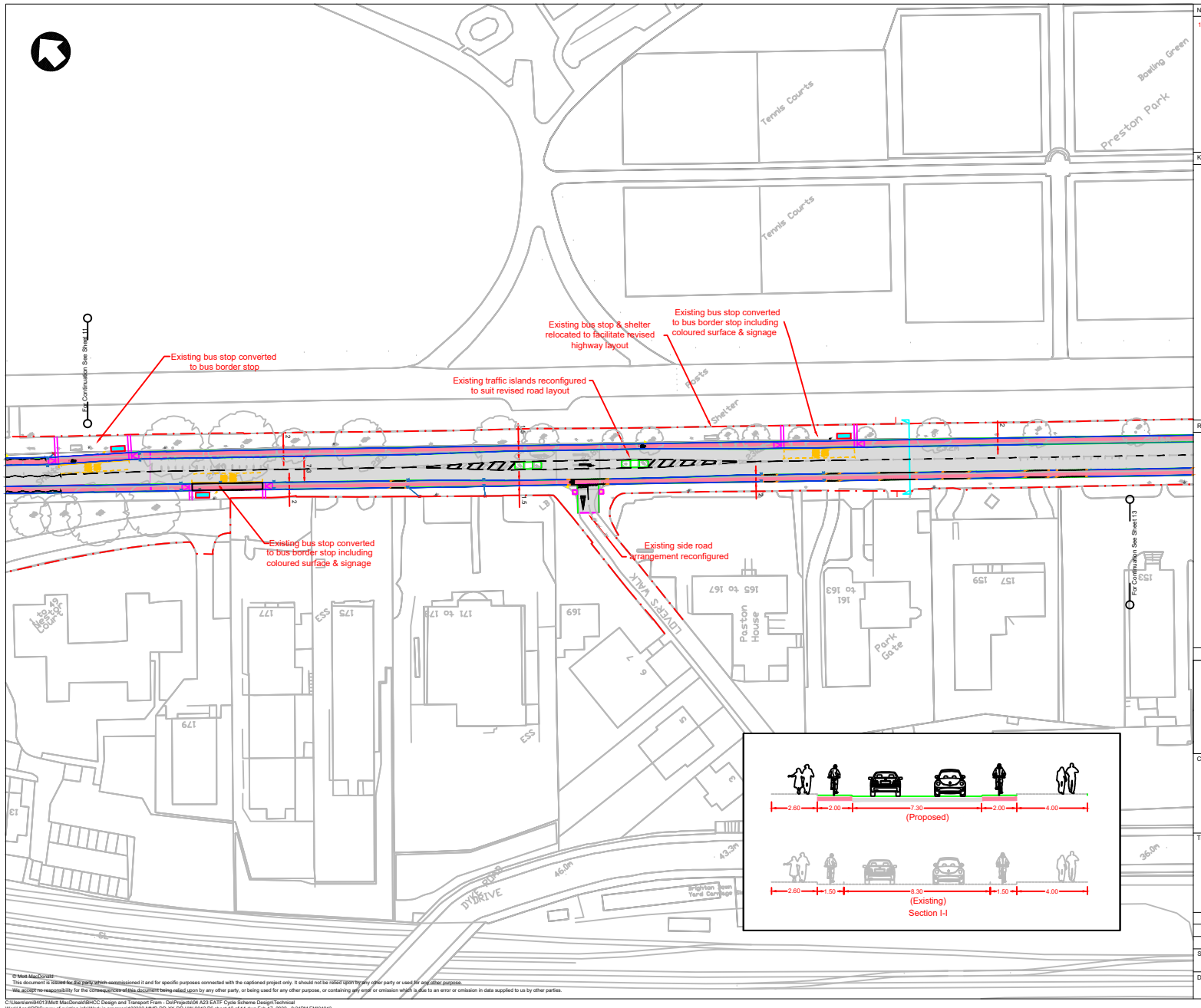
A23 Active Travel Scheme
Preliminary Design
General Arrangement
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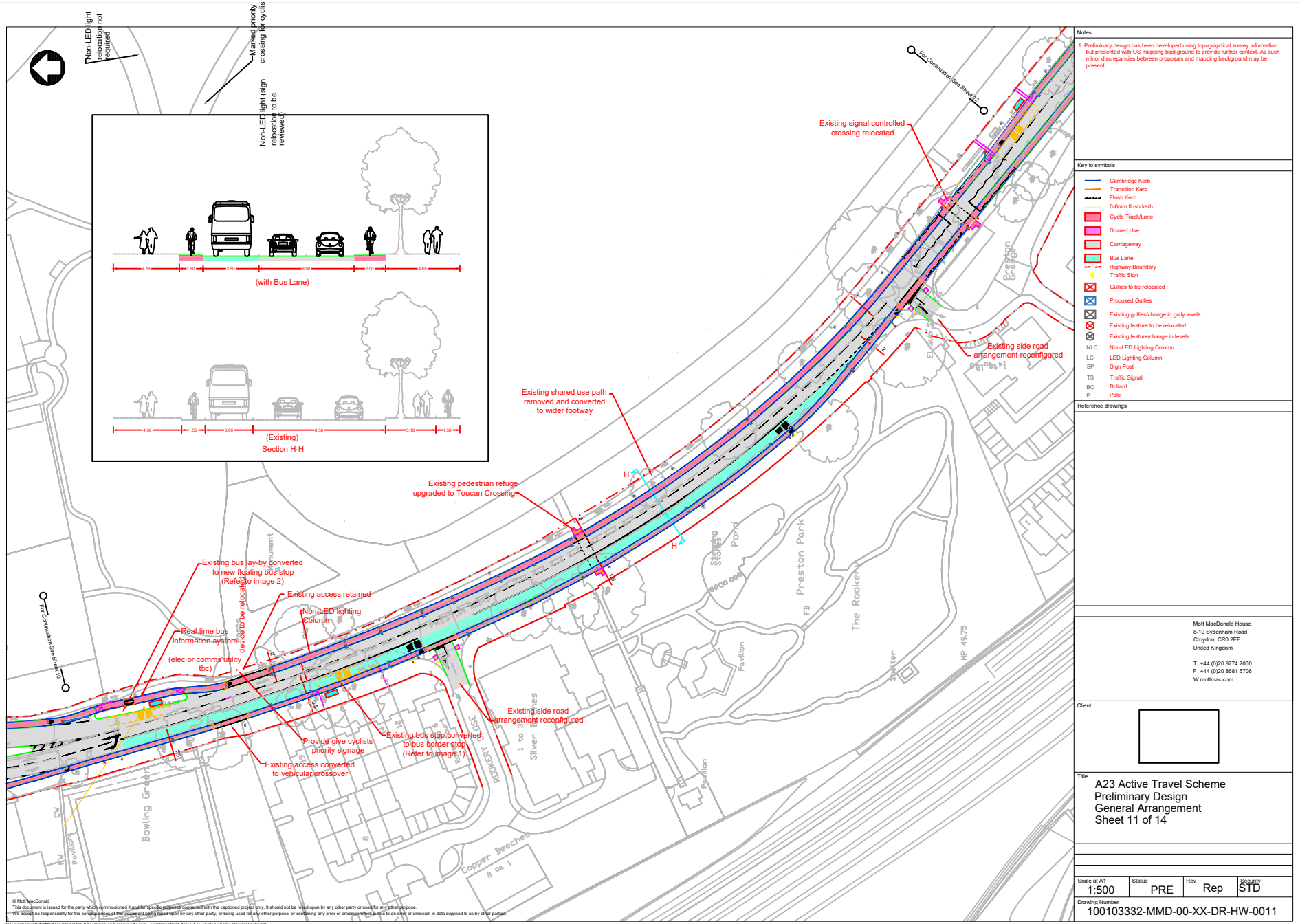
A23 Active Travel Scheme
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Sheet 12 of 14

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Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cambridge Kerb
- Transition Kerb
- Flush Kerb
- 0-6mm flush kerb
- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign
- Gullies to be relocated
- Proposed Gullies
- Existing gullies/change in gully levels
- Existing feature to be relocated
- Existing feature/change in levels
- NLC Non-LED Lighting Column
- LC LED Lighting Column
- SP Sign Post
- TS Traffic Signal
- BO Bollard
- P Pole

Reference drawings

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Client

Title

A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 11 of 14

Scale at A1	Status	Rev	Security
1:500	PRE	Rep	STD

Drawing Number
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Environment, Transport & Sustainability Committee

Agenda Item 90

Subject: **Parking Scheme Update**

Date of meeting: **15 March 2022**

Report of: **Executive Director, Economy, Environment & Culture**

Contact Officer: **Name: Catherine Dignan**
Tel: 01273 292235
Email: catherine.dignan@brighton-hove.gov.uk

Ward(s) affected: **Rottingdean Coastal, Wish, Westbourne & Hangleton & Knoll**

For general release

1. Purpose of the report and policy context

1.1 The purpose of this report is to update the Committee on the progress of recent resident parking scheme consultations.

1.2 This report outlines the findings of the recent consultation with residents in the Roedean Area, Hallyburton Road Area and reviews for Zone W and Zone L.

2. Recommendations

2.1 That the Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage of the detailed design for the Roedean Area. This will consist of a consultation to the whole area on a light touch parking scheme Monday to Sunday.

2.2 That the Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage of the detailed design for the Hallyburton Road area. This will consist of a consultation to the whole area on a light touch parking scheme Monday to Friday.

2.3 That the Committee having taken account of all duly made representations and comments, agrees there will be no change to the days and times of operation in Zone W. Minor changes to parking are being considered around Wish Park and if changes are required will be included in a future Traffic Regulation Order.

2.4 That the Committee having taken account of all duly made representations and comments, agrees there will be no change to the days and times of operation in Zone L West Hove. Minor changes to parking are being considered and if changes are required will be included in a future Traffic Regulation Order.

3. Context and background information

Roedean Area

3.1 Following ETS Committee approval on 8 October 2019, it was agreed to consult with residents and businesses in the Roedean area to find out if there was support for a residents parking scheme in this area shown in Appendix A.

3.2 Brighton & Hove City Council Land and Property Gazetteer was used to provide 389 property address in the Roedean area. An information leaflet and frequently asked question sheet was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal and could request a paper version of the questionnaire should they wish to. 104, 26% (rounded up) valid responses were received online. There were no responses via mail. The consultation ran from 1 November to 30 November 2021.

3.3 The results outline that 80% of respondents support the idea of a resident parking scheme in the area based on a 26% response rate.

3.4 80% of respondents preferred a light touch scheme while 20% prefer a full scheme.

3.5 65% of respondents support a Monday to Sunday scheme while 35% of respondents support a Monday to Friday scheme.

3.6 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including on a street-by-street basis is outlined in detail in Appendix A.

3.7 Officers have met with Rottingdean Ward Councillors who are satisfied with the consultation process that has taken place.

Hallyburton Road area

3.8 Following ETS Committee approval on 8 October 2019, it was agreed to consult with residents and businesses in the Hallyburton Road area to find out if there was support for a residents parking scheme in this area shown in Appendix B.

3.9 Brighton & Hove City Council Land and Property Gazetteer was used to provide 408 property address in the Hallyburton Road area. An information leaflet and frequently asked question sheet was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal and could request a paper version of the questionnaire should they wish to. 95 (99%) valid responses were received online. There was 1 (1%) response received via mail. The consultation ran from 1 November to 30 November 2021.

3.10 The results outline that 73% of respondents support the idea of a resident parking scheme in the area based on a 24% response rate.

3.11 74% of respondents preferred a light touch scheme while 26% prefer a full scheme.

3.12 54% of respondents support a Monday to Friday scheme while 46% of respondents support a Monday to Sunday scheme.

3.13 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a street-by-street basis is outlined in detail in Appendix B.

3.14 The Hangleton and Knoll Councillors are satisfied with the consultation process that has taken place.

Zone W (Westbourne West) Review

3.15 The Zone W parking scheme was implemented in the Westbourne West area in 2007 and following a review was extended in 2014. In 2018 the council received a petition from local residents requesting that Saxon Road was moved into Zone L. A deputation was also received in 2019 from residents of Lawrence Road and surrounding roads detailing the impact Zone L had on the roads in the area. It was agreed in the parking scheme priority timetable set in 2019 that this area would be reviewed shown in Appendix E.

3.16 A consultation letter from the Council was sent to all households in Zone W in November 2021. This included 1557 property addresses within the boundaries of the Zone W residents parking scheme. A letter and questionnaire were sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal and could request a paper version of the questionnaire should they wish to. 414 (26%) valid responses were received. There were no responses via mail. The consultation ran from 1 November to 30 November 2021.

3.17 The results outline that 66% of respondents are satisfied or very satisfied with the current Zone W parking zone as it stands based on a response rate of 26%.

3.18 71% of respondents are happy for the scheme to remain the same.

3.19 In Saxon Road 83% of respondents are satisfied or very satisfied with the current Zone W residents parking scheme.

3.20 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a list of street-by-street results is outlined in detail in Appendix C including the main comments.

3.21 The Westbourne and Wish Councillors are satisfied with the consultation process that has taken place.

Zone L (West Hove) Review

3.22 The Zone L parking scheme was implemented in the West Hove area in 2018. This area was due to be reviewed to see how the scheme is working for residents and it was agreed in the parking priority timetable set in 2019 that this area (shown in Appendix E) would be reviewed along with Zone W.

3.23 A consultation letter from the Council was sent to all household in Zone L in November 2021. This included 2833 property addresses within the boundaries of the Zone L residents parking scheme. A letter and questionnaire were sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal and could request a paper version of the questionnaire should they wish to. 443 (16%) valid responses were received. There were no responses via mail. The consultation ran from 1 November to 30 November 2021.

3.24 The results outline that 82% of respondents are satisfied or very satisfied with the current Zone L parking zone as it stands based on a response rate of 16%.

3.25 88% of respondents are happy for the scheme to remain the same.

3.26 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a list of street-by-street results is outlined in detail in Appendix D including the main comments.

3.27 Officers have met with the Wish Ward Councillors who are satisfied with the consultation process that has taken place.

4. Analysis and consideration of alternative options

4.1 The main alternative options are doing nothing which would mean that the various parking scheme consultations/reviews would not be taken forward or consulting on a different option.

4.2 It is, however, recommended by officers to proceed with the recommendations for the reasons that are outlined within the report.

5. Community engagement and consultation

5.1 As set out in the body of the report.

6. Conclusion

6.1 As set out in the body of the report and the recommendations.

7. Financial implications

7.1 The costs associated with the recommendations of this report will be contained within existing Parking Services budgets and/or funded from additional parking income generated.

7.2 Use of surplus income from parking charges and penalty charges is governed by section 55 of the Road Traffic Regulation Act 1984. Once the direct costs of traffic management have been met, the use of surpluses is legally ringfenced to the provision of public transport services and to road, air quality and environmental improvements.

7.3 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

Name of finance officer consulted: John Lack Date consulted: 09/02/22

8. Legal implications

8.1 There is no statutory duty on the Council to consult the public prior to advertising proposals to make a traffic regulation order. However, should the Council decide to carry out such consultation it must give conscientious consideration to the responses received.

8.2 Once proposals have been formulated the Council has a statutory duty, under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, to give public notice of the proposed order and for the relevant documents to be placed on deposit for public inspection. A period of 21 days must be allowed for objections to the proposed order to be submitted. Any objections duly made must be given consideration by the Council in deciding whether the proposed order should be formally made.

Name of lawyer consulted: Hilary Woodward Date consulted 7 February 2022

9. Equalities implications

9.1 Consultation took place and the comments and wishes of the respondents were taken into account when considering what changes would best meet the needs of those local population. Engagement with a wide range of residents has been built into the process from the start including an equality monitoring form. The use and analysis of data and engagement has informed the project to ensure it meets the needs of the local population. The proposed measures will be of benefit to many road users.

10. Sustainability implications

10.1 Parking schemes can help to encourage less polluting travel options and reduce emissions. In addition, congestion can affect the reliability of journey times and long-term parking can reduce accessibility. Parking schemes can help to encourage alternative transport choices and higher turnover of spaces. Better accessibility through a high turnover of vehicles being parked helps to support local businesses.

Supporting Documentation

1. Appendices

1. Appendix A – Report, Results and Plan of Roedean Area
2. Appendix B – Report, Results and Plan of Hallyburton Road Area
3. Appendix C – Report and Results of Zone W Review
4. Appendix D – Report and Results of Zone L Review
5. Appendix E – Plan of Zone W and L

2. Background documents

1. Agenda Item 32 – Report to ETS Committee 8 October 2019

APPENDIX A

Roedean Area Residents Parking Scheme
Initial Consultation Report

Background

The council has received a number of complaints from residents about parking issues within the Roedean area.

At the Environment, Transport & Sustainability Committee in October 2019 it was agreed that residents and businesses in the Roedean area would be written to in order to find out if there is general support for a resident parking scheme and if so, whether a full scheme or a light-touch scheme and what days of operation might be preferred.

If there is support for a residents parking scheme in the area, a further consultation with information about a detailed design will follow in Spring / Summer 2022. This will give residents a further opportunity to make a decision on whether they are happy with detailed proposals and to offer further comments.

Headline Findings

Support for a resident parking scheme:

- 80.4% of respondents support a residents parking scheme in the area.
- 19.6% of respondents do not a residents parking scheme in the area

Full or Light-touch scheme

- 20.4% prefer a full scheme
- 79.6% prefer a light-touch scheme

Days of Operation

- 34.7% of respondents support a Monday to Friday scheme
- 65.3% of respondents support a Monday to Sunday scheme

Methodology

Brighton & Hove City Council Land and Property Gazetteer was used to provide 389 property addresses in the proposed scheme boundary for the Roedean Area. An information leaflet and frequently asked questions sheet were sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal and could request a paper version of the questionnaire should they wish to. The consultation ran from 1 November to 30 November 2021.

Results

104 valid responses[1] were received from within the proposed scheme boundary giving a response rate of 26.7%.

Q1 Would you like a parking scheme in your area? (response base 102[2])

Yes		No	
Number	**%**	**Number**	**%**
82	80.4	20	19.6

Results on a street by street basis were as follows:

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Cliff Approach	4	3	75.0	2	66.7	1	33.3
Cliff Road	45	11	24.4	8	72.7	3	27.3
Marina Way	3	0	0.0	0	0.0	0	0.0
Marine Drive	164	7	4.3	3	42.9	4	57.1
Roedean Crescent	49	32	65.3	26	81.3	6	18.8
Roedean Heights	5	2	40.0	2	100.0	0	0.0
Roedean Path	3	1	33.3	1	100.0	0	0.0
Roedean Road	27	8	29.6	7	87.5	1	12.5
Roedean Terrace	10	5	50.0	4	80.0	1	20.0
Roedean Vale	1	0	0.0	0	0.0	0	0.0
Roedean Way	22	8	36.4	8	100.0	0	0.0
The Cliff	56	25	44.6	21	84.0	4	16.0
TOTAL	**389**	**102**	**26.2**	**82**	**80.4**	**20**	**19.6**

[1] 63 responses were removed from the analysis for the following reasons: 58 were duplicate cases, 1 was from outside the area, 1 where no street was given and 3 were from incomplete addresses.

[2] Response base = number of people answering this question

Q2 If a parking scheme was introduced please tell us the options you would prefer? (Response base 98)

Option 1 – Full Scheme – Restricted parking 9am to 8pm
Option 2 – Light touch Scheme – two separate one-hour periods during the day

Full Scheme (9am to 8pm)		Light Touch (two periods during the day)	
Number	**%**	**Number**	**%**
20	20.4	78	79.6

Street	Full Scheme		Light-touch scheme	
	Number	%	Number	%
Cliff Approach	0	0.0	3	100.0
Cliff Road	3	27.3	8	72.7
Marina Way	0	0.0	0	0.0
Marine Drive	2	28.6	5	71.4
Roedean Crescent	4	14.8	23	85.2
Roedean Heights	0	0.0	2	100.0
Roedean Path	0	0.0	1	100.0
Roedean Road	2	22.2	7	77.8
Roedean Terrace	0	0.0	5	100.0
Roedean Vale	0	0.0	0	0.0
Roedean Way	3	37.5	5	62.5
The Cliff	6	24.0	19	76.0
TOTAL	20	20.4	78	79.6

Q3 If a parking scheme were to be introduced, please tell us your preference for either a Monday to Friday (5 day) or Monday to Sunday (7 day) scheme? (response base 95)

Monday to Friday		Monday to Sunday	
Number	**%**	**Number**	**%**
33	34.7	62	65.3

Street	Monday to Sunday		Monday to Friday	
	Number	%	Number	%
Cliff Approach	2	66.7	1	33.3
Cliff Road	6	54.5	5	45.5
Marina Way	0	0.0	0	0.0
Marine Drive	3	42.9	4	57.1
Roedean Crescent	19	76.0	6	24.0
Roedean Heights	1	50.0	1	50.0
Roedean Path	1	100.0	0	0.0
Roedean Road	4	50.0	4	50.0
Roedean Terrace	3	60.0	2	40.0
Roedean Vale	0	0.0	0	0.0
Roedean Way	8	100.0	0	0.0
The Cliff	15	60.0	10	40.0
TOTAL	62	65.3	33	34.7

Demographic Information

Age	Number	%
18-24	0	0.0
25-34	2	2.4
35-44	8	9.5
45-54	18	21.4
55-64	25	29.8
65-74	24	28.6
75+	7	8.3
Total	**84**	**100**

Gender	Number	%
Male	56	56.0
Female	44	44.0
Non-Binary	0	0.0
Other	0	0.0
Total	**104**	**100**

Do you identify as the gender you were assigned at birth?	Number	%
Yes	94	97.9
No	2	2.1
Total	**96**	**100.0**

Disability	Number	%
Yes, a little	8	8.5
Yes, a lot	5	5.3
No	81	86.2
Total	**94**	**100**

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	8
Sensory impairment	0
Learning disability/ difficulty	1
Long-standing illness	3
Mental health condition	2
Development condition	0
Autistic Spectrum	0
Other	6

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	75	79.8
	Irish	3	3.2
	Gypsy or Irish Traveller	1	1.1
	Any other white background	5	5.3
Asian or Asian British	Bangladeshi	0	0.0
	Indian	1	1.1
	Pakistani	0	0.0
	Chinese	3	3.2
	Any other Asian background	1	1.1
Black or Black British	African	0	0.0
	Caribbean	0	0.0
	Any other Black background	1	1.1
Mixed	Asian & White	2	2.1
	Black African & White	0	0.0
	Black Caribbean & White	0	0.0
	Any other mixed background	1	1.1
Any other ethnic group	Arab	1	1.1
	Any other ethnic group	0	0.0
Total		**94**	**100**

Sexual Orientation	Number	%
Bisexual	0	0.0
Gay Man	12	14.0
Heterosexual/ straight	71	82.6
Lesbian/ Gay Woman	1	1.2
Other	2	2.3
Total	**86**	**100.0**

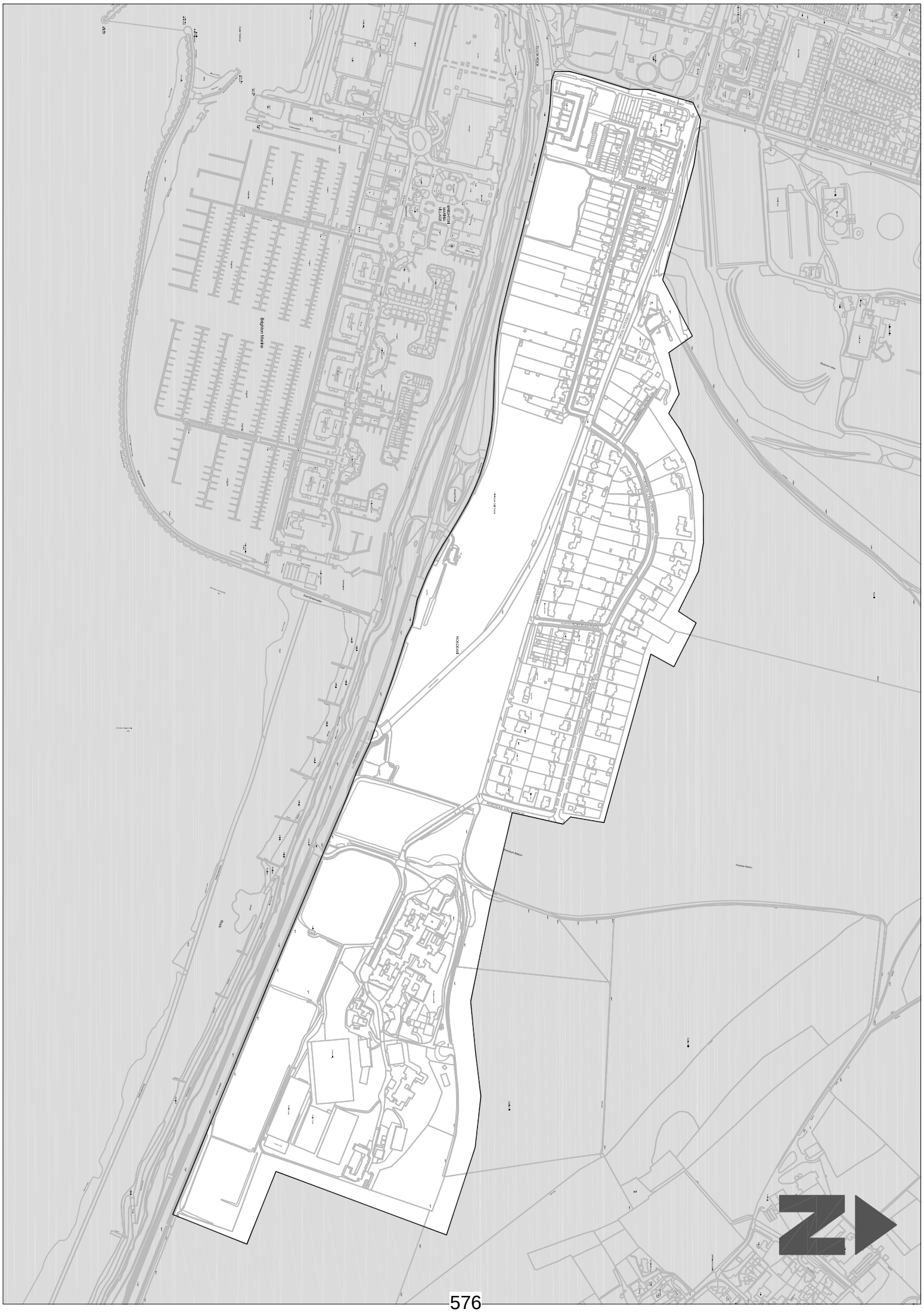
Religious Belief	Number	%
I have no particular religion or belief	37	41.1
Buddhist	2	2.2
Christian	38	42.2
Hindu	1	1.1
Jain	0	0.0
Jewish	0	0.0
Muslim	2	2.2
Pagan	0	0.0
Sikh	1	1.1
Agnostic	0	0.0
Atheist	6	6.7
Other	2	2.2
Other philosophical belief	1	1.1
Total	**90**	**100**

Are you a carer	Number	%
Yes	10	10.2
No	88	89.8
Total	**98**	**100**

If yes, do you care for a:	Number
Parent	5
Partner or Spouse	3
Child with special needs	0
Friend	2
Other family member	2
Other	2

Armed Forces

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0.0	88	100.0
Have you ever served in the UK armed forces?	5	5.7	82	94.3
Are you a member of a current or former serviceman or woman's immediate family/ household?	2	2.3	84	97.7


Brighton Marina
Marina Way
Roedean Road
Rottingdean

APPENDIX B

Hallyburton Road Area Residents Parking Scheme
Initial Consultation Report

Background

The council has received a number of complaints from residents about parking issues within the Hallyburton Road area.

At the Environment, Transport & Sustainability Committee in June 2018 it was agreed that residents and businesses in the Hallyburton Road area would be written to, to find out if there is general support for a resident parking scheme and if so, whether a full scheme or a light-touch scheme and what days of operation might be preferred.

If there is support for a residents parking scheme in the area, a further consultation with information about a detailed design will follow in 2022. This will give residents a further opportunity to decide on whether they are happy with detailed proposals and to offer further comments.

Headline Findings

Support for a resident parking scheme:

- 72.9% of respondents support a residents parking scheme in the area.
- 27.1% of respondents do not a residents parking scheme in the area

Full or Light-touch scheme

- 26.1% prefer a full scheme
- 73.9% prefer a light-touch scheme

Days of Operation

- 53.9% of respondents support a Monday to Friday scheme
- 46.1%) of respondents support a Monday to Sunday scheme

Methodology

Brighton & Hove City Council Land and Property Gazetteer was used to provide 408 property addresses in the proposed scheme boundary for the Hallyburton Road Area. A letter and frequently asked questions sheet were sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal or given the option to request a paper copy of the questionnaire should they wish to. The consultation ran from 1 November to 30 November 2021. One response (1%) was received by mail and 95 (99%) were received online.

Results

96 valid responses[1] were received from within the proposed scheme boundary giving a response rate of 23.5%.

Q1 Would you like a parking scheme in your area? (response base 96[2])

Yes		No	
Number	**%**	**Number**	**%**
70	72.9	26	27.1

Results on a street-by-street basis were as follows:

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Boundary Road	57	3	5.3	1	33.3	2	66.7
Dorothy Road	22	8	36.4	4	50.0	4	50.0
Florence Avenue	46	8	17.4	5	62.5	3	37.5
Gladys Road	30	6	20.0	5	83.3	1	16.7
Hallyburton Road	119	36	30.2	30	83.3	6	16.7
Isabel Crescent	29	5	17.2	5	100.0	0	0.0
Margery Road	30	21	70.0	17	81.0	4	19.0
Old Shoreham Road	59	8	13.6	2	25.0	6	75.0
Olive Road	16	1	6.3	1	100.0	0	0.0
TOTAL	**408**	**96**	**23.5**	**70**	**72.9**	**26**	**27.1**

[1] 31 responses were removed from the analysis for the following reasons: 29 were duplicate cases, 1 was from outside the area and 1 was from incorrect or incomplete addresses.

[2] Response base = number of people answering this question

Q2 If a parking scheme was introduced please tell us the options you would prefer? (Response base 88)

Option 1 – Full Scheme – Restricted parking 9am to 8pm
Option 2 – Light touch Scheme – two separate one-hour periods during the day

Full Scheme (9am to 8pm)		Light Touch (two periods during the day)	
Number	**%**	**Number**	**%**
23	26.1	65	73.9

Street	Full Scheme		Light-touch scheme	
	Number	%	Number	%
Boundary Road Count	0	0.0	3	100.0
Dorothy Road Count	0	0.0	8	100.0
Florence Avenue Count	4	57.1	3	42.9
Gladys Road Count	0	0.0	5	100.0
Hallyburton Road Count	13	40.6	19	59.4
Isabel Crescent Count	1	20.0	4	80.0
Margery Road Count	3	14.3	18	85.7
Old Shoreham Road Count	2	33.3	4	66.7
Olive Road Count	0	0.0	1	100.0
TOTAL	23	26.1	65	73.9

Q3 If a parking scheme were to be introduced, please tell us your preference for either a Monday to Friday (5 day) or Monday to Sunday (7 day) scheme? (response base 89)

Monday to Friday		Monday to Sunday	
Number	**%**	**Number**	**%**
48	53.9	41	46.1

Street	Monday to Friday		Monday to Sunday	
	Number	%	Number	%
Boundary Road Count	2	66.7	1	33.3
Dorothy Road Count	7	87.5	1	12.5
Florence Avenue Count	3	42.9	4	57.1
Gladys Road Count	5	83.3	1	16.7
Hallyburton Road Count	10	30.3	23	69.7
Isabel Crescent Count	1	20.0	4	80.0
Margery Road Count	15	75.0	5	25.0
Old Shoreham Road Count	4	66.7	2	33.3
Olive Road Count	1	100.0	0	0.0
TOTAL	48	53.9	41	46.1

Demographic Information

Age	Number	%
18-24	1	1.4
25-34	5	6.9
35-44	14	19.4
45-54	18	25.0
55-64	19	26.4
65-74	11	15.3
75+	4	5.6
Total	**72**	**100.0**

Gender	Number	%
Male	33	40.2
Female	49	59.8
Non-Binary	0	0.0
Other	0	0.0
Total	**82**	**100.0**

Do you identify as the gender you were assigned at birth?	Number	%
Yes	83	100.0
No	0	0.0
Total	**83**	**100.0**

Disability	Number	%
Yes, a little	11	14.1
Yes, a lot	5	6.4
No	62	79.5
Total	**78**	**100.0**

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	8
Sensory impairment	0
Learning disability/ difficulty	0
Long-standing illness	6
Mental health condition	2
Development condition	0
Autistic Spectrum	0
Other	4

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	69	92.0
	Irish	2	2.7
	Gypsy or Irish Traveller	0	0.0
	Any other white background	2	2.7
Asian or Asian British	Bangladeshi	0	0.0
	Indian	0	0.0
	Pakistani	0	0.0
	Chinese	1	1.3
	Any other Asian background	0	0.0
Black or Black British	African	0	0.0
	Caribbean	0	0.0
	Any other Black background	0	0.0
Mixed	Asian & White	0	0.0
	Black African & White	0	0.0
	Black Caribbean & White	0	0.0
	Any other mixed background	1	1.3
Any other ethnic group	Arab	0	0.0
	Any other ethnic group	0	0.0
Total		**75**	**100.0**

Sexual Orientation	Number	%
Bisexual	4	5.7
Gay Man	1	1.4
Heterosexual/ straight	64	91.4
Lesbian/ Gay Woman	1	1.4
Other	0	0.0
Total	**70**	**100.0**

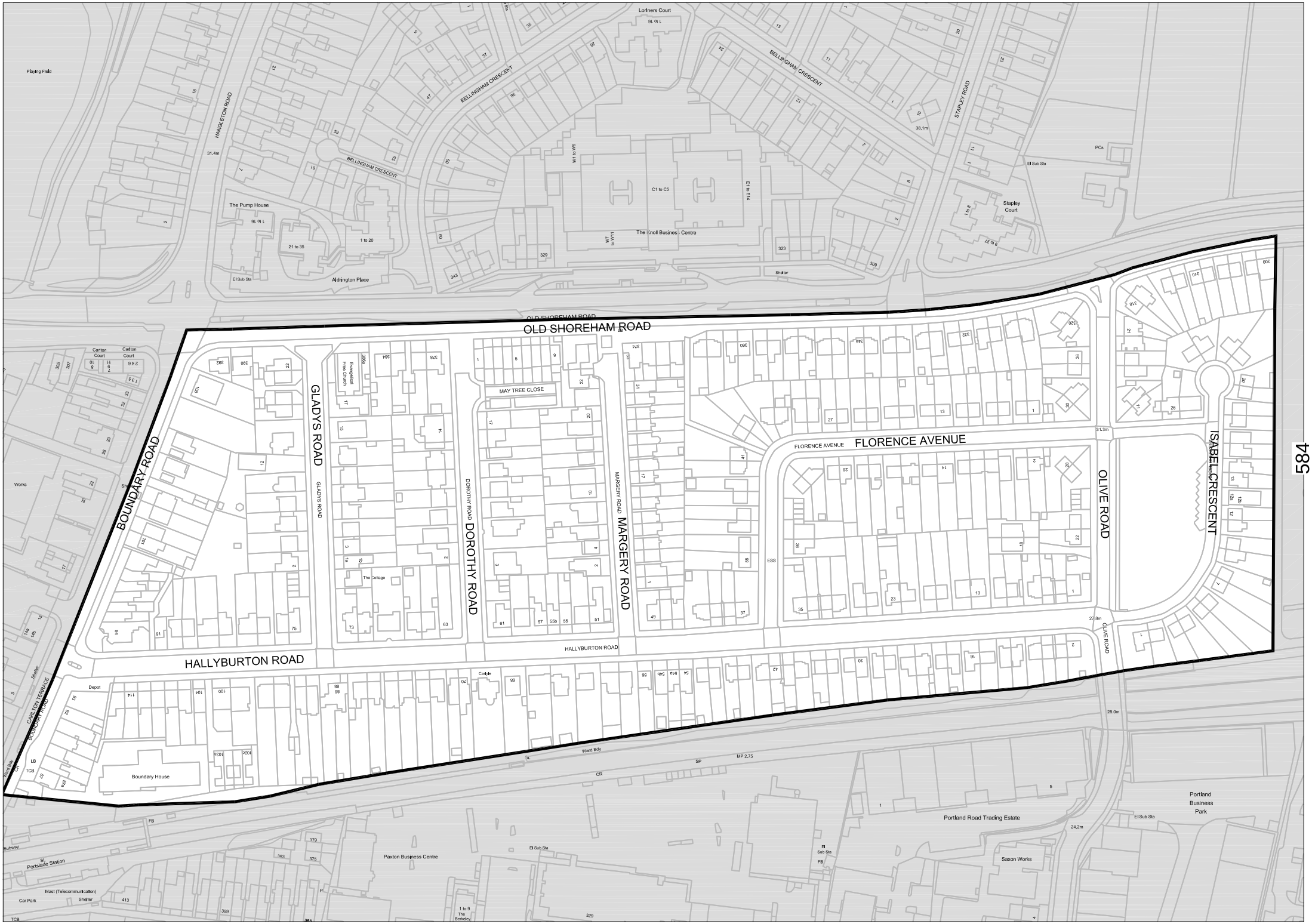
Religious Belief	Number	%
I have no particular religion or belief	41	56.9
Buddhist	0	0.0
Christian	24	33.2
Hindu	0	0.0
Jain	0	0.0
Jewish	0	0.0
Muslim	1	1.4
Pagan	0	0.0
Sikh	0	0.0
Agnostic	1	1.4
Atheist	4	5.6
Other	0	0.0
Other philosophical belief	1	1.4
Total	**72**	**100.0**

Are you a carer	Number	%
Yes	9	11.3
No	71	88.8
Total	**80**	**100.0**

If yes, do you care for a:	Number
Parent	6
Partner or Spouse	0
Child with special needs	1
Friend	0
Other family member	1
Other	1

Armed Forces

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0.0	74	100.0
Have you ever served in the UK armed forces?	1	1.5	67	98.5
Are you a member of a current or former serviceman or woman's immediate family/ household?	1	1.5	67	98.5


OLD SHOREHAM ROAD
BOUNDARY ROAD
GLADYS ROAD
DOROTHY ROAD
MARGERY ROAD
MAY TREE CLOSE
FLORENCE AVENUE
OLIVE ROAD
ISABEL CRESCENT
HALLYBURTON ROAD
CARLTON TERRACE
BOUNDARY ROAD
Boundary House
Depot
The Cottage
Evangelical Free Church
Carlton Court
Lorliners Court
Playing Field
HANGLETON ROAD
BELLINGHAM CRESCENT
STAPLEY ROAD
The Pump House
Aldrington Place
The Knoll Business Centre
Stapley Court
Portland Road Trading Estate
Portland Business Park
Paxton Business Centre
Saxon Works
Portslade Station
584

APPENDIX C

Area W (Wish Park Area) Review

Background

A resident parking scheme was implemented in the Wish Park area (Area W) in 2007, following an extension to the zone in 2015. It was agreed in the parking priority timetable set in 2019 that a review be carried out in 2021.

Headline Findings

- 65.8% of respondents are satisfied or very satisfied with the current Area W Wish Park area parking scheme.
- 71.3% of respondents are happy for the scheme to remain the same
- 21% of respondents want the scheme changed to a full scheme

Methodology

In November 2021, the council wrote to 1557 property addresses within the boundaries of the Wish Park area residents parking scheme (Area W). Respondents were invited to complete the survey online via the council's Consultation Portal: Citizen Space. Paper copies of the questionnaire and a prepaid reply envelope were also available on request. The consultation ran from 1st to 30th November 2021.

Results

414 valid responses[1] were received from within the scheme boundary giving a response rate of 25.9%. People were asked how satisfied they are with the current Area W parking scheme.

	Number	%
Very Satisfied	163	40.3
Satisfied	103	25.5
Neither satisfied nor dissatisfied	32	7.9
Dissatisfied	71	17.6
Very dissatisfied	35	8.7
Total	**404**	**100**

People were then asked if they were happy for the scheme to remain the same:

	Number	%
Yes	293	71.3

[1] 103 responses were removed from the analysis for the following reasons: 17 gave incomplete or no address details, 6 from outside the area (mainly neighbouring roads) and 80 duplicate responses.

No	118	28.7
Total	**411**	**100**

And, if they wanted to be considered for a full parking scheme (Monday to Sunday 9am to 8pm)

	Number	%
Yes	86	21.0
No	324	79.0
Total	**410**	**100**

How satisfied are you with the Area W residents parking scheme?
Replies by street are as follows:

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Amesbury Crescent	38	34.2	12	92.3	0	0.0	1	7.7
Berriedale Avenue	80	30.0	19	79.2	1	4.2	4	16.7
Braemore Road	85	37.6	22	68.8	2	6.3	8	25.0
Coleman Avenue	51	58.8	26	86.7	2	6.7	2	6.7
Glendor Road	28	25.0	4	57.1	2	28.6	1	14.3
Hogarth Road	78	24.4	8	42.1	2	10.5	9	47.4
Kingsway	233	12.0	17	60.7	4	14.3	7	25.0
Langdale Gardens	119	26.9	15	46.9	3	9.4	14	43.8
Lawrence Road	112	28.6	16	50.0	2	6.3	14	43.8
Lion Mews	26	0.0	0	0.0	0	0.0	0	0.0
Marine Avenue	58	20.7	9	75.0	2	16.7	1	8.3
New Church Road	142	15.5	18	81.8	0	0.0	4	18.2
Norman Road	41	19.5	5	62.5	1	12.5	2	25.0
Park Avenue	21	38.1	5	62.5	1	12.5	2	25.0
Raphael Road	52	36.5	6	31.6	1	5.3	12	63.2
Reynolds Road	36	47.2	12	70.6	2	11.8	3	17.6
Richardson Road	39	5.1	2	100.0	0	0.0	0	0.0
Saxon Road	36	50.0	15	83.3	0	0.0	3	16.7
St Heliers Avenue	32	18.7	5	83.3	1	16.7	0	0.0
St Philips Mews	3	0.0	0	0.0	0	0.0	0	0.0
Tandridge Road	20	30.0	3	50.0	0	0.0	3	50.0
Tennis Road	30	36.7	6	54.5	1	9.1	4	36.4
Titian Road	53	37.7	14	70.0	2	10.0	4	20.0
Welbeck Avenue	84	22.6	16	84.2	1	5.3	2	10.5

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Wish Road	60	28.3	9	52.9	2	11.8	6	35.3
Total	1557	**25.9**	**266**	**65.8**	**32**	**7.9**	**106**	**26.2**

People were asked if they were happy for the scheme to remain the same?
Replies by street are as follows:

Street	Yes		No	
	Number	%	Number	%
Amesbury Crescent	12	92.3	1	7.7
Berriedale Avenue	19	79.2	5	20.8
Braemore Road	25	78.1	7	21.9
Coleman Avenue	28	90.3	3	9.7
Glendor Road	6	85.7	1	14.3
Hogarth Road	11	55.0	9	45.0
Kingsway	19	65.5	10	34.5
Langdale Gardens	16	51.6	15	48.4
Lawrence Road	17	53.1	15	46.9
Lion Mews	0	0.0	0	0.0
Marine Avenue	11	84.6	2	15.4
New Church Road	18	81.8	4	18.2
Norman Road	6	75.0	2	25.0
Park Avenue	5	62.5	3	37.5
Portland Road	2	100.0	0	0.0
Raphael Road	9	45.0	11	55.0
Reynolds Road	15	88.2	2	11.8
Richardson Road	2	100.0	0	0.0
Saxon Road	13	72.2	5	27.8
St Heliers Avenue	5	83.3	1	16.7
St Philips Mews	0	0.0	0	0.0
Tandridge Road	3	50.0	3	50.0
Tennis Road	7	63.6	4	36.4
Titian Road	16	72.7	6	27.3
Welbeck Avenue	17	85.0	3	15.0

Street	Yes		No	
	Number	%	Number	%
Wish Road	11	64.7	6	35.3
Total	**293**	**71.3**	**118**	**28.7**

People were asked if they would like to be considered for a full residents parking scheme? Replies by street are as follows:

Street	Yes		No	
	Number	%	Number	%
Amesbury Crescent	1	7.7	12	92.3
Berriedale Avenue	3	12.0	22	88.0
Braemore Road	6	18.8	26	81.3
Coleman Avenue	0	0.0	31	100.0
Glendor Road	1	16.7	5	83.3
Hogarth Road	6	30.0	14	70.0
Kingsway	6	22.2	21	77.8
Langdale Gardens	14	45.2	17	54.8
Lawrence Road	13	40.6	19	59.4
Lion Mews	0	0.0	0	0.0
Marine Avenue	3	23.1	10	76.9
New Church Road	2	9.1	20	90.9
Norman Road	3	37.5	5	62.5
Park Avenue	1	12.5	7	87.5
Portland Road	0	0.0	2	100.0
Raphael Road	11	55.0	9	45.0
Reynolds Road	1	5.9	16	94.1
Richardson Road	0	0.0	2	100.0
Saxon Road	1	5.6	17	94.4
St Heliers Avenue	1	16.7	5	83.3
St Philips Mews	0	0.0	0	0.0
Tandridge Road	0	0.0	6	100.0
Tennis Road	2	18.2	9	81.8

Street	Yes		No	
	Number	%	Number	%
Titian Road	5	22.7	17	77.3
Welbeck Avenue	2	9.5	19	90.5
Wish Road	4	23.5	13	76.5
Total	**86**	**21.0**	**324**	**79.0**

Respondents could make comments on what is going well, what is not going well and general comments about the scheme[2]:

What is going well?	**Number of times mentioned**
Has stopped long term parking / commuter parking / abandoned vehicles	103
Flexibility / allows for visitors / tradespeople / carers / good for local business	72
Can find a space near my home during restricted hours	64
Everything is going well / happy with the scheme	45
Cost is reasonable	11
Scheme is well enforced	10
There is reduced congestion / less parked cars / safer streets	7
Easy to get permits / contact parking services	2
What is not going so well	
Difficult to park during the day / local workers park in the area after 11am / people wait until restrictions over to move cars between zones	61
It's too busy in summer / visitors parking	51
The evening restriction is unnecessary / inconvenient	31
Not enough enforcement / wardens	23
It's expensive	22
Problems with illegal or inconsiderate parking / on double yellows / across two bays	18
Too many multiple vehicles per household / large commercial vehicles	15
Visitor permits are too expensive	14
It's difficult to get or renew permits	9
Concerned about the impact on parking new developments in the area will have	3
Signage is unclear	2
Not enough visitor permits available	2
More traffic calming is needed	2
Do you have any other suggested changes or comments?	
Would like the evening restriction to be earlier	26

[2] Where comments have been mentioned more than once

Want more pay and display bays / availability near the park	19
Would like no restrictions on the weekend / relax restrictions on Sundays	13
Want more flexible visitor permits / longer expiration date / 24 hours	10
Want a full scheme	9
Change times to match Zone L	5
Would like a restriction in the middle of the day	5
Need more EV bays / EV charging	4
Want residents only bays	4
Want to join with Zone R	4
Extend evening hours	2
Remove double yellow lines over driveways	2
Charge more for second permits	2

Demographic Information

Age	Number	%
U18	0	0.0
18-24	0	0.0
25-34	12	3.9
35-44	42	13.5
45-54	91	29.3
55-64	88	28.3
65-74	61	19.6
75+	17	5.5
Total	**311**	**100.0**

What gender are you?	Number	%
Male	160	45.8
Female	187	53.6
Non-Binary	0	0.0
Other	2	0.6
Total	**349**	**100.0**

Do you identify as the gender you were assigned at birth?	Number	%
Yes	332	99.4
No	2	0.6
Total	**334**	**100.0**

Disability	Number	%
Yes, a little	27	7.9
Yes, a lot	12	3.5
No	304	88.6
Total	**343**	**100.0**

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	21
Sensory impairment	3
Learning disability/ difficulty	1
Long-standing illness	18
Mental health condition	3
Development condition	0
Autistic Spectrum	1
Other	14

How would you describe your ethnic background?		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	285	86.4
	Irish	8	2.4
	Gypsy or Irish Traveller	0	0.0
	Any other white background	22	6.7
Asian or Asian British	Bangladeshi	0	0.0
	Indian	2	0.6
	Pakistani	0	0.0
	Chinese	2	0.6
	Any other Asian background	2	0.6
Black or Black British	African	0	0.0
	Caribbean	2	0.6
	Any other Black background	0	0.0
Mixed	Asian & White	1	0.3
	Black African & White	0	0.0
	Black Caribbean & White	0	0.0
	Any other mixed background	2	0.6
Any other ethnic group	Arab	0	0.0
	Any other ethnic group	4	1.2
Total		**330**	**100.0**

How would you describe your sexuality?	Number	%
Bisexual	3	1.0
Gay Man	4	1.4
Heterosexual/ straight	262	89.4
Lesbian/ Gay Woman	10	3.4
Other	14	4.7
Total	**293**	**100.0**

Religious Belief	Number	%
I have no particular religion or belief	149	51.6
Buddhist	1	0.3

Christian	91	31.5
Hindu	3	1.0
Jain	0	0.0
Jewish	16	5.5
Muslim	1	0.3
Pagan	0	0.0
Sikh	0	0.0
Agnostic	5	1.7
Atheist	14	4.8
Other	6	2.1
Other philosophical belief	3	1.0
Total	**289**	**100.0**

Are you a carer	**Number**	**%**
Yes	35	9.9
No	317	90.1
Total	**352**	**100.0**

If yes, do you care for a:	**Number**
Parent	27
Partner or Spouse	4
Child with special needs	7
Friend	0
Other family member	1
Other	8

Armed Forces	**Yes**		**No**	
	Number	**%**	**Number**	**%**
Are you currently serving in the UK armed forces?	1	0.3	316	99.7
Have you ever served in the UK armed forces?	5	1.7	296	98.3
Are you a member of a current or former serviceman or woman's immediate family/ household?	6	2.0	294	98.0

APPENDIX D

Area L West Hove Review

Background

A resident parking scheme was implemented in the West Hove are (Area L) in 2018. It was agreed in the parking priority timetable set in 2019 that a review be carried out in 2021.

Headline Findings

- 81.7% of respondents are satisfied or very satisfied with the current West Hove (Area L) parking scheme.
- 88% of respondents are happy for the scheme to remain the same
- 7.7% of respondents want the scheme changed to a full scheme

Methodology

In November 2021, the council wrote to 2833 property addresses within the boundaries of the residents parking area (Area L). Respondents were invited to complete the survey online via the council's Consultation Portal: Citizen Space or paper copies of the questionnaire and a prepaid reply envelope were also available on request. The consultation ran from 1st to 30th November 2021.

Results

443 valid responses[1] were received from within the scheme boundary giving a response rate of 15.6%. People were asked how satisfied they are with the current Area L parking scheme?

	Number	%
Very Satisfied	223	51.0
Satisfied	134	30.7
Neither satisfied nor dissatisfied	41	9.4
Dissatisfied	28	6.4
Very dissatisfied	11	2.5
Total	**437**	**100**

[1] 100 responses were removed from the analysis for the following reasons: 18 gave incomplete or no address details, 16 from outside the area (mainly neighbouring roads) and 66 duplicate responses.

People were then asked if they were happy for the scheme to remain the same:

	Number	%
Yes	381	88.0
No	52	12.0
Total	**433**	**100**

And whether they wanted to be considered for a full parking scheme (Monday to Sunday 9am to 8pm)

	Number	%
Yes	34	7.7
No	407	92.3
Total	**441**	**100**

How satisfied are you with the West Hove (Area L) residents parking scheme? Replies by street are as follows:

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Aldrington Close	39	0.0	0	0.0	0	0.0	0	0.0
Basin Road North	1	0.0	0	0.0	0	0.0	0	0.0
Boundary Road	215	1.4	1	33.3	1	33.3	1	33.3
Brittany Road	62	35.5	20	90.9	1	4.5	1	4.5
Chelston Avenue	27	37.0	9	90.0	1	10.0	0	0.0
Derek Avenue	55	23.6	10	76.9	2	1.2	1	7.7
Erroll Road	96	13.5	8	61.5	4	30.8	1	7.7
Glastonbury Road	13	53.8	7	100.0	0	0.0	0	0.0
Glebe Villas	72	16.7	10	83.3	0	0.0	2	16.7
Harbour Mews	4	25.0	1	100.0	0	0.0	0	0.0
Ingram Crescent East	253	2.4	2	33.3	4	66.7	0	0.0
Ingram Crescent West	244	0.0	0	0.0	0	0.0	0	0.0
Jesmond Close	3	0.0	0	0.0	0	0.0	0	0.0
Jesmond Road	54	13.0	5	71.4	2	28.6	0	0.0
Kenton Road	12	33.3	2	50.0	1	25.0	1	25.0
Kingsway	168	10.1	13	76.5	0	0.0	4	23.5
Leicester Villas	67	23.9	14	87.5	1	6.3	1	6.3
Mansfield Road	56	16.1	8	88.9	0	0.0	1	11.1
Middleton Avenue	46	21.7	6	60.0	2	20.0	2	20.0

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Mornington Crescent	8	37.5	2	66.7	0	0.0	1	33.3
New Church Road	191	11.5	17	77.3	2	9.1	3	13.6
Olive Road	8	0.0	0	0.0	0	0.0	0	0.0
Portland Avenue	59	32.2	17	89.5	1	5.3	1	5.3
Portland Lane	3	0.0	0	0.0	0	0.0	0	0.0
Portland Road	255	10.2	20	76.9	2	7.7	4	15.4
Portland Villas	78	35.9	27	96.4	1	3.6	0	0.0
Roman Road	77	37.7	29	100.0	0	0.0	0	0.0
Rothbury Road	48	20.8	9	90.0	1	10.0	0	0.0
Seaford Road	27	18.5	2	40.0	2	40.0	1	20.0
St Keyna Avenue	55	43.6	19	79.2	2	8.3	3	12.5
St Leonards Avenue	165	18.2	27	90.9	2	6.7	1	3.3
St Leonards Gardens	87	24.1	17	81.0	3	14.3	1	4.8
St Leonards Road	135	26.7	26	72.2	2	5.6	8	22.2
Woodhouse Close	4	25.0	1	100.0	0	0.0	0	0.0
Woodhouse Road	52	34.6	16	88.9	2	11.1	0	0.0
Worcester Villas	94	16.0	12	80.0	2	13.3	1	6.7
Total	**2833**	**15.6**	**357**	**81.7**	**41**	**9.4**	**39**	**8.9**

People were asked if they were happy for the scheme to remain the same? Replies by street are as follows:

Street	Yes		No	
	Number	%	Number	%
Aldrington Close	0	0.0	0	0.0
Basin Road North	0	0.0	0	0.0
Boundary Road	2	66.7	1	33.3
Brittany Road	22	100.0	0	0.0
Chelston Avenue	8	88.9	1	11.1
Derek Avenue	12	92.3	1	7.7
Erroll Road	12	92.3	1	7.7
Glastonbury Road	7	100.0	0	0.0
Glebe Villas	8	66.7	5	33.3
Harbour Mews	1	100.0	0	0.0
Ingram Crescent East	6	100.0	0	0.0
Ingram Crescent West	0	0.0	0	0.0
Jesmond Close	0	0.0	0	0.0
Jesmond Road	6	85.7	1	14.3
Kenton Road	4	100.0	0	0.0
Kingsway	14	82.4	3	17.6
Leicester Villas	14	93.3	1	6.7
Mansfield Road	8	88.9	1	11.1
Middleton Avenue	7	70.0	3	30.0
Mornington Crescent	2	66.7	1	33.3
New Church Road	19	86.4	3	13.6
Olive Road	0	0.0	0	0.0
Portland Avenue	17	89.5	2	10.5
Portland Lane	0	0.0	0	0.0
Portland Road	20	76.9	6	23.1
Portland Villas	28	100.0	0	0.0
Roman Road	28	96.6	1	3.4
Rothbury Road	9	90.9	1	10.0

Street	Yes		No	
	Number	%	Number	%
Seaford Road	3	75.0	1	25.0
St Keyna Avenue	22	91.7	2	8.3
St Leonards Avenue	26	86.7	4	13.3
St Leonards Gardens	19	90.5	2	9.5
St Leonards Road	29	82.9	6	17.1
Woodhouse Close	1	100.0	0	0.0
Woodhouse Road	16	88.9	2	11.1
Worcester Villas	11	73.3	4	26.7
Total	**381**	**88.0**	**52**	**12.0**

People were asked if they wanted to be considered for a full scheme? Replies by street are as follows:

Street	Yes		No	
	Number	%	Number	%
Aldrington Close	0	0.0	0	0.0
Basin Road North	0	0.0	0	0.0
Boundary Road	0	0.0	3	100.0
Brittany Road	0	0.0	22	100.0
Chelston Avenue	0	0.0	10	100.0
Derek Avenue	0	0.0	13	100.0
Erroll Road	1	7.1	13	92.9
Glastonbury Road	1	14.3	6	85.7
Glebe Villas	1	8.3	11	91.7
Harbour Mews	0	0.0	1	100.0
Ingram Crescent East	1	16.7	5	83.3
Ingram Crescent West	0	0.0	0	0.0
Jesmond Close	0	0.0	0	0.0
Jesmond Road	2	28.6	5	71.4

Street	Yes		No	
	Number	%	Number	%
Kenton Road	0	0.0	4	100.0
Kingsway	2	11.8	15	88.2
Leicester Villas	1	6.3	15	93.8
Mansfield Road	0	0.0	9	100.0
Middleton Avenue	1	10.0	9	90.0
Mornington Crescent	0	0.0	3	100.0
New Church Road	1	4.5	21	95.5
Olive Road	0	0.0	0	0.0
Portland Avenue	0	0.0	19	100.0
Portland Lane	0	0.0	0	0.0
Portland Road	5	18.5	22	81.5
Portland Villas	1	3.6	27	96.4
Roman Road	3	10.3	26	89.7
Rothbury Road	0	0.0	10	100.0
Seaford Road	0	0.0	6	100.0
St Keyna Avenue	0	0.0	25	100.0
St Leonards Avenue	4	13.3	26	86.7
St Leonards Gardens	0	0.0	21	100.0
St Leonards Road	7	20.0	28	80.0
Woodhouse Close	0	0.0	1	100.0
Woodhouse Road	0	0.0	18	100.0
Worcester Villas	3	18.8	13	81.3
Total	**34**	**7.7**	**407**	**92.3**

Respondents could make comments on what is going well, what is not going well and also general comments about the scheme:[2]

What is going well?	**No. of times mentioned**
Has stopped commuter parking / all day parking / abandoned vehicles	157
Increased availability of parking outside or near my home	120
It's flexible / can still have visitors / tradespeople / good for local business	72
Everything is going well / generally positive	55
There is less congestion / less parked cars / improved safety	36
Enforcement is good	11
Reasonable cost	5
Easy to get or renew permits	4
What is not going so well	**No. of times mentioned**
Cost is too high / don't want to pay for parking	36
Difficult to get or renew permits / visitor permits hard to get / open the customer service centre	22
Difficult to park in the evening or overnight	16
Not enough enforcement / wardens	16
Not enough spaces / still difficult to park near to home	15
Evening restriction is not appropriate	14
Difficult to have daytime visitors / all day tradespeople	13
Doesn't stop businesses and employees moving cars into and out of adjacent areas to avoid restrictions	12
Traffic speed has increased	9
Still inconsiderate / illegal / badly parked cars	9
Scheme is unnecessary	8
Has caused residents to pave over gardens / loss of greenery	5
Has caused displacement to other areas	4
Don't want double yellow lines	3
Do you have any other suggested changes or comments?	**No. of times mentioned**
Would prefer Mon – Fri only / no weekend restrictions / no Sunday restrictions	18
More flexibility on visitor permits / 24 hour time / shorter periods	15
Visitor permits should be cheaper / free	13
Want more short stay or pay and display	12
Want more electric vehicles chargers or designated EV bays	8
Residents should get one permit for free	4
Should be no extra charge for additional permits	4
Want more business / employee permits made available	4
Want scheme merged with other neighbouring schemes	4
Limit the number of permits residents can have	3
Want a full scheme to be implemented	3
Want Boundary Road section included	2

[2] Comments mentioned more than once

Demographic Information

Age	Number	%
U18	0	0.0
18-24	0	0.0
25-34	12	3.5
35-44	50	14.5
45-54	121	35.0
55-64	89	25.7
65-74	56	16.2
75+	18	5.2
Total	**346**	**100**

What gender are you?	Number	%
Male	165	43.9
Female	211	56.1
Non-Binary	0	0.0
Other	0	0.0
Total	**376**	**100**

Do you identify as the gender you were assigned at birth?	Number	%
Yes	363	99.5
No	2	0.5
Total	**365**	**100**

Disability	Number	
Yes, a little	36	9.4
Yes, a lot	10	2.6
No	337	88.0
Total	**383**	**100**

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	27
Sensory impairment	1
Learning disability/ difficulty	1
Long-standing illness	13
Mental health condition	3
Development condition	0
Autistic Spectrum	1
Other	15

How would you describe your ethnic background?		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	327	89.1
	Irish	6	1.6
	Gypsy or Irish Traveller	0	0.0
	Any other white background	22	6.0
Asian or Asian British	Bangladeshi	1	0.3
	Indian	2	0.5
	Pakistani	0	0.0
	Chinese	1	0.3
	Any other Asian background	0	0.0
Black or Black British	African	1	0.3
	Caribbean	0	0.0
	Any other Black background	0	0.0
Mixed	Asian & White	2	0.5
	Black African & White	0	0.0
	Black Caribbean & White	0	0.0
	Any other mixed background	3	0.8
Any other ethnic group	Arab	0	0.0
	Any other ethnic group	2	0.5
Total		**367**	**100.0**

How would you describe your sexuality?	Number	%
Bisexual	7	2.0
Gay Man	9	2.6
Heterosexual/ straight	310	89.6
Lesbian/ Gay Woman	11	3.2
Other	9	2.6
Total	**346**	**100.0**

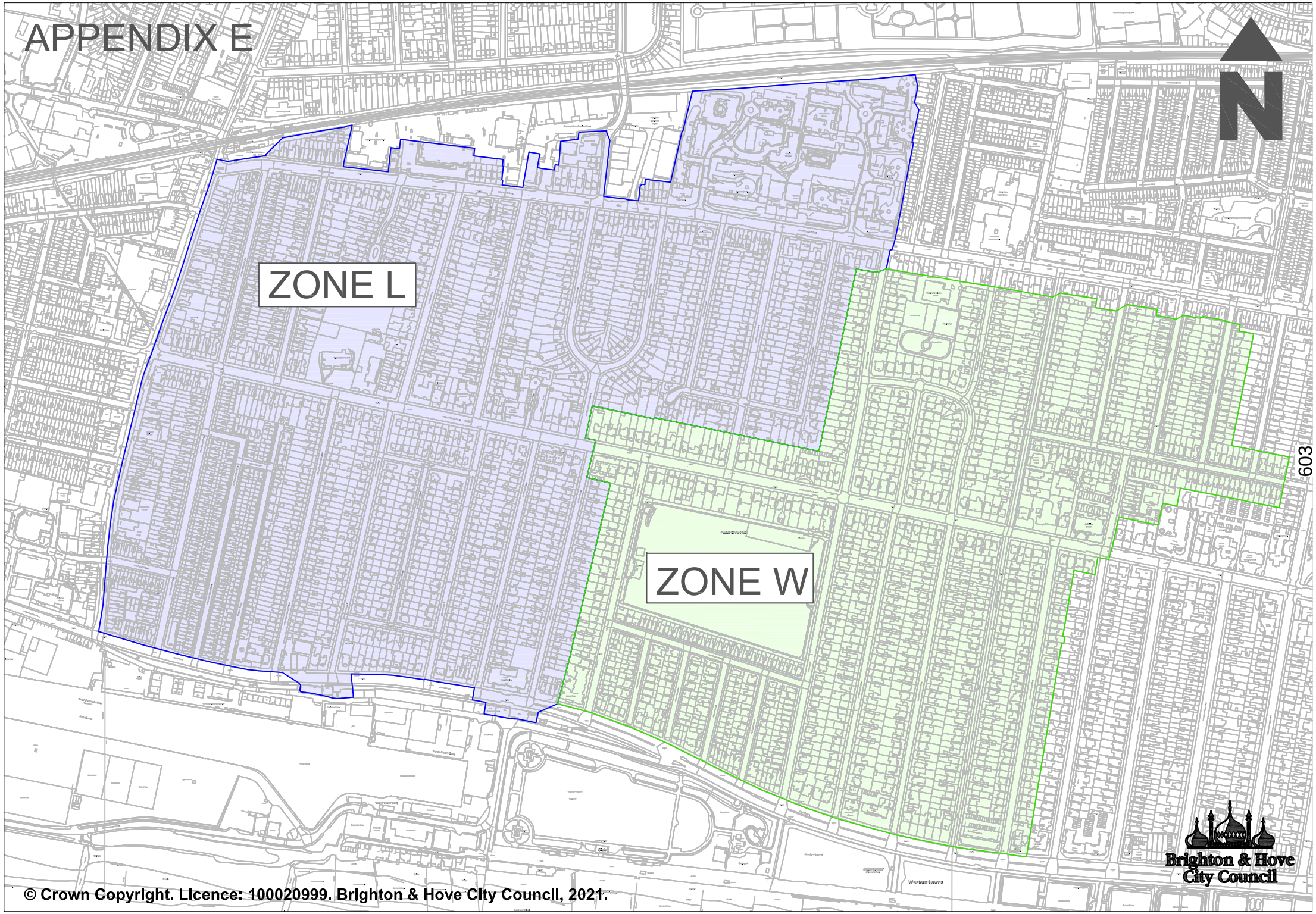
Religious Belief	Number	%
I have no particular religion or belief	157	45.5
Buddhist	4	1.2
Christian	135	39.1
Hindu	1	0.3
Jain	0	0.0
Jewish	9	2.6
Muslim	0	0.0
Pagan	0	0.0
Sikh	0	0.0
Agnostic	5	1.4
Atheist	23	6.7
Other	4	1.2
Other philosophical belief	7	2.0
Total	**345**	**100.0**

Are you a carer	Number	%
Yes	50	12.9
No	337	87.1
Total	**387**	**100.0**

If yes, do you care for a:	Number
Parent	26
Partner or Spouse	7
Child with special needs	5
Friend	0
Other family member	7
Other	14

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0.0	361	100.0
Have you ever served in the UK armed forces?	11	3.2	333	96.8
Are you a member of a current or former serviceman or woman's immediate family/ household?	10	2.9	334	97.1

APPENDIX E



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Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 91

Subject: **Playground Refurbishment Programme**

Date of meeting: **15 March 2022**

Report of: **Executive Director: Economy, Environment & Culture**

Contact Officer: **Name:** **Paul Campbell**
Tel: **07816753581**
Email: **paul.campbell@brighton-hove.gov.uk**

Ward(s) affected: **All**

For general release

1. Purpose of the report and policy context

1.1 This report seeks to update the Committee on the:

- playground refurbishments programme.
- creation of the Special Educational Needs and Disability forum.
- playground petition, deputation and consultations.

2. Recommendations

2.1 That the Committee note the report.

3. Management Context and background information

3.1 The council has 55 playgrounds in the city, 38 of which are owned and maintained by City Parks, 15 are owned by the Housing Department but managed and maintained by City Parks. The seafront team maintain and manage 2 playgrounds and they are therefore not included in this programme.

3.2 Playgrounds are a well-used resource for families and important for health, wellbeing, and childhood development. The comprehensive consultation completed to develop the 2017 Open Spaces Strategy made it clear that the provision of playgrounds is a high priority for residents. The consultation found that playgrounds:

- ranked second highest for future investment in parks and open spaces.
- were voted as one of the top three features in parks and open spaces.
- are one of the most visited assets in parks and open spaces with more than 56% of respondents visiting once a month or more.

3.3 Sadly, during the first COVID lockdown playgrounds were closed from March to July 2020. When they reopened, the use by the public was substantially higher, due to other facilities normally open not being available for children and their families. This led to a significant amount of additional wear and tear on equipment and shortened the life of

some apparatus by several years. This factor in combination with the age of some equipment, led to over 100 play apparatus needing to be removed by March 2021.

3.4 It was the removal of so many items in one go, that became the catalyst for the play refurbishment programme. Therefore, the primary driver after this event was to a) identify funding to procure new playground equipment and b) replace the equipment as fast as possible recognising that a playground with significant items missing for several years, could have a detrimental effect on local children's development.

Committee Approval

3.5 On the 19th of January 2021 the Environment, Transport & Sustainability Committee approved a refurbishment programme for 45 play sites and agreed to invest £3.0m towards a four-year programme. This was then ratified at the Policy and Resource committee on the 18th March 2021. To reduce the timeframe of replacing play equipment, City Parks borrowed £0.5m to shorten the implementation period from five years to four.

3.6 It is important to note that according to the play construction industry, what had been agreed at committees is the largest play refurbishment initiative by a local authority anywhere in the UK for decades. Since the approvals, Procurement and City Parks Officers have spent a considerable amount of time writing briefs, procuring, reviewing, scoring, awarding, and overseeing the multitude of tender packages that make up this initiative.

3.7 Very few playgrounds will be comprehensively restored, as this is a refurbishment programme i.e., only partially transformative. This point may reflect why some members of the public feel that certain age groups were missed out. In some instances, the refurbishments were focused on improving the equipment that was removed, which may have been for a particular age range. However, feedback overall has been very positive towards this initiative according to Friends of Parks Groups and members of the public City Parks has met.

Special Educational Needs and Disability Forum

3.8 At the ETS committee on January 19th 2021, an additional recommendation was agreed that: the refurbishment programme is informed by consultation with disability groups in order to improve disability access to local playgrounds. It was anticipated by City Parks that the forum would meet every six months.

3.9 Prior to this group being formed, City Parks had achieved an Inclusive Play Area accreditation (known as PiPA), for the accessibility and inclusivity play standards at the Level Park. This site also includes a 'changing places' toilet that contains a hoist to move people with limited mobility.

3.10 City Parks worked closely with the SEND community during the first COVID phase. They were able to identify three outdoor spaces across the city for children, which could be demarcated as quiet/safe spaces during certain times of the day.

3.11 The industry standard for playgrounds typically seeks to create spaces for all ages and all abilities. However, City Parks were encouraged to work with this SEND group to go beyond the current best practice to achieve something higher. Following the committee approval, the first SEND meeting was set up on the 8th March 2021. In attendance were representatives from inclusion groups including: Amaze Sussex, Extratime, PaCC Brighton and the Council's SEND Assistant Director. Furthermore, representatives from the community with related SEND experiences were also present, alongside the council's Play Development Officer and the Head of the Parks Projects and Strategy Team. Through discussion, the group identified the following opportunities to improve playgrounds for SEND children and their families:

- Design considerations that takes into account older children/young adults.
- Sensory play equipment being increase in proposals.
- Swings for wheelchairs to be considered noting the cost and maintenance limitations that would apply.
- Surfaces providing a sensory experience.
- Climbing facilities for all abilities and ages.
- Changing places toilets to be considered.
- Accessible wheelchair ramps to access more play equipment.

3.12 The steer provided from this forum influenced all future briefs for the refurbishment programme. Many of these actions were progressed or implemented in playgrounds within the next 12 months. Consultants and contractors on the council's Play Framework (ESPO), were all made aware of the greater accessibility aspirations and as a result, the following additional activities and outcomes have taken place:

- A more inclusive and accessible play site at Blakers Park, with the city's first wheelchair accessible jeep.
- A new wheelchair accessible large play unit at Blakers Park.
- The first wheelchair accessible seesaw in the UK at St Nicholas playground, which will be installed in March 2022.
- Universal design principles used in all new tenders.
- Inclusion and accessibility placed higher in the scores on all tenders.
- 'Making space for girls' included as a high score question on tenders.
- In addition to the above information, all of the 24 playgrounds completed in the first phase of the refurbishment programme have had some level of accessibility provision for physical and or sensory needs. It is anticipated that the future consultations planned with the wider community will continue to enhance this important area.

Furthermore, the following supporting activities also occurred:

- Directing feedback from the SEND group to play equipment suppliers and challenging them to create more inclusive apparatus.

- City Parks agreed to additional meetings on site to discuss concerns of any SEND forum members.
- City Parks accommodated additional SEND meetings as required.
- City Parks officers visited other sites and local authorities to widen their SEND knowledge, e.g. (Tower Hamlets – Weavers Field).
- Application sent to the government to fund seven 'changing places' toilets for the city of which six are to be located in parks.

Implementation update

3.13 City Park will have completed 24 out of 25 sites in the first phase by March 2022. This phase has invested £2.2m of play equipment for children all over the city (Appendix 1). Queens Park will be the last of the 2021/22 programme to be completed and, subject to consultation, will be procured in the spring of 2022 and installed in autumn/winter of 2022. A further 11 sites will have refurbishment works completed before May 2023. Officers have worked with the Housing department to assist in the procurement and delivery of three sites that share ownership with City Parks.

3.14 Officers have also been involved with several projects outside of this programme for the delivery of three significant Multiuse Games Areas and Outdoor Fitness sites at Stoneham Park, Carden Park & Wild Park. To date, the Playground refurbishment spend is on budget and on schedule with no unexpected overspend for the 2021/2022 programme.

Consultations, Petition and Deputation

3.15 Consultations undertaken prior to the SEND forum being established were:

- All Friends of Parks groups were contacted and involved in the consultation process.
- The Play Development Officer would undertake informal pop-up consultations whilst on site assessing the space.
- Ward councilors were informed of the process as it developed.
- In addition, sites where stakeholders were more active, additional engagement took place. This occurred at: Wish Park, Carden, Whitehawk, Queens Park and East Brighton Park.

3.16 The success of the play refurbishment programme is best defined by how much the new apparatus is being used today by the community which is self-evident. Most of the Friends Groups have been delighted with the refurbishment programme and City Parks engagement with them. They recognise the financial limitations of the programme and have been pleased to be part of the process and see new equipment arrive in their area. City Parks are not aware of any playground which has seen reduced visitors following the refurbishment.

3.17 In 2021, a petition was created, requesting that the council engage more with the community and children. The author was cited in the local press, criticizing the choice of equipment and lack of consultation through the refurbishment programme. The petition ran for three months and attracted

278 signatories (0.1% of the population). The petition author was invited by members of the SEND group to join the forum.

3.18 In January 2022 , the petition author presented a deputation to the ETS committee calling [amongst other things], for further public consultations for the playground refurbishment programme and greater inclusion of children in this process. The committee identified the possibility of pausing the programme to accommodate further consultation where the time and resources were available.

3.19 Since then, City Parks have met with the SEND group and identified that: a Terms of Reference is to be created to clarify the focus of the forum, the play refurbishment consultation strategy should be shared with the group (Appendix 2) and the new online consultation for all future sites should be shared with the group for comment (Appendix 3). At the time of writing, the Terms of Reference had not been completed. City Parks will continue to work with the SEND group to support the development of the project, as they remain open to explore ways that could enhance the delivery of the refurbishment programme.

4. Analysis and consideration of alternative options

4.1 The overall play refurbishment programme has been a huge success given it was formed during pandemic and had no obvious funding pot to finance its realisation. Delivering so much infrastructure during a pandemic has additional pressures that officers and contractors could not have foreseen, such as staff and material shortages. Most other options to change this programme would have caused delays. It is important to remember that the initiative was borne out of a critical loss of playground equipment during a pandemic when play was essential to many children and their families.

4.2 When City Parks secured £2.0m from the Playbuilder programme 10 years ago, more comprehensive consultations took place as there was no impending emergency. However, what is also apparent is that more communication with the public is advisable to maximize support and cognition of future initiatives. With regards to deeper and wider consultations for the refurbishment programme for 2022 -2024, there is capacity for City Parks to hold more consistent online consultations for all remaining playgrounds. Additional resources to do more than this would be a challenge for the department.

5. Community engagement and consultation

5.1 The Consultation approach has been covered thoroughly in the report. Following the deputation and petition, City Parks are now seeking to implement consistent online consultations for all of the remaining playgrounds. A Consultation Strategy for the programme can be seen in (Appendix 3). Furthermore, the Parks Projects Team has identified that greater communications are needed to more proactively make the public aware of their past, present and future work programmes. Therefore, the

team will be hosting periodical events every four months to make the public, Councilors and officers more aware of their activity.

6. Conclusion

6.1 The scale of the City Parks playground refurbishment programme needs to be considered in terms of its national context, i.e., it is the largest local authority play refurbishment programme in the country. The programme was borne out of a desperate pandemic situation when over 100 items of apparatus were removed, and officers worked diligently to find and deliver a solution. The officers and industry in question were already experienced at delivering accessible playgrounds and supported the creation of a focus group for Special Education Needs and Disabled children as part of the initiative. A group was created, and evidence has been provided that much of the guidance from this forum was taken on board and implemented. The petition and deputation sought that more consistent consultation took place and ideally children should be involved. City Parks will be offering online consultation to all remaining sites which can be utilised by a wide range of audiences, as a minimum standard.

7. Financial implications

7.1 There are no direct financial implications arising from the recommendations of this report. As set out in the body of the report, the Playground Refurbishment Programme is on budget and schedule. With no significant budget variation to the programme the financial implications set out in the January 2021 ETS committee are still valid.

7.2 Officer time for online consultations as highlighted in the body of the report will be met from existing staffing resources. 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: 14/02/2022

8. Legal implications

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

Name of lawyer consulted: Hilary Woodward Date consulted: 15/02/2022

9. Equalities implications

9.1 Equalities issues are addressed in the main body of the report.

10. Sustainability implications

10.1 This report relates to activity which will have limited impact on sustainability.

11. Public health implications

11.1 The Public Health implications have not altered from the ETS committee report made in January 2021.

Supporting Documentation

1. Background documents

1. Open Spaces Strategy 2017
2. Report to Environment, Transport & Sustainability Committee: 19th January 2021 – item 73
3. Deputation presented to Environment, Transport & Sustainability Committee: 18th January 2022 – item 66

2. Appendices

1. Delivered playgrounds programme 2021/2022
2. Draft Playground Consultation
3. Draft Consultation Strategy

RED Amber Green	2021/2022 Cityparks	Estimated Budget	Tender Lots & Stand Alone Sites	Status	
	Middle Park (stand alone site)	£ 130,000	A	Tender Awarded & Completed - Open	
	Barn Rise (stand alone site)	£ 60,000	B	Tender Awarded & Completed - Open	
	Blakers Park	£ 100,000	C	Tender Awarded & Completed - Open	
	Chalk Pit	£ 60,000	Lot 1	Tender & contract awarded - construction starts Jan/Feb/March 2022	
	East Hill	£ 80,000			
	St Anne's Well	£ 50,000			
	Mackie Park	£ 80,000			
	Saunders Park	£ 50,000	Lot 2	Tender Awarded & Completed - Open	
	Victoria Rec Road	£ 45,000			
	East Brighton	£ 45,000			
	Dyke Road	£ 50,000			
	Greenleas Park	£ 50,000			
	Hangleton Park	£ 80,000	Lot 3 A	Tender started - contract awarded - construction starts March 22	
	Wish Park	£ 80,000			
	Vale Park	£ 45,000			
	St Nicholas	£ 120,000	Lot 3 B	Tender started - contract awarded - starts March 22	
	Tarner Park	£ 60,000			
	Preston Park (stand alone site)	£ 100,000	D	Tender Awarded - Kompan - Completed Open	
	Queens Park (stand alone site)	£ 146,000	E	Tender pending - published autum/winter 2021/22	
	Carden Park & MUGA/Fitness	£ 440,000	F	Tender published September 2021 - tender award Jan 2022	
	Hodshrove Road Phase 1	£ 70,000	H	Tender Awarded & Completed - Open	
	Hodshrove Road Phase 2	£ 50,000	I	Tender awarded - Eibe - construction starts November 21	

	Bexhill Road	£	78,000		Tender published September 2021 - contract awarded - starts March
	Haig Avenue	£	50,000	J	Tender awarded - HAGS - completed - open
	Hove Park (Stand alone site)	£	142,000	K	Tender Awarded - Kompan - Completed Open
		£	2,261,000		

2022/2023 Cityparks

	Hollingdean Park	£	100,000	Stand Alone	Single Tender
	Saltdean Oval	£	50,000	Lot 4	Tender pending
	Knoll Park	£	60,000		
	Hove Lagoon	£	80,000		
	Rottingdean	£	30,000		
	Woollards Field	£	50,000	Lot 5	Tender pending
	Vale Avenue	£	45,000		
	Woodingdean Central	£	80,000		
	Ovingdean	£	30,000		
	Stoneham	£	40,000		
		£	565,000		

2023/2024 Cityparks

	William Clark	£	50,000	Lot 6	Tender pending
	Happy Valley	£	60,000		
	The Level Play Area	£	50,000		
	Manor Road	£	40,000		
	Gatton Park #1 (Redhill)	£	5,000		

	Hollingbury Park (stand alone site)	£ 120,000	L	Tender pending
		£ 325,000		

	Housing sites 2021 - 2022 - 2023			
	Hodshrove Road - Phase 1	£ 70,000	M	Tender awarded - HAGS construction starts July 21
	Hodshrove Road - Phase 2	£ 50,000	N	Tender Published
	Haig Avenue	£ 50,000	O	Tender awarded - HAGS - Open
	Wolseley Road	£ 50,000	TBC	Tender pending - funding secured
	Whitehawk Way	£ 35,000		
	Bexhill Road	£ 78,000		
	Kingswood Flats	£ 25,000		
	Newhaven Street	£ 5,000	TBC	Tender pending - funding secured
	Stanmer Heights	£ 15,000		
	Mile Oak Recreation	£ 50,000		
	Milner Flats Play Area	£ 50,000		
		£ 478,000		

Total £ 3,629,000

	No action required
	Farm Green Play Area
	Gatton Park Play Area #2 (Redhill)
	Stanmer Park Play Area
	Downland Court
	Kings Road Play Area
CLOSED	Whitehawk Junior Play Area

The RAG system

RED – sites that have reached there end of expected end of life or have between 3 to 5 units removed from service.

AMBER – sites that are about to reach there end of life or have between 1 to 3 units removed from service.

GREEN – Sites that have been installed within the last 3 to 5 years and have no items listed for removal or refurbishment.

2020/2021 Cityparks	Estimated Budget	Consultation
Middle Park (stand alone site)	£ 130,000	Park Life - residents and council - full consultation
Barn Rise (stand alone site)	£ 60,000	Nursery - Residents - Members - pop up consultation with public
Blakers Park	£ 100,000	Friends of Blakers Park - Members - pop up consultation with public
Chalk Pit	£ 60,000	Members - pop up consultation with public
East Hill	£ 80,000	Members - pop up consultation with public
St Anne's Well	£ 50,000	Friends of St Ann's Well - Members - pop up consultation with public
Mackie Park	£ 80,000	Members - pop up consultation with public
Saunders Park	£ 50,000	Members - pop up consultation with public
Victoria Rec Road	£ 45,000	Members - pop up consultation with public - Friends of Victoria Rec
East Brighton	£ 45,000	Members - pop up consultation with public
Dyke Road	£ 50,000	Friends of Dyke Road - Members - pop up consultation with the public
Greenleas Park	£ 50,000	Members - pop up consultation with the public
Hangleton Park	£ 80,000	Friends of Hangleton Park - Members - pop up consultation with the public
Wish Park	£ 80,000	Friends of Wish Park - Online Consultation - Members - pop up consultation with the public
Vale Park	£ 45,000	Friends of Vale Park - Members - pop up consultation with the public
St Nicholas	£ 120,000	Friends of St Nicks - Members - pop up consultation with the public
Tarner Park	£ 60,000	Both Nurseries - Members - pop up consultations with the public
Preston Park (stand alone site)	£ 100,000	Friends of Preston Park - Members - pop up consultation with the public
Queens Park (stand alone site)	£ 146,000	Friends of Queens Park - Members - pop up consultation with the public - meet the council event - online consultation
Carden Park & MUGA/Fitness	£ 440,000	Old Boat Community Centre - Members - Community Engagment Group - Housing - Planning - pop up consultations
Wild Park MUGA/Fitness	£ 300,000	MLAT - Members - pop up consultation with the public
Hodshrove Road Phase 1	£ 70,000	Housing - Members - pop up consultation with the public
Hodshrove Road Phase 2	£ 50,000	Housing - Members - pop up consultation with the public

Bexhill Road	**£78,000**	Housing - Members - pop up consultation with the public - social media consultation with Cllr Simson
Stoneham Park MUGA	**£113,000**	N/A - Friends of Stoneham & members
Haig Avenue	**£ 50,000**	Housing - Residents Association Consultation - Members - pop up consultations with the public
Hove Park (Stand alone site)	**£ 142,000**	Friends of Hove Park - Members - Numerous pop up consultations with the public over 3 months.

Overview

Our £3 million playgrounds revamp gets into full swing

The play refurbishment programme is part of our plans to upgrade 45 play areas over the next three years, with 25 sites being finished by the end of the financial year March 2022.

The play areas indicated below, with their budgets, were agreed by councillors at the Environment, Transport & Sustainability Committee in November 2019 and are next on our list to have an upgrade by March 2023 :-

Hollingdean Park Play Area	Budget £100,000
Knoll Park Play Area	Budget £60,000
Saltdean Oval Play Area	Budget £50,000
Rottingdean Field Play Area	Budget £30,000
Woollards Field Play Area (Maggie's Corner)	Budget £50,000
Whitehawk Way Play Area	Budget £35,000
Woodingdean Central Play Area	Budget £40,000

The council has been working closely with the Friends of these play areas and would like your views on how the play area can be improved, making them accessible to all.

This online survey is a great opportunity for local residents, particularly parents and carers, to identify potential improvements and help shape the future of their play area for children and young people.

Due to ongoing maintenance requirements, water play do not feature as part of any upgrades, however, the new equipment installed will provide dynamic play, primarily for children aged 4 to 14, inclusive of all levels of ability.

Other areas of the open space will remain for informal play and leisure, with the new play features complementing the existing play equipment.

All safety surfacing will conform to BS EN 1177 European safety standards for play surfacing.

Only equipment and surfaces that are at end of life will be removed from any play area.

This programme is funded using Section 106 contributions received from developers as part of the planning process, Play Revenue and Capital Budgets. Therefore, these funds must be used to develop play in the specific area and cannot be used for any other purpose.

Due to this, please note that the toilets and cafés are not included as part of this consultation.

Once the consultation has closed, all the feedback will be carefully considered to help shape how we move forward to improve the play spaces.

About you

Q1 For which play area would you like to respond to this questionnaire to?

Please tick the relevant box.

Hollingdean Park Play Area

Knoll Park Play Area

Saltdean Oval Play Area

Rottingdean Field Play Area

Woollards Field Play Area (Maggie's Corner)

Whitehawk Way Play Area

Woodingdean Central Play Area

Q2. How did you find out about this questionnaire?

Social Media Email Word of mouth Through the Friends of the Park Poster in the park Brighton & Hove council website Local Newspaper Community Newsletters Local News Website Radio/TV Other

Details for 'other' above.

Q3. How are you responding as: -

As parent/carer As a member or user of a Children's Group * Member of the Parks Friends of Group

A visitor to the city Other, please give details below

Details for 'other' above.

Q4. What is the first half of your postcode?

BN1 BN2 BN3 BN41 Outside the city Don't know / not sure

Q5. How many children, young people and adult with disabilities do you visit the play area with?

	One	Two	Three	Four
Aged 0 to 4				
Aged 5 to 10				
Aged 11 to 15				

	One	Two	Three	Four
Aged 16 to 18	○	○	○	○
Adults with disabilities	○	○	○	○

Q6. How often do you use the Play Area?

○ Almost every day ○ At least once a week ○ Once a month ○ Every six months ○ Once a year ○ Less often ○ Never ○ Don't know/ not sure

Q7. How long do you usually stay when you use the play area?

○ 0 – 30 mins ○ 30 mins – 1 hour ○ 1 hour – 1.5 hours ○ 1.5 hours – 2 hours ○ 2 hours +

Q8. Do you, or any children or young people you care for have difficulties accessing the play area due to a disability or long-term illness?

○ Yes ○ No

If yes what are the difficulties?

Q9. Who should any potential improvements to the proposed area of the play area be predominantly be aimed at? Please tick all that apply.

* ☐ Toddlers ☐ Juniors ☐ Teens ☐ People with disabilities ☐ Don't know / not sure

Q10. Should any potential improvements to the area be –

○ Bright, colourful and vibrant ○ Natural, neutral and take into consideration the surroundings ○ Don't mind ◉ Don't know / not sure

Q11. Which play construction materials would you like to see?

☐ Metal ☐ Wood ☐ Wood effect ☐ Mixed ☐ Play Equipment that uses recycled materials ☐ Don't mind ☐ Don't know / not sure

Q12. How important do you think planting and natural features are in the play area?

○ Very important ○ Fairly important ○ Not very important ○ Not important at all

Q13. Please can you tell us what else would you like to see. (Please select you top three options).

- Low level hammocks
- Play Panels –

Musical 3

- Play Panels – with moveable parts
- Slide
- DDA Accessible ramp
- Multi Towers
- Ropes and nets
- Climbing – Please Select –
- Areas to balance
- Quite Space – Please Select –

Q14. Would you like to see a theme incorporated into the design?

Castle/Fairy-Tale Boat/Ship Animals Space Theme Natural Theme No theme Don't mind Don't know / not sure

Q15. Would you like to see the play surface be colourful or plain?

Colourful and interactive Plain and neutral Don't mind Don't know / not sure

Almost done…

You are about to submit your response. By clicking 'Submit Response' you give us permission to analyse and include your response in our results. After you click Submit, you will no longer be able to go back and change any of your answers.

Multi-Site Play Area Consultation Strategy and Information Plan

Procurement 2022/2023

4th March to 29th April

It is proposed to consult with key groups and individuals, with particular focus on groups who may have input and views in relation to accessibility and inclusion. *

**See separate suggested list below.*

Consultation methods:

- Meetings and briefings with key Friends of groups and individuals
- Posters in Park, Schools and Libraries
- BHCC Portal
- Media – BHCC Webpage/Twitter

Groups and audiences to consult & inform:

- Friends of Park's Play Area
- Stakeholders in the Park and all tenants
- Trust for Developing Communities and TDC neighbourhood team
- Local schools
- Area & surrounding community & residents' groups
- Green Spaces Forum
- Accessibility SEND group (Via Paul Campbell - Chair)

Internal:

- Housing
- Communities Team (Sam Warren and team)
- Planning team (Conservation Area)
- Sports Facilities (Kerry & team)
- Ward councillors
- Procurement
- Cityparks Admin and Contact Centre
- Cityparks Ops – Team Leaders and Managers

Others to inform for info:

- Cityparks
- Corporate Communications Team
- Wave (for internal BHCC audience)

Key selected Consultation groups (external) –Play Area Refurbishment 2022/2023

	Group	Theme area	Detail	Website	Tel	email	Notes
1	**SEND group**	Accessibility, inclusive play for all				Via Paul Campbell	
2	**Age UK B&H**	Older people	Older people	Welcome to Age UK West Sussex, Brighton and Hove	**01903 731 800**	info@ageukwsbh.org.uk	
3	**Amaze**	Disabled children & families	For families with disabled children and disabled young people or special needs and disabilities	amazesussex.org.uk	**01273 772289**	info@amazesussex.org.uk	
4	**Black and Minority Ethnic Community Partnership (BMECP)**	BAME	BAME communities	BMECP Centre – The Black & Minority Ethnic Community Partnership	**01273 600 885**	contact@bmecp.org.uk	There is also a BME Young People's Project
5	**Trust for Developing Communities**	Community	Charity tackling inequality in city through community-led solutions. Deliver community dvpt work, youth work, research, training	Home - Trust for Developing Communities (trustdevcom.org.uk)	01273 234769	info@trustdevcom.org.uk	This list shows who does what in which geographical and theme areas: Who We Are - Trust for Developing Communities (trustdevcom.org.uk)
5	**Possability People**	Disabled	Supporting disabled people to live independently. Work with disabled people, older people and young people, or anyone with impairment or long term health condition.	www.possabilitypeople.org.uk	01273 89 40 40	hello@possabilitypeople.org.uk	

6	**Green Space Forum (B&H)**	Green spaces issues	Support & comms for those working in B&H green spaces	Brighton & Hove Green Spaces Forum (bhgreenspaceforum.org.uk)			
7	**Impact Initiatives**	General support incl 50+ age group	housing, advocacy, support for young people, cafés, centres and activities for people aged 50+, employment support and out-of-school activities.	About - Impact Initiatives (impact-initiatives.org.uk)	01273 322940	info@impact-initiatives.org.uk	
8	**Friends of all Parks & local Residents Group involved in Consultation**	Friends of Parks and Resident Groups	Friends of Parks and LAT's				
9	**Mindout**	Mental health/LGBTQ community		MindOut | Mental Health Charity for LGBTQ community	01273 234839	info@mindout.org.uk	
10	**MIND**	Mental health		www.mindcharity.co.uk	01273 66 69 50	info@mindcharity.co.uk	
11	**Brighton & Hove Youth Council**	Youth Work Co-ordinator		Brighton & Hove Youth Council (brighton-hove.gov.uk)			
12	**Mosaic (Black and mixed parentage group)**	BAME/mixed parentage		www.mosaicbrighton.org.uk	01273 234017	info@mosaicbrighton.org.uk	
13	**(Brighton) Pebbles**	Children with special needs		Brighton Pebbles – For children with special needs and their families		brightonpebbles1@gmail.com	

14	**The Parent Carers' Council (PaCC)**	Representing parents and carers of children and young people up to 25 years old with disabilities and additional needs.	Partner Groups:- Extra Time mASCot barnados link plus CHSWG Brighton Pebbles T21 Brighton ASATT Sweetpeas Amaze face to face French Youth Perspectives	Partner Organisations - PaCC | Brighton and Hove's forum for parent carers (paccbrighton.org.uk)	01273 234 862	admin@paccbrighton.org.uk	
15	**BADGE**	Brighton Access for Disabled Groups Everywhere		badgebrighton.co.uk		badge.brightonhove@gmail.com	

Consult Stakeholders in the Park

To include Residents and local LAT's and BHC Community Engagement Team communityengagement@brighton-hove.gov.uk

Play Area	Engagement	Emails
Hollingdean Park Play	• Ward Councillors • Community engagement team • Community Centre – Hollingdean Childrens Centre	
Knoll Park Play Area	• Friends of the Park • Hangleton and Knoll Project – Claire Johnson / Claire Hopkins • Community engagement team • Hangleton and Knoll Project Youth Centre • Bowls Club	
Saltdean Oval Play Area	• Saltdean Residents Assoc. • PARC Charity (Rottingdean, Saltdean & Ovingdean)	

	• Community engagement team	
Rottingdean Field Play Area	• PARC Charity • Community engagement team	
Woollards Field Play Area (Maggie's Corner)	• Trust Developing Communities- MLAT • Coldean Residents Assoc • Community engagement team	
Whitehawk Way Play Area	• Confirm with Housing • Community engagement team	
Woodingdean Central Play Area	• Confirm with Housing • Community engagement team	

Consultation Timetable – 4th March to 29th April

		Date 2022	Action
1	Confirm final consultation approach with senior officers	Jan 22	
*2	Consultation questions	Feb 22	Confirm with Senior Officers and SEND group / Communication Team
	Closing date for comments consultation questions	9th Feb	Confirm with Senior Officers and SEND group / Communication Team and David Golding
2	Complete GDPR & Privacy Statement	Send draft by 25th Feb	Send draft by 25th Feb
3	Meeting with Communication team	Jan 22	Ongoing
4	Meeting– Portal	WK 21st Feb	
5	Creative Services –Poster		
*6	Finalise portal consultation	28th Feb	
7	Press Release	To be confirmed	
8	Publish Consultation on portal	4th March	
9	Email stakeholders & consultees	WK 28th Feb	
10	Send / Install Posters	WK 28th Feb	
11	Closing date of consultation	29th April 22	
12	First Results	To be confirmed	
13	Summary Results	To be confirmed	

14	Prepare tender	To be confirmed	
15	Out for tender ESPO	To be confirmed	
16	Closing date of tender	To be confirmed	
17	Finish works on all Play Areas	March 2023	

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 92

Subject: **Commercial bins on the highway**

Date of meeting: **15 March 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: **All**

For general release

1. Purpose of the report and policy context

1.1 This report provides an update for committee on the implementation of Time-Banding Zones (T-Zones) to manage commercial bins on the highway. Following notifications to businesses and waste management providers about the introduction of T-Zones, some adjustments have been requested. This report presents these adjustments and makes recommendations for a change to the model.

2. Recommendations

2.1 That Committee agrees an amendment to the model to allow bins/sacks to be left out overnight. This will be a medium-term adjustment and be subject to review in 12 to 18 months' time once businesses are familiar with the new arrangements.

2.2 That Committee delegates authority to the Executive Director – Economy, Environment & Culture to determine the parameters of this amendment, including the types of sacks to be permitted overnight e.g. vermin proof and an appropriate time from when bins/sacks can be left outside from the afternoon / early evening.

3. Context and background information

3.1 This Committee approved a model for managing commercial bins on the highway in June 2021 following a lengthy consultation period. This report, detailed below in the Background Documents section, outlines the issues caused by commercial bins on the highway.

3.2 By adopting the agreed approach, it is anticipated that there will be improved access to and use of the highway, improved safety, reduced litter, as well as an improved appearance of key areas of the city.

Consultation

3.3 The consultation launched on 20 September 2020 and closed on 31 March 2021. The deadline was extended twice to encourage more responses from businesses. Appendix 1 contain contains some key milestones in the development and implementation of T-Zones.

3.4 During the consultation period, waste management providers were written to informing them of the consultation and offered a meeting with the Assistant Director (City Environmental Management) and the Head of Strategy & Service Improvement to discuss further. None of the providers requested a meeting. Three waste management providers responded to the consultation on the consultation portal: Biffa, The Recycling Partnership and the BHCC Commercial Team.

3.5 Contact was also made with the Business Improvement District (BID) and Tourism Alliance setting out the consultation and asking them to share with their members. The Chamber acknowledged that they were made aware of the consultation. No concerns were expressed at this earlier stage.

Adjustments

3.6 On 10 December 2021, the BID, on behalf of a number of signatories[1], wrote to the Chief Executive expressing their concerns about the implementation of T-Zones. On 25 January 2022 the Assistant Director (City Environmental Management), Head of Strategy & Service Improvement and Highway Regulation Manager met with the signatories.

3.7 Within both the letter and at the meeting, they shared their concerns and suggested some adjustments to the model. At the meeting, it was stated that the model had been approved by Committee and any changes would also require councillor approval. Appendix 2 contains the requested adjustments and advice from officers.

3.8 As detailed in Appendix 2, it is recommended that a change to the model is made to allow bins/sacks to be left out overnight. It is recommended this is a medium-term adjustment as businesses make changes and be subject to review in 12 to 18 months' time once businesses are familiar with the new arrangements. There will need to be parameters in place to facilitate this, such as vermin-proof bags and a time limit on when the bins/sacks can be placed out from the afternoon / early evening.

Additional information

3.9 The implementation date has already been pushed back from 1 February 2022 to 1 April 2022 to give businesses more time to prepare for the changes.

3.10 In many other towns and cities, commercial bins on the highway are not permitted. The businesses in Brighton & Hove who have been able to do this

[1] Brighton Chamber, Brighton & Hove Food Partnership, Coxskips, PaperRound and Circular Brighton & Hove

until now, have been able to take advantage of free waste storage, but this is not something that residents of the city want to continue with, based on the results of the consultation.

3.11 Businesses cannot store their bins in a licenced table and chair or display area. This is to ensure fairness to everyone and to prevent businesses applying for a licensed area just to store bins. Highways Enforcement will be updating their conditions to reflect this.

3.12 Approximately 4000 businesses were written to, notifying them of the changes. It is clear from the city's streets that not all of these businesses leave their bins on the highway. Therefore, the majority of the proposed model will affect a small proportion of businesses. (The time-banding will impact on some of those already storing their bin(s) off the highway).

3.13 Implementing T-Zones encourages greater responsibility for businesses to manage their waste. In turn, this will support them in meeting their Duty of Care and potentially reducing the number of Fixed Penalty Notices issued for other offences such as overflowing or unlocked bins.

3.14 All businesses need to be treated equally and fairly – large, medium and small – and there will be no exceptions and no option to appeal.

3.15 It will mean changes for all businesses, but some alternative collection arrangements could include:

- Arrange for collections to take place from private land or property
- Arrange for a member of staff to be present to bring bins out for collection
- Change collection times with waste providers, or change provider
- Arrange for smaller container and more frequent collections
- Collaborate with other businesses who may have some space on private property
- Think of ways to reduce waste
- Consider using Brighton & Hove commercial refuse sacks which can be disposed of in communal bins.

3.16 The council cannot provide advice to individual businesses as to how to manage waste without using the public highway to store bin(s). Businesses can:

- Discuss their needs with their waste provider
- Talk to other businesses in the city about how they manage their waste
- Talk to businesses in other similar cities where commercial bins are not permitted to be left on the highway.

4. Analysis and consideration of alternative options

4.1 Through the public consultation, stakeholders were provided with the opportunity to share their ideas on alternative ways to manage commercial bins on the highway. The model agreed in June 2021 incorporated the feedback.

4.2 This report and appendices set out further alternative options based on subsequent feedback. The recommendations in Section 2 are based on officers' consideration of these suggestions. Other adjustments are not recommended as they do not achieve the objectives of the project.

4.3 At the beginning of the project, a bin licensing scheme was considered as an option. However, this was not taken forward due to not achieving the objectives of improved access to and use of the highway or an improved appearance of key areas of the city. Also, the administration required to manage a licensing scheme is very different to the provision of tables and chairs, A-boards etc.

5. Community engagement and consultation

5.1 This is detailed in the main body of the report, the appendices and the report to committee in June 2021 which is in the Background Documents section.

6. Conclusion

6.1 This report and appendices provide Members with an update on the implementation of changes to how commercial bins on the highway are managed. It is recommended that a change to the model, to allow bins/sacks to be placed out overnight, is approved and will be reviewed in 12-to-18-months time.

7. Financial implications

7.1 There are no direct financial implications arising from the recommendations of this report. Any surplus income from Fixed Penalty Notices, are legally ring fenced to support specific environmental purposes.

7.2 Enforcement will be carried out within existing resources, but any additional spend is expected to be funded from additional income and any significant variation to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted:14/02/2022

Legal implications

8.1 As noted in the June 2021 Committee report, the Environmental Protection Act 1990 allows waste collection authorities to require that commercial waste is stored in receptacles of a certain kind, including requirements as to where the receptacles are placed for waste collection purposes and steps to be taken by occupiers of premises to facilitate the collection of the waste. The Act also provides that fixed penalty notices may be issued where the waste collection authority's requirements are not complied with.

Name of lawyer consulted: Hilary Woodward Date consulted:14/02/2022

8. Equalities implications

9.1 Issues caused by commercial bins on the highway include causing obstructions, particularly those in a wheelchair or pushing a pram or buggy. The feedback received during the consultation confirmed this.

9.2 An Equality Impact Assessment was completed as part of the committee papers and is available in the Background Documents section.

9. Sustainability implications

10.1 Improving how commercial bins on the highway are managed allows the council to protect the environment from detrimental activities associated with them, such as littering, fly-tipping and graffiti.

10. Other Implications

Crime & disorder implications:

11.1 Commercial bins on the highway can lead to anti-social behaviour and environmental crimes. Managing the bins in a more effective way will reduce this.

Supporting Documentation

1. Appendices

Appendix 1: key milestones in the implementation of the new model
Appendix 2: requested adjustments

2. Background documents

The outcomes of the consultation were reported to Environment, Transport & Sustainability Committee on 22 June 2021:

- Commercial Bins on the Highway: Outcome of Public Consultation report
- Appendix 1: Managing commercial bins on the highway: analysis of responses to the public consultation
- Appendix 2: Managing commercial bins on the highway: approaches across the UK
- Appendix 3: Managing commercial bins on the highway: revised approach to be implemented
- Appendix 4: Managing commercial bins on the highway: issues in Brighton & Hove
- Appendix 5: Overview map of T-Zones
- Appendix 6: Ward maps of T-Zones
- Appendix 7: Equality Impact Assessment

Appendix 1: commercial bins on the highway
Key milestones in the implementation of the new model

Key milestones

- 25 June 2019: Environment, Transport & Sustainability Committee approved for a public consultation to take place on the preferred approach for managing commercial waste bins on the highway
- 17 December 2019: email sent to Cityclean, Commercial Team, Communications, Economic Development, Environmental Enforcement, Field Officers, Highways Enforcement, Legal, Parking and Regulatory Services seeking their initial feedback on the proposed model T-Zone model and the roads included
- 30 September 2020: launch of consultation for eight weeks, including a Newsroom article promoting the consultation
- 1 October 2020: emails sent to waste management providers in Brighton & Hove from the Assistant Director notifying them of the consultation
- 9 November 2020: email sent to all councillors from the Assistant Director notifying them of the consultation
- 8 March 2021: email sent to 3000 businesses with a link to the consultation (plus a further 1000 letters to those without email addresses) using business rates data
- 31 March 2021: close of consultation (this was extended twice from end of November to 31/01/2021 to 31/03/2021 due to a poor response rate from businesses to provide time to respond following the emails and letters sent on 8 March 2021)
- 22 June 2021: Environment, Transport & Sustainability Committee approved the recommendations in the Commercial Bins on the Highway: Outcome of Public Consultation report
- 5 November 2021: lead councillors notified that the implementation date would be delayed from 1 February 2022 to 1 April 2022
- 10 November 2021: email sent to EEC DMT, Communications, Economic Development, Environmental Enforcement, Highways Enforcement, Regulatory Services and Revenues & Benefits notifying them that 4000 businesses will shortly be written to advising them of the introduction of T-Zones
- 22/23 November 2021: wrote to 4000 businesses advising them of the introduction of T-Zones
- 23 November 2021: emails sent to waste management providers in Brighton & Hove from the Assistant Director notifying them of the implementation of managing commercial bins on the highway

Throughout the consultation period, Facebook and Twitter posts were published, linking to the Newsroom article, encouraging residents and businesses to respond.

Appendix 2: commercial bins on the highway
Requested adjustments

Below are the requested adjustments (in bold) and advice from officers (bullet points).

We would like to propose a pause on the roll out of the measures in April 2022

- The signatories would like a pause to implementation to explore their feedback and the impacts of the model together and consider some alterations to help make it a success
- The original implementation date has already been pushed back by two months (from 1 February to 1 April) to give businesses more time to prepare for the changes
- Officers do not recommend this adjustment

Bins/sacks can be placed on the streets overnight as is currently allowed, but they should be serviced and taken back off the street by an agreed time in the morning or incur the fine.

- The signatories suggest this would solve 80% of the concerns
- The waste providers are in operation from 4am on some mornings (the morning time-banding window is 6am to 9am)
- Officers stated at the meeting that there will need to be parameters in place to facilitate this, such as vermin-proof bags and a time limit on when the bins/sacks can be placed out from the afternoon / early evening
- Officers recommend this adjustment. This could be a medium-term adjustment as businesses make changes and be subject to review in 12 to 18 months' time once businesses are familiar with the new arrangements and have made the adjustments

To help with keeping the streets consistent and tidy, we propose all commercial suppliers use a uniform, single coloured bin and/or storage bag (for kerbside sacks)

- While this may have an impact on the appearance of the streets, it does not address the issue of bins causing access issues for wheelchairs and prams, nor the anti-social behaviour that the bins encourage
- It will also likely incur large costs to either traders or waste management providers
- Officers do not recommend this adjustment

Adjusting and/or staggering the collection times across the T zones – rather than one fixed time for the whole city

- At the meeting and, in a subsequent email from the Assistant Director to the attendees, further information was requested on this in terms of which areas would benefit from staggered times and what times would work for the waste management providers
- This further information has not yet been provided

- In the absence of any further detail on this, officers do not recommend this adjustment

Nominate designated areas/streets to locate (agreed quantities of) bins

- As above, further information was requested on which areas / streets would be suitable and helpful to waste providers
- BID et al have suggested the following bin locations:
    - **Farmyard (rear of Cranborne Street)**
        - The source of many complaints about commercial bins on the highway
        - There are offices with entrances and fire exits into Farmyard
        - Only services 13-14 businesses, unless businesses from further away are allowed / willing to take their waste here
    - **Steine Street**
        - Very residential and narrow street
        - Existing concerns about criminal and anti-social behaviour on this road which any bins present provide an opportunity for
    - **Pool Valley (behind bus stops)**
        - The source of many complaints about commercial bins on the highway
        - Bins already here are used to stand on to graffiti
        - This is the first place many tourists see when the get to the city
    - **Spring Gardens**
        - Quite a distance from many businesses
        - Not much room on the highway unless parking spaces are used
    - **Ship Street (abandoned car park)**
        - This is not a council-owned car park. Any businesses seeking to use this land would need to discuss directly with the landowner
- Officers do not recommend this adjustment

Create attractive bin store areas designed to locate the above with commissioned artworks and/or advertise the city's recycling performance

- If the proposed locations are the same as above, the same concerns remain
- Bin stores become a target for arson or other antisocial behaviour which the council would be responsible for managing
- Officers do not recommend this adjustment

Allow the use of bus lanes within certain times of day for commercial and council waste contractors to aid timely waste collections and clear waste by business hours

- Only prescribed vehicles can use the bus lanes as per the Traffic Regulation Orders. If there are wider exclusions, then the bus lanes would not serve their purpose of providing unfettered bus priority. If more vehicles classes were permitted, it would likely lead to intervention by the Traffic Commissioner
- Therefore, this is not an option for private waste companies and officers do not recommend this adjustment

Incentives/initiatives for businesses to reduce their waste outputs and increase recycling

- This could be taken forward as a project once resources allow but, reducing containment is a way of incentivising waste reduction, thus removing commercial bins from the highway is consistent with this objective
- Brighton Chamber are hosting a Big Debate on 30 March to support its members to thinking about becoming net zero: 'Businesses need to re-think what they do, because getting to Net Zero means changing how they behave'

Incentives for commercial waste suppliers to use zero emission alternatives for collections

- Brighton & Hove City Council does not have the resources to advise private waste providers on their operations or emissions
- As above, this would be a good future project once resources allow but, does not relate to whether people should store their bins on the highway

They also stated a number of unforeseen consequences of our approach:

A significant reduction in business recycling capability, including food waste recycling, cardboard recycling, plastic recycling, glass recycling and mixed packaging recycling

- Businesses can move to smaller bins and more frequent collections to accommodate the different waste streams within their premises
- Businesses can look at measures to reduce their waste overall

Increased HGV traffic in the city from waste operators during rush hours (waste contractors typically service bins and sacks on the street very early morning and pre-rush hour)

- The recommended adjustment to allow bins out overnight will mitigate this
- Or an alternative is to change the time bandings; Cityclean is awaiting more information from BID on what staggered timings may look like

Increased emissions and carbon footprint from HGV vehicles due to the above

- The same volume of waste will need to be collected from 1 April, but within the time banding rather than at any time
- Whilst smaller bins are likely to lead to more frequent collections for businesses, it is likely waste providers will be in the area each day

Increased health and safety risks associated with the above

- It is unclear what their concerns are in relation to this

Increased cost to businesses for alternative solutions (evening collections, in-business collections during office hours, increased frequency collections will all cost more)

- This is a reality, but the highway is not for businesses to store their bins, free of charge
- The counter argument is that some businesses have been get a free storage space for some time whereas other business have been paying to have their waste collected more frequently.

Loss of operational business space inside businesses (and therefore an additional cost to the business), particularly F&B/Hospitality, due to additional storage requirements (many businesses do not even have sufficient space in the first place)

- This is a reality, but the highway is not for businesses to store their bins, free of charge

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 93

Subject: **Brighton & Hove In Bloom**

Date of meeting: **15 March 2022**

Report of: **Executive Director: Economy, Environment & Culture**

Contact Officer: **Name:** **Paul Campbell**
Tel: **07816753581**
Email: **paul.campbell@brighton-hove.gov.uk**

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

Ward(s) affected: **All**

For general release

1. Purpose of the report and policy context

1.1 At its meeting on 18 January 2022, the Environment, Transport & Sustainability Committee received a petition calling for the return of Brighton & Hove In Bloom. This report provides further information in response to the petition.

2. Recommendations

2.1 That the Committee notes the report.

3. Context and background information

3.1 Brighton & Hove City Council ran a very successful City In Bloom campaign for many years, working alongside residents, communities, businesses and schools across the city. Two large celebration events were held each year and the team organized the Floral Clock Christmas Lighting event. The team also coordinated entries for South East in Bloom, RHS Tatton and Britain in Bloom.

3.2 As stated in the response to the petition at Committee on 18 January 2022, the way In Bloom used to operate was not inexpensive and required a lot of leadership and coordination. Officer support included a part-time Project Officer and admin support from City Parks, alongside support from managers across the service. There was also involvement from other council services such as Cityclean, highways and street lighting.

3.3 A working group was in place all year round and the City Parks resources were involved in:

- Supporting the working group and meetings
- Organising all promotions, inducing website, leaflets and posters
- Organising all competitions, including the Allotment Coronation Bowl and organising the judging
- Organising all sponsors, including competitions and flower beds and roundabouts
- Coordinating and submitting entries to South East In Bloom and Britain In Bloom
- Coordinating and managing the hanging basket contract and overseeing all resident groups and business orders
- Organising two prize giving events: the launch and end of year prize giving events

3.4 The council has had to implement austerity measures to most departments following the economic downturn. This has meant that the City Environment department that includes City Parks has been operating with a reduced revenue to what it was ten years ago. It is estimated that Cityparks has seen a reduction in its revenue spend from £4.2m to around £3.8m since 2010.

3.5 In 2007/2008, the year before funding was reduced, the budget was £61,810. In 2012/13, transitional funding of £25,000 was provided to a voluntary City In Bloom group to continue to lead and coordinate these efforts. All funding to support In Bloom – both directly and to the voluntary group was removed from City Park's budgets in 2013/14, resulting in no council resource to support In Bloom activities.

3.6 City In Bloom was organised by the voluntary City In Bloom group until 2020, running competitions for businesses, residents, allotment holders and all relevant administration. They carried out their own promotion and sponsorship of competitions and events. The City In Bloom voluntary group had a Special Meeting of Dissolution on 24 February 2020.

3.7 In their Facebook post announcing the dissolution, Brighton And Hove City In Bloom stated: "The theme of the model we worked on had become outmoded and whilst we updated and worked to exclude less sustainable categories and embrace more ecologically sound practices, as volunteers we have found the running of City in Bloom to be complex and unsustainable. Whilst we are saddened that we can't continue we are very pleased with our achievements over the seven years that we have been running as a voluntary organisation. Our sponsors have supported us and allowed us to award many community groups for their outstanding work and achievements. We wish to thank everyone unreservedly for the terrific work done within local groups and the wider community and wish everyone every success in the future. Keep gardening and spreading the joy".

3.8 In Bloom competitions are not what they used to be. It is no longer about summer bedding displays, hanging baskets and window boxes, partly due to the unsustainable nature of bedding plants. In Bloom is now about caring for the environment and encouraging communities and volunteers to become involved in caring for their neighbourhoods – there are many ways in which

the council already supports this. This includes the Green Spaces Forum and the Tidy Up Team.

3.9 Encouragingly, communities in Brighton & Hove have taken it upon themselves to coordinate entries, without the need for support from the council or the city's voluntary working group. In 2021, South East In Bloom received independent entries for the RHS It's Your Neighbourhood Campaign, including: Norfolk Square, The Triangle Plot, Friends of Brunswick Square & Terrace and Friends of Palmeira & Adelaide. Saunders Park also entered into the Park category.

3.10 In response to the petition, it is important to remember that the council continues in its efforts to tidy up the city. Cityclean and City Parks staff work very hard to maintain Brighton & Hove's appearance. This is supplemented by regular deep cleans and additional seasonal staff throughout the year. As described in the report, the involvement from City Parks was deeper than coordination and leadership; it was time consuming and comprehensive, something which is reflected in the comment in 3.6. Whilst the prizes were funded through sponsorship, it was City Parks who sought this year-on-year in order for the event to continue.

3.11 Without additional resources, the council is unable to bring back the support and coordination to reintroduce Brighton & Hove In Bloom. The council can look to include relevant content on the council's website to promote South & South East In Bloom, but beyond this, there is little more that can be done. If the council decided to become involved in In Bloom again, an indicative budget of at least £60,000 would be required based on the resources provided when City Parks were involved.

4. Analysis and consideration of alternative options

4.1 Without additional resources, the council is unable to bring back the support and coordination to reintroduce Brighton & Hove In Bloom. Services across the council will continue to support volunteers and communities to take care of the city, such as through the Green Spaces Forum and the Tidy Up Team.

5. Community engagement and consultation

5.1 Engagement forms an important role for City Parks, enabling the team to provide high quality maintenance in parks and open spaces and to deliver high quality projects. This is achieved through involving residents and businesses in ongoing design, planning and management, which results in informed and engaged residents and businesses that feel better connected to their city and their environment.

5.2 City Parks work very closely with the Friends of Groups, community and voluntary grounds and businesses across the city, to ensure that the service works to engage with people who live, visit and work in the city.

5.3 City Parks work in partnership with the Brighton & Hove Green Spaces Forum (BHGSF), which is volunteer led and was set up to provide an

independent voice and communication hub for community groups working in Brighton & Hove's parks and open spaces. BHGSF currently engage with over 70 groups in the city.

6. Conclusion

6.1 This report provides further information in response to a petition presented at the previous Environment, Transport & Sustainability Committee.

7. Financial implications

7.1 There are no direct financial implications arising from the recommendations of this report. Should a decision be made for the council to be involved in In Bloom again, budget of at least £0.060m would need to be identified.

Name of finance officer consulted: John Lack Date consulted: 14/02/2022

8. Legal implications

8.1 There are no legal implications arising from the recommendation in the report.

Name of lawyer consulted: Hilary Woodward Date consulted 15/02/2022

9. Equalities implications

9.1 There are no equality impacts resulting from this report.

10. Sustainability implications

10.1 Communities that participate in South & South East In Bloom benefit in a variety of ways, including:

- Cleaner and greener surroundings
- Safer environments for the enjoyment of local people
- Long term improvement for the environment by addressing issues such as sustainability, conservation, litter, graffiti etc.
- Regeneration of run down and/or disadvantaged areas

10.2 The council is already addressing these and will continue to do so by, for example:

- delivering the Open Spaces Strategy
- delivering the Graffiti Reduction Strategy
- tackling environmental crimes
- supporting communities through the Tidy Up Team

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 94

Subject: **Response to Fly Posting Notice of Motion**

Date of meeting: **15 March 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: **All**

For general release

1. Purpose of the report and policy context

1.1 At its meeting on 22 June 2021, Environment, Transport & Sustainability Committee agreed to receive a report setting out the financial and other resource implications for removing (i) posters and other items which have been stuck onto Council-controlled bins and other structures across the city. This report provides the information.

2. Recommendations

2.1 That Environment, Transport & Sustainability Committee note the contents of this report.

2.2 That Environment, Transport & Sustainability Committee approves for a public consultation to take place on the introduction of Community Protection Warnings and Community Protection Notices to address posters and other items stuck to street furniture as outlined in paragraphs 3.11 to 3.15 below.

3. Context and background information

Flyposting

3.1 Fly-posting is putting up posters or stickers on properties, lamp posts, telephone boxes or other structures on the street, without consent from the owner. Examples of this are:

- sticking posters onto boarded up shops advertising an event
- attaching a poster to a lamp post advertising a business
- putting stickers onto road signs showing political statements

3.2 There are three ways the Street Cleansing Team can remove stickers from street furniture, which have all been trialled:

Method	Information
Jet wash	Set up takes 15 minutes Removal, on average, takes five minutes per item stuck Furniture has to be within 20 metres of vehicle (this can be increased to 100 metres but then requires two operatives) Area needs to be cordoned off to provide a five-metre radius Signage is required Traffic and pedestrians may need to be directed Repainting often required This is the most effective method of removing stickers from street furniture and does not damage the furniture as much as other methods However, this does cause water spray and therefore can only be completed at times of lower footfall so as not to inconvenience those passing by
Scraper	No requirement to cordon off No signage needed No requirement to redirect traffic or pedestrians Removal, on average, takes 30 minutes per item stuck Very tiring work Repainting always required Sharp object which could potentially be used as a weapon Not effective: can only be completed in one-minute bursts, permanently damages street furniture, takes much more time
Metal brush	Two metre cordon required Signage required Traffic and pedestrians may need to be directed Quicker than scraping but still tiring work Damage to street furniture highly probable Repainting always required

3.3 Posters, stickers and other items can appear on:

- Lamp posts
- Bollards
- Road and parking signs
- Bike racks
- Planters
- Bins
- Benches
- Phone boxes
- Utility boxes
- Bus stops
- Shutters
- Drainpipes

3.4 For the last five items in the list, the owners of these assets are responsible for their maintenance. Through the Graffiti Reduction Action Plan, officers have been meeting with utility companies to share and understand the issue the issues that faced, consider solutions and clarify methods of escalation with regards graffiti to private property. Openreach have agreed to have a contractor come and assess of their cabinets in BN1, BN2, BN3 and BN41 and repaint where needed. This is a big task but they are taking the initial steps to make it happen. Virgin Media are also very proactive in working with communities and approving art of their cabinets.

Current resources

3.5 There are six one-person crews who can remove posters and other items from street furniture, covering morning and afternoon shifts. The teams work on a rota to provide a seven-day service which means there are, on average, three crews each day. Their role involves more than poster and sticker removal and therefore to wholly focus on sticker removal will require additional resources to either do the additional tasks or to focus only on sticker removal.

3.6 The crews:

- Jet wash hot spots areas (town centre / high footfall) on a daily basis and less busy areas on a weekly basis
- Deep clean and wash pavements using “the hubber”
- Remove offensive graffiti across the city
- Remove graffiti from council owned buildings
- Remove excrement and dealing with spillages e.g. oil, blood, vomit
- Remove moss from pavements
- Repaint street furniture e.g. bins, benches, lampposts
- Clean street barrows

3.7 There are a number of limitations with the existing resources:

- Barrow Operative’s rounds are too large to incorporate poster and sticker removal; previously there were 43 Operatives for the whole city and now there are 26 with the volume of work increasing
- Barrow Operatives focus on the pavement and ground level to keep the streets clean such a street sweeping, litter picking, weeding, leaf removal, not higher up on street furniture
- Sticker removal is considered specialist work due to the time and resources it takes, plus the limited time windows available to do the work to not inconvenience those using the pavement
- Much of the city’s street furniture is old and has been corroded by seaside conditions; this means it is more liable to damage as the stickers are removed
- Old paper stickers were easier to remove; now, most stickers have a plastic coating which makes it more difficult

Removing (i) posters and other items which have been stuck onto Council-controlled bins and other structures across the city

3.8 Based on recent experiences, it is estimated that a 300 metre stretch of highway has 30 to 40 items of street furniture on it, which can take, on average, two days to clear of posters and stickers. Extrapolating this to the whole city would take over 7000 days which is about 20 years. Even if there are half the number of items on the 1126 kilometres of pavement, it would still take 10 years to complete.

3.9 Therefore, there are significant financial and other resource implications should this approach be adopted. The Street Cleansing Service will continue to remove posters and stickers from across Brighton & Hove as part of their planned street cleansing regime, as well as during targeted clean up events, such as the deep clean that took place in the city centre in April 2021. Additional enforcement activities provide a further method of tackling illegal fly-posting and stickering.

Enforcement

3.10 Within the Environmental Enforcement Framework, Fixed Penalty Notices (FPN) for fly-posting are issued under section 43 of the Anti-Social Behaviour Act 2003. For a FPN to be issued, an Environmental Enforcement Officer must witness the crime being committed which is very difficult as evidenced by the number of FPNs issued:

Year	FPNs issued
2019/2020	16
2020/21	2
2021/22	8
Total	26

3.11 Under Section 43 of the Anti-social Behaviour Crime and Policing Act 2014, Community Protection Warnings (CPWs) and Community Protection Notices (CPNs) can be issued to an individual aged 16 or over, or a body, if satisfied on reasonable grounds that: a) the conduct of the individual or body is having a detrimental effect, of a persistent or continuing nature, on the quality of life in the locality, and b) the conduct is unreasonable.

3.12 Fly-posting and stickering:

- is having a detrimental effect on the quality of life of those in the locality: this activity is criminal and anti-social and can lead to other anti-social activities such as graffiti
- is a persistent or of a continuing nature: even after fly-posts and stickers are removed, they do reappear meaning council resources are continually used to remove them
- is unreasonable: fly-posting and stickering is unlawful and the council has to use its limited budgets to continually pay for its removal

3.13 By issuing CPWs and CPNs to the individuals and bodies responsible for the fly-posting and stickering, the council can seek to improve the cleanliness of the city as this is a much more effective way of enforcement than issuing FPNs.

3.14 CPWs and CPNs were recently introduced to tackle graffiti on private property across the city. It is proposed the same approach is adopted for fly-posting and stickering, subject to the public consultation feedback and committee approval. This involves:

- Issuing a CPW to an individual, business or organisation suspected of causing the problem. The CPW will detail the impact on the community and that the behaviour should cease, or the reasonable steps that need to be taken to make sure the problem does not happen again.
- If the behaviour persists, a CPN will be issued telling the recipient to:
  - stop doing something specified, and/or to do some specified action
  - take reasonable steps to achieve a specified result - this aims to either prevent the effect of the behaviour continuing, or prevent the likelihood of it recurring
- If a recipient of a CPN fails to comply with the requirement, the council may take action to ensure that the failure is remedied:
  - An FPN may be issued if the recipient does not comply with the CPN requirements. If the FPN is not paid, this may result in a court order. (An FPN issued for non-compliance for a graffiti CPN is £100).
  - An instruction to complete remedial work may be issued if the recipient does not comply with the CPN requirements. If the remedial work is not completed, this may result in a court order.
  - If the FPN is not paid or the remedial work is not completed, a court order may be served. On conviction, this can result in a fine. The council will also look to recover costs.

3.15 The results of the public consultation will be brought back to a future committee meeting for approval on how to proceed.

4. Analysis and consideration of alternative options

4.1 The different approaches to removing stickers from street furniture are detailed in section 3.2. The most effective way to do this is by using a jet-washing unit which is time consuming. The Street Cleansing Service will continue to remove these items from street furniture across the city as part of the usual activities.

4.2 An alternative is to introduce further enforcement measures to discourage this criminal behaviour. Views on this will be sought through the public consultation.

5. Community engagement and consultation

5.1 It is proposed that a public consultation is held on the introduction of further enforcement measures to tackle fly-posting and stickering. The results of the public consultation will be brought back to a future committee meeting for approval on how to proceed.

6. Conclusion

6.1 The council does not have sufficient resources to complete the work as requested in the Notice of Motion. The Street Cleansing Service will continue to remove these items from street furniture across the city as part of the usual activities.

6.2 It is proposed that a public consultation is completed on introducing further enforcement measures to tackle fly-posting and stickering across Brighton & Hove.

7. Financial implications

7.1 There are no direct financial implications arising from the recommendations of this report. Costs associated with public consultation regarding the introduction of Community Protection Warnings and Community Protection Notices will contained within existing City Clean Budgets.

7.2 Any surplus income from Fixed Penalty Notices are legally ring fenced to support specific environmental purposes. Additional spend is expected to be funded from additional income and any significant variation to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted: 14/02/2022

8. Legal implications

8.1 The statutory background to Community Protection Warnings and Community Protection Notices is set out in paragraph 3.11 of the report.

Name of lawyer consulted: Hilary Woodward Date consulted: 15/02/2022

9. Equalities implications

9.1 There are no equalities implications resulting from this report.

10. Sustainability implications

10.1 Environmental enforcement activity can improve the environment by reducing the volume of fly-posting and stickering.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 95

Subject: **Public Space Protection Orders - barbecues, lanterns and balloons: Outcome of Public Consultation**

Date of meeting: **15 March 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:

For general release

1. Purpose of the report and policy context

1.1 At its meeting on 29 September 2020, the Environment, Transport & Sustainability Committee approved for a public consultation to take place for the introduction of a Public Space Protection Order (PSPO) to manage environmental anti-social behaviour, namely the use of disposable barbecues and the release of lanterns and balloons on the seafront and in council owned open spaces.

1.2 This report presents the results of the public consultation and recommendations on how to proceed, based on the results of the consultation.

2. Recommendations

2.1 That Committee note the results of the public consultation as detailed in Appendix 1.

2.2 That Committee agrees to make a PSPO to stop the use of single-use, disposable barbecues and the release of lanterns and balloons in or on council-owned parks, open spaces and the seafront.

2.3 That Committee approves the updated Environmental Enforcement Framework as detailed in Appendix 2 (tracked changes version) and Appendix 3 (clean version).

2.4 That Committee approve the £100 fine for failure to comply with the PSPOs.

2.5 That Committee authorise Environmental Enforcement Officers to issue Fixed Penalty Notices for non-compliance with PSPOs in respect of the use of single-use barbecues and the release of lanterns and balloons.

3. Context and background information

3.1 The Environmental Enforcement Framework is reviewed on a regular basis to consider additional offences to be included to address anti-social and illegal behaviour and to minimise waste clean-up and disposal costs. The receipts from fines are used to cover the costs of the Environmental Enforcement Service. Any surplus income is ring-fenced for environmental improvement projects in line with legal requirements.

3.2 The use of single-use disposable barbecues, and the release of lanterns and balloons outdoors present a number of environmental issues and pose problems for the council in terms of waste clean-up and disposal costs. Due to this and following complaints and feedback about the use and disposal of single-use disposal barbecues, and the release of lanterns and balloons outdoors, it was agreed for a public consultation to take place on proposals to tackle these issues.

3.3 For single-use barbecues:

- One of the council's litter bins was set alight, likely from an incorrectly disposed single-use barbecue.
- Biffa issued an alert about the dangers of putting disposable barbecues in bins.
- Dorset Council has banned all barbecues in its country parks and on its land that is deemed to be a high fire risk.
- The Co-op has withdrawn the sale of single-use disposable barbecues in their stores situated in or within a one-mile radius of all UK National Parks to help prevent wildfires.

3.4 For lanterns and balloons:

- The RSPCA has a campaign to End Sky Litter due to the problems balloons and lanterns cause to animals.
- The National Fire Chiefs Council has highlighted the issues caused by lanterns.
- A number of councils across the country have already banned the release of sky lanterns on council owned land.
- The RSPCA has shared some alternatives to balloon releases and lanterns.

Results of the consultation

3.5 The proposals, as set out in the consultation, are detailed in Appendix 4. The consultation ran from 15 November 2021 to 2 January 2022 and acquired 671 responses. 92.85% of the responses came from Brighton & Hove residents. The results have been analysed and provided in more detail in Appendix 1. The high-level results show:

- 83.5% of respondents strongly agreed or tended to agree that the use of single-use, disposable barbecues cause problems for people, the environment and the council

- 79.4% of respondents strongly agreed or tended to agree that the use of single-use, disposable barbecues should not be permitted in or on council-owned parks, open spaces and the seafront
- 77.0% of respondents strongly agreed or tended to agree that a PSPO should be introduced to stop the use of single-use, disposable barbecues in or on council-owned parks, open spaces and the seafront
- 89.7% of respondents strongly agreed or tended to agree that the release of lanterns and balloons outside causes problems for people, the environment and the council
- 87.4% of respondents strongly agreed or tended to agree that the release of lanterns and balloons should not be permitted in or on council-owned parks, open spaces and the seafront
- 84.8% of respondents strongly agreed or tended to agree that a PSPO should be introduced to manage the non-permitted release of lanterns and balloons in or on council-owned parks, open spaces and the seafront
- 79.9% of respondents strongly agreed or tended to agree that a Fixed Penalty Notice of £100 should be issued if the PSPO is not complied with

3.6 Further ideas were shared during the consultation, the detail of which are included in Appendix 1.

3.7 Based on the results of the consultation, it is recommended that PSPOs are introduced to stop the use of single-use, disposable barbecues and the release of lanterns and balloons in or on council-owned parks, open spaces and the seafront. When an authorised Environmental Enforcement Officer issues a FPN for non-compliance with a PSPO, they will also seek to extinguish or seize the article causing the offence. Proper, stand alone, non-disposable barbecues can continue to be used on certain beaches, parks and open spaces as per arrangements already in place.

Implementation

3.8 If approval is received to proceed, a programme of communication will take place. This will include:

- Updating all relevant web pages including the Environmental Enforcement Framework, barbecues on the beach
- Regular social media posts
- Updating signage around the city on the seafront and at entrances to parks

3.9 The PSPOs will be enforced from 1 July 2022 and the Orders will be published on the council website.

Existing bye-laws

3.10 The introduction of the PSPO does not remove the existing bye-laws in place regarding barbecues on the beach. Proper stand alone, non-disposable barbecues can be lit after 6pm but must not be used:

- between the two piers in Brighton
- between Hove Street and Fourth Avenue (this is the area between the end of Hove Lawns and King Alfred Leisure Centre car park)
- on Hove Lawns or its surrounding areas such as behind the beach huts
- on the promenade or its surrounding walls

3.11 When an authorised Environmental Enforcement Officer witnesses a barbecue being used in a non-designated area, they will ask the member of the public to extinguish the barbecue or move to a designated area. If the request is not complied with, the Officer will extinguish the barbecue.

4. Analysis and consideration of alternative options

4.1 Through the public consultation, stakeholders were provided with an opportunity to share any further ideas.

5. Community engagement and consultation

5.1 This is detailed in the main body of the report.

5.2 PSPOs may not have an effect period of more than three years. If the PSPO requires an extension, a further report will be brought to committee.

5.3 The Environmental Enforcement Framework will continue to be regularly reviewed to consider stakeholder feedback and any proposed changes will be presented to committee for approval.

6. Conclusion

6.1 The Environmental Enforcement Service addresses anti-social and illegal behaviour to improve the environment and minimise waste clean-up and disposal costs. To enhance this, additional offences have been identified for inclusion in the Framework to further reduce anti-social behaviour, that impacts the environment, and which costs the council money. It is recommended that PSPOs are introduced to stop the use of single-use of disposable barbecues and the release of lanterns and balloons in or on council-owned parks, open spaces and the seafront

7. Financial implications

7.1 The recommendations to: issue the PSPOs in respect of the use of single-use barbecues and the release of lanterns and balloons; approve the updated Environmental Enforcement Framework; and approve the £100 fine for failure to comply with the PSPOs would allow Fixed Penalty Charge Notices to be issued as an enforcement measures in line with other environmental offences. Any surplus income from Fixed Penalty Notices, are legally ring fenced to support specific environmental purposes.

7.2 Enforcement will be carried out within existing resources, but any additional spend is expected to be funded from additional income and any significant

variation to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted: 14/02/2022

8. Legal implications

8.1 The statutory background to the making of Public Space Protection Orders is set out in the updated Environmental Enforcement Framework attached to this report.

Name of lawyer consulted: Hilary Woodward Date consulted: 15/02/2022

9. Equalities implications

9.1 An Equality Impact Assessment is attached at Appendix 5. It is recognised that there may be some disproportionate impacts for some protected characteristics. To mitigate this, helpful information on alternatives to single-use, disposable barbecues, balloons and lanterns will be published on the council website.

10. Sustainability implications

10.1 The environmental and sustainability implications are detailed in the main body of the report.

11. Other Implications

Crime & disorder implications:

11.1 Environmental enforcement addresses illegal and anti-social behaviour and has a beneficial impact on crime and disorder.

11.2 Requests to extinguish single-use disposable barbecues or barbecues in non-designated areas may lead to difficult conversations and/or tensions. Environmental Enforcement Officers will be provided with appropriate training and advice so as not to place themselves, or members of the public, at risk.

Supporting Documentation

Appendices

Appendix 1: analysis of consultation responses
Appendix 2: Environmental Enforcement Framework (tracked changes)
Appendix 3: Environmental Enforcement Framework (clean)
Appendix 4: proposals within the consultation
Appendix 5: Equality Impact Assessment

Appendix 1
Public Space Protection Orders – barbecues, lanterns and balloons: analysis of responses to the public consultation

This report presents the results from the public consultation on introducing Public Space Protection Orders to restrict the use of single-use, disposable barbecues, lanterns and balloons.

Question 1 – "To what extent do you agree or disagree that the use of single-use, disposable barbecues cause problems for people, the environment and the council?"

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know / not sure
A local business	0	1	1	0	1	0
A local community or voluntary group	2	0	0	0	0	0
A local stakeholder	3	0	0	0	0	0
Resident of Brighton & Hove	438	80	18	31	55	1
Visitor	21	4	0	0	1	0
Other	11	0	0	1	1	1
Total	**475**	**85**	**19**	**32**	**58**	**2**
Percentage	**70.79%**	**12.67%**	**2.83%**	**4.77%**	**8.64%**	**0.30%**

Question 2 – "To what extent do you agree or disagree that the use of single-use, disposable barbecues should not be permitted in or on council-owned parks, open spaces and the seafront?"

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know / not sure
A local business	2	0	0	1	0	0
A local community or voluntary group	2	0	0	0	0	0
A local stakeholder	2	1	0	0	0	0
Resident of Brighton & Hove	436	56	9	24	98	0
Visitor	20	3	2	0	1	0
Other	11	0	0	0	3	0
Total	**473**	**60**	**11**	**25**	**102**	**0**
Percentage	**70.49%**	**8.94%**	**1.64%**	**3.73%**	**15.20%**	**0.00%**

Question 3 – "To what extent do you agree or disagree that a Public Space Protection Order should be introduced to stop the use of single-use, disposable barbecues in or on council-owned parks, open spaces and the seafront?"

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know / not sure
A local business	1	0	0	1	1	0
A local community or voluntary group	2	0	0	0	0	0
A local stakeholder	3	0	0	0	0	0
Resident of Brighton & Hove	418	58	15	29	102	1

Visitor	19	5	1	0	1	0
Other	11	0	0	0	3	0
Total	**454**	**63**	**16**	**30**	**107**	**1**
Percentage	**67.66%**	**9.39%**	**2.38%**	**4.47%**	**15.95%**	**0.15%**

Question 4 – "To what extent do you agree or disagree that the release of lanterns and balloons outside causes problems for people, the environment and the council?"

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know / not sure
A local business	3	0	1	0	0	0
A local community or voluntary group	2	0	0	0	0	0
A local stakeholder	3	0	0	0	0	0
Resident of Brighton & Hove	455	101	30	7	29	1
Visitor	25	1	0	0	0	0
Other	12	1	0	0	1	0
Total	**499**	**103**	**31**	**7**	**30**	**1**
Percentage	**74.37%**	**15.35%**	**4.62%**	**1.04%**	**4.47%**	**0.15%**

Question 5 – "To what extent do you agree or disagree that the release of lanterns and balloons should not be permitted in or on council-owned parks, open spaces and the seafront?"

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know/ not sure
A local business	2	0	1	0	0	0
A local community or voluntary group	2	0	0	0	0	0
A local stakeholder	3	0	0	0	0	0
Resident of Brighton & Hove	456	86	29	17	35	0
Visitor	25	1	0	0	0	0
Other	11	1	0	0	2	0
Total	**499**	**88**	**30**	**17**	**37**	**0**
Percentage	**74.37%**	**13.11%**	**4.47%**	**2.53%**	**5.51%**	**0.00%**

Question 6 – "To what extent do you agree or disagree that a Public Space Protection Order should be introduced to manage the non-permitted release of lanterns and balloons should not be permitted in or on council-owned parks, open spaces and the seafront?"

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know / not sure
A local business	2	0	1	0	0	0
A local community or voluntary group	2	0	0	0	0	0
A local stakeholder	3	0	0	0	0	0
Resident of Brighton & Hove	440	85	29	21	47	1
Visitor	23	2	0	0	1	0
Other	11	1	0	0	2	0
Total	**481**	**88**	**30**	**21**	**50**	**1**
Percentage	**71.68%**	**13.11%**	**4.47%**	**3.13%**	**7.45%**	**0.15%**

Question 7 – "To what extent do you agree or disagree that a Fixed Penalty Notice of £100 should be issued if the Public Space Protection Order is breached?"

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know/ not sure
A local business	1	0	1	1	0	0
A local community or voluntary group	2	0	0	0	0	0
A local stakeholder	3	0	0	0	0	0
Resident of Brighton & Hove	397	96	36	24	66	4
Visitor	23	2	1	0	0	0
Other	12	0	0	0	2	0
Total	**438**	**98**	**38**	**25**	**68**	**4**
Percentage	**65.28%**	**14.61%**	**5.66%**	**3.73%**	**10.13%**	**0.60%**

Question 9 – "How are you responding to this consultation? As a..."

Stakeholder	Count	Percentage
A local business	3	0.45%
A local community or voluntary group	2	0.30%
A local stakeholder	3	0.45%
Resident of Brighton & Hove	623	92.85%
Visitor	26	3.87%
Other	12	1.79%
No response	2	0.30%
Total	671	100%

Question 8 – "Do you have any further feedback on the proposals?"

Theme	Number	Comments
Consider communal barbecues	47	This will be followed up with other council services. There is presently no additional money to facilitate the introduction of communal barbecues.
Educate people about safe use and disposal	20	This will be completed through improved and updated information on the council website and signage across the city. People will still be able to use proper, stand alone, non-disposable barbeques which can be used on certain beaches, parks and open spaces.
Make fine higher (*one of these suggested it should be £150 like littering*)	18	The £100 fine is the highest it can be under the legislation.
Complete Equality Impact Assessment and think about the implications for different groups of people	13	An Equalities Impact Assessment has been completed and is part of the committee papers.
Provide more bins and empty regularly	13	The PSPOs will be introduced to tackle the environmental problems and increased costs caused by inappropriate use and irresponsible non-disposal of single-use barbecues, balloons and lanterns. More bins will not resolve the issue.
If introduced, will it be effectively enforced?	12	There are eight Environmental Enforcement Officers who regularly patrol the city.
Work with businesses to stop them selling disposable barbecues	9	This can be followed up.
City wide ban for balloons and lanterns	6	Does the council have powers for a city wide ban? Would be so difficult to enforce.
Improve signage	5	This will happen.
This should not be a priority for the council	5	The PSPOs will be introduced to tackle the environmental problems and increased costs caused by inappropriate use and irresponsible non-disposal of single-use barbecues, balloons and lanterns.
Allow reusable barbecues in these areas	4	Reusable barbecues can continue to be used on certain beaches, parks and open spaces.
Ban sale of these items	4	The council does not have the powers to ban the sale of these items. The council can work with local businesses to discourage the sale of these items.
Consider barbecue hire	4	This will be followed up with other council services. There is presently no additional money to facilitate the introduction of barbecue hire.
Include fireworks	4	This can be followed up.
Introduce designated barbecue areas (*one of these suggested for gas Barbecues only*)	4	These are already in place along the seafront.

Theme	Number	Comments
Promote eco-friendly alternatives to sky lanterns and balloons	4	This can be included in the updated web pages.
Provide effective educational campaign on restrictions and what the alternatives are	4	This can be included in the updated web pages.
Fine too high	3	The fine amount has been set in line with other offences within the Environmental Enforcement Framework.
Good communication campaign will be needed	3	This will form part of the implementation.
Lobby government to ban sales of balloons	3	This can be followed up.
Many bye laws not enforced, not sure these will be either	3	There are eight Environmental Enforcement Officers who regularly patrol the city.
Treat Barbecues as litter, not this	3	Anyone found leaving a barbecue behind on the beach will be issued with a FPN for littering. However, this is very difficult to enforce as those using them remain in situ for a long period of time and Environmental Enforcement Officers cannot wait around for individuals to leave. A PSPO is a much more effective way of dealing with single-use, disposable barbecues.
Allow on pebbles	2	Reusable barbecues can continue to be used on certain beaches, parks and open spaces
Ban all single use plastics in public places	2	Through the Carbon Neutral 2030 Programme, the council is looking to develop and deliver an accreditation scheme to encourage businesses to end the use of single use plastics.
Ban in parks only	2	Significant issues are present on the seafront too.
Barbecues also lead to air pollution too	2	Agreed.
Consider alternatives before banning	2	Alternatives will be explored but there is presently no additional budget to introduce alternatives.
Prioritise balloons and lanterns, over barbecues	2	Noted.
Allow lanterns for burning of the clocks	1	Lanterns will be permitted for Burning of the Clocks, as long as they are not released.
Allow seafront team to enforce too	1	Seafront Team's focus is on water safety. They can ask members of the public to not use single use barbecues but do not have the enforcement powers.
Ban but keep the bins, just in case	1	The barbecue bins will remain in order for residents to responsibly dispose of charcoal from reusable barbecues.
Ban polystyrene on seafront sale too	1	Through the Carbon Neutral 2030 Programme, the council is looking to develop and deliver an accreditation scheme to encourage businesses to end the use of single use plastics, including polystyrene.

Theme	Number	Comments
Council also needs to manage the use of commercial barbecues and fire pits situated close to the sea front	1	Some businesses do have fire pits and barbecues in their outside seating areas. These are not disposable barbecues.
Discount if paid promptly	1	A Fixed Penalty Notice may specify two amounts and specify that if the lower amount is paid within a specified period (less than 14 days) that is the amount of the Fixed Penalty. A discount is not recommended for this offence.
Does the seafront include the beach?	1	Yes
Employ more people to issue littering fines	1	There are eight Environmental Enforcement Officers who regularly patrol the city.
Exemptions for balloons/lanterns for the purposes of bereavement (i.e. a lantern/balloon release as part of a funeral/wake/etc).	1	The release of lanterns and balloons outdoors creates significant issues. They are impossible to dispose of in a safe way as the owner has no way of finding it, once released; for lanterns, there is no way of ensuring it is extinguished before reaching the ground. Both return to the ground as litter and can be ingested by animals, birds and marine wildlife, causing risk of death, injury and entrapment. If exemptions are agreed, this risk remains.
If barbecue bins are removed, will lead to more problems as no where safe to dispose if people do barbecue on beach	1	The barbecue bins will remain in order for residents to responsibly dispose of charcoal from reusable barbecues.
Include helium balloons	1	These are included; they cannot be released.
Introduce a community service style sanction where offenders have to complete a beach / outside space clean	1	The council works with the Probation Service on initiatives like this.
Introduce a council permit scheme for the release of lanterns and balloons	1	The release of lanterns and balloons outdoors creates significant issues. They are impossible to dispose of in a safe way as the owner has no way of finding it, once released; for lanterns, there is no way of ensuring it is extinguished before reaching the ground. Both return to the ground as litter and can be ingested by animals, birds and marine wildlife, causing risk of death, injury and entrapment. If exemptions are agreed, this risk remains.
Introduce a picnic license, where if you want to bring food, drink, barbecue onto the beach, you have to buy a pass. That pass gives to the ability to have your picnic at a given place on the beach and that if you leave rubbish behind, you get a £100 fine	1	Anyone caught littering is issued with a £150 FPN. Any licensing system requires additional resources for it to be managed effectively.

Theme	Number	Comments
Multiple offenders should be fined greater sums for second and subsequent breaches	1	The escalation process is to prosecute repeat offenders via the Magistrate's Court.
Provide taps on seafront next to barbecue bins	1	Showers and taps are available on the seafront, but not necessarily next to barbecue bins.
Should include Marine Flares	1	
Similar measures need to be included for council approved events too	1	This will be followed up with the events team.
The release of multiple lanterns or balloons at a single 'event' should attract multiple Fixed Penalty Notices e.g. on a per item / per adult basis.	1	Anyone found to be releasing balloons or lanterns in or on council-owned parks, open spaces and the seafront will be issued with a PSPO.
Waste packaging tax on any branded retailers produce left behind after their sale	1	This would require national legislation??

Brighton & Hove City Council

Environmental enforcement framework

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1. Purpose

The purpose of the Environmental Enforcement Framework is to address anti-social and illegal behaviour to improve the environment and minimise waste clean-up and disposal costs.

Environmental enforcement is delivered by authorised Environmental Enforcement Officers patrolling Brighton & Hove. Enforcement action includes the issuing of Fixed Penalty Notices (FPNs), Community Protection Warnings (CPWs), Community Protection Notices (CPNs), FPNs in relation to Public Space Protection Orders (PSPOs) and court orders.

This Framework sets out the standards that will be applied when issuing FPNs, CPWs, and CPNs for environmental offences and what residents, businesses, and visitors can expect from Brighton & Hove City Council.

2. Introduction

Brighton & Hove City Council is committed to combatting fly tipping and littering, ensuring the city remains attractive and enjoyable for all those living and working here as well as those visiting the area.

The council will take a fair and proportionate approach to issuing fines for environmental offences to ensure that those spoiling the environment for others are made accountable for their actions.

The council will issue FPNs, CPWs, CPNs and PSPOs to enforce environmental crimes under the following legislation:

- Sections 33, 34, 47, 47ZA, 88 and 94B of the Environmental Protection Act 1990
- Section 43 of the Anti-Social Behaviour Act 2003
- Sections 43, and 59 to 68 of the Anti-Social Behaviour, Crime and Policing Act 2014

The council will issue FPNs, CPWs, and CPNs on all council-owned land, including, but not limited to, the beach, seafront, parks, open spaces, pavements and the highway.

FPNs provide a quick, visible and effective way of dealing with low-level straightforward environmental crimes, offering an alternative to prosecution.

This Framework complements the Highways Policy and the Delegated Powers assigned to Field Officers, which both deal with other areas of environmental enforcement.

3. FPN fines

FPN fines are as follows:

Offence	BHCC penalty	BHCC early payment

Littering	£150	£110
Littering from vehicles	£150	£110
Spitting, urinating or defecating	£150	N/A
Dog fouling	£80	N/A
Dogs on leads	£80	N/A
Dogs on lead by direction	£80	N/A
Dogs in dog exclusion zone	£80	N/A
Graffiti	£150	N/A
Fly posting	£150	N/A
Unauthorised flyering	£150	N/A
Industrial and commercial waste receptacle offence	£110	N/A
Residential fly-tipping	£400	N/A
Disposing of commercial waste illegally	£400	N/A
Failure to produce a Waste Transfer Note or Duty of Care Certificate or non-compliance with Certificate	£300	N/A
Failure to comply with a PSPO	£100	N/A

FPN fines are set in line with DEFRA guidance: https://www.gov.uk/government/publications/code-of-practice-on-litter-and-refuse

The fine for failing to comply with a PSPO is set in line with Section 68 of the Anti-Social Behaviour, Crime and Policing Act 2014: https://www.legislation.gov.uk/ukpga/2014/12/section/68/enacted

The fine for littering is £150 with an early payment discount reducing it to £110, if it is paid within 10 days.

There are no early payment discounts for other offences because Brighton & Hove City Council is talking a hard stance on these offences with the penalty set accordingly.

The cost of FPNs will be reviewed annually to enable Brighton & Hove City Council to target particular environmental offences when needed and ensure appropriate costs of the service are met. Payment of an FPN in instalments is not possible.

4. Issuing of FPNs

All FPNs will be issued in line with government guidance:
https://www.gov.uk/government/publications/code-of-practice-on-litter-and-refuse

Details about when a FPN would and would not be issued are detailed below.

When a FPN will be issued

A FPN will only be issued when all of the following apply:

- an offence has been committed (see section 5)
- a FPN is a proportionate response
- there is evidence to support prosecution if the offender does not pay the FPN
- the offender understands why the FPN is being issued
- the Environmental Enforcement Officer believes that the name and address offered by the offender are correct

In addition, a FPN will be issued when a PSPO has not been complied with.

When a FPN will not be issued

A FPN will not be issued if any of the following apply:

If there is no criminal liability

- the person in question is exempt, e.g. a blind person whose dog has fouled in an area where a dog control order applies
- the offender is a child under the age of 10, when the child's parents or guardian may be informed

If enforcement action is inappropriate or would be disproportionate for the offence

- it is not in the public interest to do so
- the offender is vulnerable; for example, someone who is a rough sleeper or suffers from a mental impediment; this list is not exhaustive

If prosecution is more suitable

- the offence is major, e.g. deliberate smashing of glass, racist graffiti, or where an extensive quantity of waste is fly tipped or where the content of the waste is hazardous.
- the offence is committed by a persistent offender
- the offender is violent or aggressive

In these cases, evidence will be referred to officers in City Environment to determine whether the case should be referred to council's legal team.

If littering is done accidentally

- accidental: for example, something falls out of someone's pocket (as opposed to intentional where, for example, litter is dropped and the offender walks away, including the discarding of cigarettes).

Where there is doubt over intent, the Environmental Enforcement Officer will challenge the offender, stating they have seen them drop something and ask them to pick it up. Should the person refuse to pick up the litter, they may be issued with an FPN.

About issuing fines

The FPN gives the alleged offender an opportunity to avoid prosecution by payment of the penalty. An FPN is therefore only issued where there is adequate evidence to support a prosecution, if a notice is not paid.

FPNs will not be issued to under 18s but if an Environmental Enforcement Officer witnesses an under 18 committing an environmental offence, they will have an informal discussion with them about it and may write to their parent or guardian.

Officers will have sufficient training and understanding of Brighton & Hove City Council's Environmental Enforcement Framework and their area of work to ensure a consistent approach to their duties. Environmental Enforcement Officers will carry identification picture cards at all times whilst on duty. An Environmental Enforcement Officer will never take payment for FPNs. Information about how to pay is included on the FPN.

5. FPN offences

FPNs will be issued in a fair and proportional manner so those who are spoiling the environment for others are made accountable.

Littering

Littering is an offence under section 87 of the Environmental Protection Act 1990. The act states that an offence is committed if anything is dropped, thrown, left or deposited that causes defacement, in any place open to the air that the public have access to with or without payment. This includes any deposit on land or water and the statutory definition of litter specifically includes cigarette butts and chewing gum.

When issuing FPNs for littering, a distinction will be made between intentional littering and accidental littering:

- Intentional: for example, litter is dropped and the offender walks away, including the discarding of cigarettes.
- Accidental: for example, something falls out of someone's pocket.

Where littering is considered to be accidental (with no intent to drop litter) an FPN will not be issued.

Littering from vehicles

Littering from vehicles is an offence under section 87 of the Environmental Protection Act 1990. As with general littering, littering from vehicles is a nuisance and is detrimental to the environment. Vehicle owners are responsible for ensuring whoever is travelling in their vehicle does not litter from the vehicle. FPNs for littering from vehicles will be issued to registered vehicle owners when the person who actually littered cannot be identified. In cases where the registered vehicle owner is fined, the FPN must be issued within 35 days of the alleged offence.

Spitting, urinating and defecating

FPNs for spitting, urinating and defecating are issued under section 87 of the Environmental Protection Act 1990.

Spitting, urinating and defecating in public places are anti-social habits and can have a number of health implications. An FPN will be issued when spitting, urinating or defecating occurs on public surfaces, roads, pavements or streets.

Dog fouling, dogs on leads, dogs on lead by direction and dogs in dog exclusion zones

FPNs for Dog Control Order offences are issued under section 68 of the Anti-Social Behaviour, Crime and Policing Act 2014.

Dog control offences have an impact on the city and the communities within in. FPNs for dog control offences will be issued to enforce responsible dog ownership and reduce the issues relating to dogs running loose and causing as nuisance to others, as well as reduce the potential health implications associated with dog fouling.

The Fouling of Land by Dogs Order makes it an offence for a person in charge of a dog to fail to remove faeces from the land. The Dogs on Leads Order makes it an offence for a person in charge of a dog to fail to ensure that a dog is kept on a lead on relevant land.

The Dogs on Lead by Direction Order makes it an offence for a person in charge of a dog to fail to put that dog on a lead under the direction of an authorised officer on relevant land.

The Dog Exclusion Order makes it an offence for a person in charge of a dog to permit the dog to enter or remain on any land to which the Order applies. The land to which this Order applies is detailed in Section 14.

Assistant Dogs are exempt from Dog Control Orders.

Graffiti

FPNs for graffiti are issued under section 43 of the Anti-Social Behaviour Act 2003.

Graffiti is classed as criminal damage and defined as any informal or illegal marks, drawings or paintings that have been deliberately made by anyone on any physical element in the outdoor environment. Graffiti is difficult and costly to remove.

Before issuing a FPN for graffiti, the Environmental Enforcement Officer will speak to the owner of the building to ascertain whether permission has been granted to graffiti the physical element question.

City Environment will work with the Safer Communities Team to ensure that enforcement action does not impact on any legally created graffiti art and does not contradict the Graffiti Reduction Strategy.

Fly posting

FPNs for fly posting are issued under section 43 of the Anti-Social Behaviour Act 2003.

Fly posting is putting up posters or stickers on properties, lamp posts, telephone boxes or other structures on the street such without consent from the owner.

Examples of this are:

- Sticking posters onto boarded up shops advertising a gig
- Attaching a poster to a lamp post advertising a business
- Putting stickers onto road signs showing political statements

Unauthorised flyering

FPNs for unauthorised flyering are issued under section 94b of the Environmental Protection Act 1990.

Flyering can cause lots of litter and Brighton & Hove City Council restricts where and when free flyers can be distributed. This includes printed materials to advertise things like events, businesses or product promotions.

Anyone wishing to distribute free printed material within a designated area must apply for a flyering licence from the council. The flyering licence covers the cost of the extra work required to clear the additional litter generated as some people will just drop flyers on the floor.

Any person distributing matter by or on behalf of a charity or for political or religious purposes are exempt from this rule. To reduce confusion, the council encourages charities to make an application. There will not be a charge for the licence in these cases.

FPNs for flyering without a license will be issued to the individual and not the organisation they are flyering for. One fine will be issued to each person distributing the flyers, regardless if a group is distributing the same flyers.

Flyering materials will be confiscated until the owners of the materials have arranged for a flyering licence.

Details about where a licence is required and how to apply for a flyering licence are available on the council's website: www.brighton-hove.gov.uk/flyering

Industrial and commercial waste receptacle offences

FPNs for receptacle offences are issued under sections 47 and 47ZA Environmental Protection Act 1990.

Businesses have a duty to ensure that their waste is stored, presented and disposed of in accordance with the waste Duty of Care. FPNs will be issued when the waste is likely to cause a nuisance or be detrimental to the amenities of the locality. This includes:

- Bins in time-banding zones (T-Zones) left on the pavement outside of agreed collection times (from 1 April 2022)
- Bins blocking the highway
- Bins with size, construction or maintenance issues

Businesses are also expected to label their waste receptacle with their business name. Failure to comply with a request to place a label on a receptable could result in a FPN being issued.

More details on businesses' waste management responsibilities are available on the Brighton & Hove City Council website: https://www.brighton-hove.gov.uk/rubbish-recycling-and-streets/rubbish/how-dispose-business-and-trade-rubbish-and-recycling

Fly tipping

FPNs for flytipping are issued under section 33 of the Environmental Protection Act 1990.

Flytipping is the illegal dumping of waste, items or materials. This includes anything from putting a TV on the pavement to dumping a van's contents in the countryside. Flytipping is unattractive, can cause obstructions and can lead to a build-up of other waste. The following are all examples of flytipping:

- Putting items, including furniture, electrical items and appliances on the public highway and on the pavement for others to pick up and reuse.
- Putting items including furniture, electrical items and appliances by communal refuse or recycling bins, wheelie bins, refuse areas, bring sites or litter bins. If a bin is full, items should be taken to the next nearest bin or taken home until there is capacity in a bin.
- Putting refuse into communal recycling bins.
- Putting bulky items in refuse or recycling bins.

If someone else flytips an individual's waste, the individual may still be held responsible.

Any company carrying or disposing of waste must have a waste carriers licence and individuals can check they have this through the Environment Agency's waste carrier's public register.

Unwanted items, such as electrical items, furniture, appliances etc. cannot be collected with normal household refuse and must be reused, recycled or disposed of in a legal and safe way. Options include:

- Keeping these goods on an individual's property and advertised through signs, newspapers or websites
- Using a company or charity that collects items for free
- Taking items to a Household Waste Recycling Site
- For a fee, using the council's bulky waste collection service.

More details are available on the Brighton & Hove City Council website: www.brighton-hove.gov.uk/bulkywaste

Disposing of commercial waste illegally

FPNs for disposing of commercial waste illegally are issued under section 33 of the Environmental Protection Act 1990.

Any waste that comes from a commercial activity is business waste, including waste produced as a result of an individual running their business from home. Businesses cannot use domestic waste and recycling bins, and the collection of commercial waste is not covered by business rates.

Businesses are responsible for:

- All recycling and refuse they create

- Ensuring waste is stored and disposed of in a safe and legal way
- Using a registered waste contractor or a business waste site to dispose of their waste
- Avoiding any disruption to the public when storing and disposing of their waste.

Any business found to be not adhering to these responsibilities, may be issued with a FPN.

Failure to produce a Waste Transfer Note or Duty of Care Certificate or non-compliance with the Certificate

FPNs for failure to produce a Waste Transfer Note or Duty of Care Certificate or noncompliance with the Certificate are issued under section 34 of the Environmental Protection Act 1990.

Businesses must have a registered waste carrier to collect and dispose of their waste. Businesses that have set up a waste collection with a registered waste contractor will receive a Duty of Care Certificate. This is proof that there are waste collection arrangements in place and it is being disposed of legally.

If a registered waste contractor does not supply a Duty of Care Certificate it may mean they are not registered. If this waste is then subsequently dumped or disposed of illegally, the business could be held responsible. For this reason, it is recommended that businesses check the waste contractor through the Environment Agency's waste carrier's public register.

If an Environmental Enforcement Officer requests a copy of a business's Duty of Care Certificate and the business is unable to provide one, the business will be given 14 days to produce a Duty of Care Certificate before an FPN is issued.

Environmental Enforcement Officers conduct regular checks across the city to make sure businesses have a Duty of Care Certificate. If a business does not have a legal method for disposing of waste, the business could receive a fine which could lead to prosecution.

Businesses have a duty to ensure that their waste is stored, presented and disposed of in accordance with the waste Duty of Care. FPNs will be issued when the waste is likely to cause a nuisance or be detrimental to the amenities of the locality, including overflowing bins meaning lids cannot be closed or side waste.

Failure to comply with a PSPO

PSPOs are designed to counter unreasonable and persistent behaviour that affects the quality of life of residents. A PSPO can be made on reasonable grounds that two conditions are met:

The first condition is that:

- Activities carried on in a public place have had a detrimental effect on the quality of life of those in the locality, or
- It is likely that activities will be carried on in a public place within that area and that they will have such an effect

The second condition is that the effect, or likely effect, of the activities:

- Is, or is likely to be, of a persist or continuing nature,
- Is, or is likely to be, such as to make the activities unreasonable, and

- Justifies the restrictions imposed by the notice

The use of single-use disposable barbecues and the release of lanterns and balloons outdoors has a detrimental effect on the quality of life, as well as problems for people, the environment and the council:

- Single-use disposable barbecues pose a significant fire risk when in use and if not disposed of correctly; there have been many times when they have caused bins and the surrounding area to catch fire
- Single-use disposable barbecues present a risk to injury to people and animals, particularly on the beach and in open spaces
- If not set up correctly, single-use disposable barbecues can scorch and damage the environment around them
- When not disposed of it means the taxpayer has to pay for the tidy up of single-use disposable barbecues
- Lanterns and balloons are impossible to dispose of in a safe wat as the owner has no way of finding it, once released; for lanterns, there is no way of ensuring it is extinguished before reaching the ground
- Both lanterns and balloons return to the ground or sea as litter and can be ingested by animals, birds and marine wildlife, causing risk of death, injury and entrapment

Together, this does not only incur environmental costs, but bring additional and substantive costs to the council to clear up.

At its meeting on 15 March 2022, the Environment, Transport & Sustainability agreed FPNs may be issued to anyone found:

- Using a single-use disposable barbecue in or on council-owned parks, open spaces and the seafront
- Releasing lanterns or balloons in or on council-owned parks, open spaces and the seafront

Anyone failing to comply with a PSPO may be issued with an FPN of £100.

6. Appeals and disputes for FPNs

There is no formal right to appeal against an FPN. If an offender does not agree that an offence has been committed, then the matter will be dealt with through formal prosecution via the Magistrates courts. It will then be up to the court, on receiving evidence, to determine whether or not an offence was committed and therefore whether or not any penalty should be imposed.

If the offender believes an FPN has been issued incorrectly, they can put their complaint to City Environment in writing who will assess whether the correct procedure has been followed.

If City Environment has responded to a complaint about the way the FPN was issued to which the offender remains unsatisfied, the offender can raise a formal complaint with Brighton & Hove City Council by contacting customerfeedback@brightonhove.gov.uk. Brighton & Hove City Council will investigate whether the FPN was issued in accordance with the appropriate procedures, the law and this framework.

7. Issuing of CPWs and CPNs

The council can address offences which have a negative impact on a community's quality of life by issuing a CPW and serving a CPN in accordance with the Anti-Social Behaviour, Crime and Policing Act 2014. Any behaviour that is detrimental to a community's quality can result in a CPW and CPN.

A CPW can be issued to an individual aged 16 or over if an authorised person is satisfied that the behaviour:

- has a detrimental effect on the quality of life of those in the locality
- is unreasonable and
- is of a persistent nature

The CPW will be issued to an individual, business or organisation suspected of causing the problem. The CPW will detail the impact on the community and that the behaviour should cease, or the reasonable steps that need to be taken to ensure the problem does not occur again. The CPW will include the consequences of not addressing the behaviour and that a CPN will be issued.

If the behaviour persists, a CPN will be issued with the following requirements:

- to stop doing something specified and/or to do some specified action
- to take reasonable steps to achieve a specified result; this will be aimed at either preventing the effect of the unacceptable conduct continuing, or prevent the likelihood of it recurring

If a recipient of a CPN fails to comply with the requirement, the council may take action to ensure that the failure is remedied:

FPN

A FPN may be issued if the recipient does not comply with the CPN requirements. If the FPN is not paid, this may result in a court order.

A FPN issued for non-compliance will be £100.

Remedial work

An instruction to complete remedial work may be issued if the recipient does not comply with the CPN requirements. If the remedial work is not completed, this may result in a court order.

Court order

If the FPN is not paid or the remedial work is not completed, a court order may be served. On conviction, this can result in a fine of up to £2,500 for individuals or £20,000 for businesses. The council will also look to recover costs.

8. CPW and CPN offences

A CPW may be issued to Statutory Undertakers, large businesses (over 250 employees) and small and medium sized enterprises (fewer than 250 employees) when the property owner does not follow the council's request for graffiti to be removed from a property.

A CPN may be issued when the recipient of a CPW fails to comply to the request of the CPW.

9. Appeals and disputes for CPNs

Any person issued with a CPN may appeal against it by making a Complaint to a Magistrates' Court within 21 days of its issue. An appeal may be made on any of the following substantive grounds:

- the specified conduct did not take place;
- the conduct has not had a detrimental effect on the quality of life of those in the locality;
- the conduct was not of a persistent or continuing nature;
- the conduct is not unreasonable;
- the conduct is that which the person cannot reasonably be expected to control or affect.

Details of how to appeal and the time limit will be included in the CPN.

10. Fine income

Income received from the issuing of FPNs and CPNs is used for specific environmental purposes such as providing additional litter and dog bins and to fund environmental education for local schools.

11. CCTV

CCTV and bodycam footage will be used as appropriate to obtain evidence of offences, taking into account the following legislation:

- The Data Protection Act 1998
- The Human Rights Act 1998
- The Regulation of Investigatory Powers Act 2000
- The Freedom of Information Act 2000
- The Equality Act 2010
- The Protection of Freedoms Act 2012

Authorised officers will adhere to the 12 guiding principles in the Surveillance Camera Code of Practice:

1. Use of a surveillance camera system must always be for a specified purpose which is in pursuit of a legitimate aim and necessary to meet an identified pressing need.
2. The use of a surveillance camera system must take into account its effect on individuals and their privacy, with regular reviews to ensure its use remains justified.
3. There must be as much transparency in the use of a surveillance camera system as possible, including a published contact point for access to information and complaints.

4. There must be clear responsibility and accountability for all surveillance camera system activities including images and information collected, held and used.
5. Clear rules, policies and procedures must be in place before a surveillance camera system is used, and these must be communicated to all who need to comply with them.
6. No more images and information should be stored than that which is strictly required for the stated purpose of a surveillance camera system, and such images and information should be deleted once their purposes have been discharged.
7. Access to retained images and information should be restricted and there must be clearly defined rules on who can gain access and for what purpose such access is granted; the disclosure of images and information should only take place when it is necessary for such a purpose or for law enforcement purposes.
8. Surveillance camera system operators should consider any approved operational, technical and competency standards relevant to a system and its purpose and work to meet and maintain those standards.
9. Surveillance camera system images and information should be subject to appropriate security measures to safeguard against unauthorised access and use.
10. There should be effective review and audit mechanisms to ensure legal requirements, policies and standards are complied with in practice, and regular reports should be published.
11. When the use of a surveillance camera system is in pursuit of a legitimate aim, and there is a pressing need for its use, it should then be used in the most effective way to support public safety and law enforcement with the aim of processing images and information of evidential value.
12. Any information used to support a surveillance camera system which compares against a reference database for matching purposes should be accurate and kept up to date.

Authorised officers will be BTEC Level 2 trained via the CCTV Operator within the Private Security Industry standard.

12. Equalities

All authorised Environmental Enforcement Officers involved in environmental enforcement will be made aware of their responsibilities under the Equalities Act 2010 and in particular the Public Sector Equality Duty. They will be expected to have regard to the needs of vulnerable people and protected groups and to apply this Framework in a manner that is consistent, transparent and proportionate.

CCTV footage will be used as appropriate to obtain evidence of offences, taking into account the legislation listed in Section 11. Brighton & Hove City Council will ensure that all CCTV use for the purpose of tackling fly-tipping is consistent, transparent and proportionate, according to legal requirements, and aligned with our duties under the Equality Act 2010 and human rights legislation.

13. Privacy Notice

In order to process FPNs, CPWs, CPNs and PSPOs, Brighton & Hove City Council collects, stores and processes personal information. The privacy notice that explains what information is collected and how it is used is available at: https://www.brighton-hove.gov.uk/content/about-website/service-privacy-notices/fixed-penalty-notices-environmental-offences-service.

In order to issue FPNs, for fly-tipping and other environmental offences, Brighton & Hove City Council collects, store and processes information from CCTV cameras and ANPR technology. The privacy notice that explains what information is collected and how it is used is available at: https://www.brighton-hove.gov.uk/content/about-website/service-privacy-notices/environmental-enforcement-cctv-privacy-notice.

14. Dogs Exclusion Order

Description of land, or lands, to which the Order applies

All those areas situated within the City of Brighton & Hove as described for the purposes of identification below, being land which is open to the air and to which the public are entitled or permitted to have access (with or without payment). For the purposes of this Order, land which is covered is to be treated as "open to the air" if it is open at least one side.

1. Children's Play Areas
   All children's play areas in the City of Brighton & Hove enclosed by fencing and containing play equipment.

2. Cemeteries
   a. The following cemeteries subject to the exception set out in paragraph 2.b below:
   - Borough Cemetery (Woodvale), Lewes Road
   - Extra Mural Cemetery, Lewes Road
   - Borough Cemetery, Bear Road
   - Jewish Cemetery, Bear Road
   - Meadowview and Lawn Memorial Cemetery, Warren Road
   - Hove Cemetery, North and South, Old Shoreham Road
   - Portslade Cemetery, Victoria Road

   b. The Order does not apply to persons attending a funeral or remembrance service or visiting a grace or to persons residing in the premises of the cemeteries specified at 2a above. In these circumstances dogs must be kept on leads at all times

3. Gardens and Parks
   The enclosed gardens of the following city centre squares:
   - Brunswick Square
   - Norfolk Square
   - Russell Square
   - Bedford Square
   - Clarence Square
   - Powis Square
   - Pelham Square
   - Regency Square (North End)
   - New Steine Square

   The following parks and gardens:
   - Steine Memorial Gardens
   - Kipling Gardens, Rottingdean
   - The Rockery, Preston Park
   - William Clarke Park, Picton Street

- Saunders Park (excluding the fenced dog area to the South West corner of the park), Lewes Road

4. Beaches
   The beaches (including the foreshore) between the months of May to September inclusive with the exception of the following beaches (showing a “Dog friendly” sign):
   - the beach between Longridge Avenue and the border
   - beaches between Chailey Avenue and Arundel Drive West, Rottingdean
   - beaches between West Marina Wall to Rottingdean slope
   - beaches between the west wall of Brighton Marina and up to the Volks railway station opposite New Steine
   - the beach in front and to the East of the Meeting Place Cafe, up to the large groyne with the life-ring on
   - the beach to the east of the Lawns Cafe, at the bottom of St John's Road, Hove promenade
   - the beach in front of the King Alfred car park
   - the beach to the east of Hove Lagoon

5. Areas of Queens Park
   The Southern Lawns of Queens Park (containing the lake), the tennis courts, the Quiet Garden, the Wild Garden, the cascade area and bowling green.

Proposals

Proposal 1: single-use, disposable barbecues

The use of single-use, disposable barbecues are problematic for the environment and the council:

- they pose a significant fire risk when in use and if not disposed of correctly; there have been many times when they have caused bins and the surrounding area to catch fire
- they present a risk of injury to people and animals, particularly on the beach and in open spaces
- if not set up correctly, they can scorch and damage the environment around them
- when not disposed of it means the taxpayer has to pay for the tidy up

Together, this does not only incur environmental costs, but brings additional and substantive costs to the council to clear up.

It is therefore proposed that the use of single-use, disposable barbecues is not permitted in or on council-owned parks, open spaces and the seafront, and that appropriate enforcement measures are introduced.

This proposal is about single-use barbecues and does not include proper, stand alone, non-disposable barbecues which can be used on certain beaches, parks and open spaces.

Proposal 2: lanterns and balloons

The release of lanterns and balloons outdoors is also problematic for the council and the environment:

- they are impossible to dispose of in a safe way as the owner has no way of finding it, once released; for lanterns, there is no way of ensuring it is extinguished before reaching the ground
- both return to the ground as litter and can be ingested by animals, birds and marine wildlife, causing risk of death, injury and entrapment

Again, these do not only incur environmental costs, but brings additional and substantive costs to the council to clear up.

It is therefore proposed that the release of lanterns and balloons is not permitted in or on council-owned parks, open spaces and the seafront, and that appropriate enforcement measures are introduced.

Enforcement

It is proposed that Public Space Protection Orders (PSPOs) are introduced to prohibit the use of single use-disposal barbecues and the release of lanterns and balloons in or on council-owned parks, open spaces and the seafront.

PSPOs are designed to counter unreasonable and persistent behaviour that affects the quality of life of residents.

With a PSPO in place, the council would be able to issue a Fixed Penalty Notice for anyone found breaching it.

Brighton & Hove City Council

NHS Brighton and Hove Clinical Commissioning Group

Equality Impact and Outcome Assessment (EIA) Template - 2019

EIAs make services better for everyone and support value for money by getting services right first time.

EIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then action plan to get the best outcomes for staff and service-users[1].They analyse how all our work as a council might impact differently on different groups[2]. They help us make good decisions and evidence how we have reached these decisions[3].

See end notes for full guidance. Either hover the mouse over the end note link (eg: Age[13]**)** or use the hyperlinks ('Ctrl' key and left click).

For further support or advice please contact:

- **BHCC: Communities, Equality and Third Sector Team on ext 2301**
- **CCG: Engagement and Equalities team (Jane Lodge/Debbie Ludlam)**

1. Equality Impact and Outcomes Assessment (EIA) Template

First, consider whether you need to complete an EIA, or if there is another way to evidence assessment of impacts, or that an EIA is not needed[4].

Title of EIA[5]	Public Space Protection Orders - barbecues, lanterns and balloons	**ID No.[6]**	TBC
Team/Department[7]	City Environment, Cityclean		
Focus of EIA[8]	At its meeting on 29 September 2020, the Environment, Transport & Sustainability Committee approved for a public consultation to take place for the introduction of Public Space Protection Orders (PSPO) to manage environmentally anti-social behaviour, namely the use of disposable barbecues and the release of lanterns and balloons on the seafront and in council owned open spaces. The results of the public consultation were presented to the Environment, Transport & Sustainability Committee on 15 March 2022, with a recommendation to introduce PSPOs to stop the use of single-use of disposable barbecues and the release of lanterns and balloons in or on council-owned parks, open spaces and the seafront. This Equality Impact Assessment considers the disproportionate impact of the introduction of PSPOs on people with different protected characteristics. The new approach will potentially affect all residents in Brighton & Hove.		

2. Update on previous EIA and outcomes of previous actions[9]

What actions did you plan last time? (List them from the previous EIA)	**What improved as a result?** What outcomes have these actions achieved?	**What <u>further</u> actions do you need to take?** (add these to the Action plan below)
N/A	N/A	N/A

3. Review of information, equality analysis and potential actions

Groups to assess	**What do you know[10]?** Summary of data about your service-users and/or staff	**What do people tell you[11]?** Summary of service-user and/or staff feedback	**What does this mean[12]?** Impacts identified from data and feedback (actual and potential)	**What can you do[13]?** All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Age[14]	Estimates[1]: • 44,800 people (15%) are aged 0 to 15 years • more than two thirds (71%, 208,000 people) are aged 16 to 64 years • just over one in ten (11%, 33,100 people) are aged 65 to 84 years • 5,900 people (2%) are aged 85 years or older	This question was not asked as part of the public consultation.	People of all ages on low incomes may be more impacted by the change and therefore disadvantaged, particularly the elderly and young, working families who might be on lower incomes. There are alternatives available to single-use, disposable barbecues such as small, camping-type, portable barbecues which can be stored in kitchen cupboards.	Provide helpful information on alternatives on the council website.
Disability[15]	• 5.1% Personal Independence Payment • 14.8% Attendance Allowance[2]	This question was not asked as part of the public consultation.	Disabled people may have a lower income than other working age adults and so be disadvantaged. Disabled people are significantly more likely to	Provide helpful information on alternatives on the council website.

[1] Brighton & Hove JSNA summary December 2021: brighton-and-hove-population-jsna-dec-2021.pdf (bhconnected.org.uk)
[2] Disability in Brighton & Hove 2015: Disability in Brighton & Hove (bhconnected.org.uk)

Groups to assess	What do you know[10]? Summary of data about your service-users and/or staff	What do people tell you[11]? Summary of service-user and/or staff feedback	What does this mean[12]? Impacts identified from data and feedback (actual and potential)	What can you do[13]? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
			be unemployed or in low-waged work than non-disabled people[1]. There are alternatives available to single-use, disposable barbecues such as small, camping-type, portable barbecues which can be stored in kitchen cupboards.	
Gender reassignment[16]	*No disproportionate impacts have been identified for this group*	This question was not asked as part of the public consultation.	The proposals are not expected to have any specific impact on individuals with this protected characteristic.	N/A
Pregnancy and maternity[17]	*No disproportionate impacts have been identified for this group*	This question was not asked as part of the public consultation.	The proposals are not expected to have any specific impact on individuals with this protected characteristic.	N/A
Race/ethnicity[18] Including migrants, refugees and asylum seekers	Population by ethnic group[2]: • 80.02% White British • 1.6% White Irish • 4.63% Other White • 0.34% White and Black Caribbean • 0.39% White and Black African • 0.64% White and Asian • 0.57% Other Mixed • 0.85% Indian • 0.22% Pakistani	This question was not asked as part of the public consultation.	It is recognised that some ethnic groups may be disproportionately impacted through stopping the release of lanterns and balloons. There are eco-friendly alternatives available.	Provide helpful information on alternatives on the council website.

[1] www.gov.uk/government/publications/disability-facts-and-figures/disability-facts-and-figures
[2] 2001 census briefing ethnicity and religion: 6_Ethnicity_Religion.pdf (brighton-hove.gov.uk)

Groups to assess	What do you know[10]? Summary of data about your service-users and/or staff	What do people tell you[11]? Summary of service-user and/or staff feedback	What does this mean[12]? Impacts identified from data and feedback (actual and potential)	What can you do[13]? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
	• 0.39% Bangladeshi • 0.37% Other Asian • 0.19% Caribbean • 0.56% African • 0.06% Other Black • 0.53% Chinese • 0.65% Other			
Religion or belief[19]	Population by religion[1]: • 59.10% Christian • 0.70% Buddhist • 0.52% Hindu • 1.36% Jewish • 1.47% Muslim • 0.10% Sikh • 0.85% Other religions • 27.02% No religion • 8.88% Religion not stated	This question was not asked as part of the public consultation.	It is recognised that members of some religions may be disproportionately impacted through stopping the release of lanterns and balloons. There are eco-friendly alternatives available.	Provide helpful information on alternatives on the council website.
Sex/Gender[20]	*No disproportionate impacts have been identified for this group*	This question was not asked as part of the public consultation.	One gender is not expected to be any more affected than another.	N/A
Sexual orientation[21]	*No disproportionate impacts have been identified for this group*	This question was not asked as part of the public consultation.	The proposals are not expected to have any specific impact on individuals with this protected characteristic.	N/A
Marriage and civil partnership[22]	*No disproportionate impacts have been identified for this group*	This question was not asked as part of the public consultation.	The proposals are not expected to have any specific impact on individuals with this protected characteristic.	N/A

[1] 2001 census briefing ethnicity and religion: 6_Ethnicity_Religion.pdf (brighton-hove.gov.uk)

Groups to assess	What do you know[10]? Summary of data about your service-users and/or staff	What do people tell you[11]? Summary of service-user and/or staff feedback	What does this mean[12]? Impacts identified from data and feedback (actual and potential)	What can you do[13]? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Community Cohesion[23]		Some comments were made in the consultation that smoke from barbecues causes a particular nuisance which can, on occasions, lead to tensions when people are seeking to enjoy the seafront and open spaces.	The plans for improved signage, highlighting the designated barbecue areas, may lead to reduced tension in these situations.	
Other relevant groups[24]				
Carers	9% of residents look after or give help or support to family members, friends, neighbours or others, because of long term physical or mental ill-health or disability, or problems related to old age. Carers reported that their caring responsibilities impacted on their work and employment opportunities, and some experience financial difficulties[1].	This question was not asked as part of the public consultation.	People on low incomes may be more impacted by this. There are alternatives available to single-use, disposable barbecues such as small, camping-type, portable barbecues which can be stored in kitchen cupboards. After a few uses, the costs have been recovered vis-à-vis three or four disposal barbecues.	Provide helpful information on alternatives on the council website.
Literacy/Numeracy Skills	The Literacy trust highlights that 16.4% of adults in England, or 7.1 million people, can be described as having 'very poor literacy skills.'	This question was not asked as part of the public consultation.	Those with low literacy, numeracy or language skills may have difficulty understanding the changes.	Clear signage at sites and simple, plain English explanations of the changes on website; using images as well as text where possible to illustrate changes
Low income	25,806 people on Universal Credit – December 2021[2]	This question was not asked as part of the public	People on low incomes may be more impacted by this.	Provide helpful information on alternatives on the

[1] Brighton & Hove JSNA Carers: TITLE (bhconnected.org.uk)
[2] LG inform: Total number of people on Universal Credit in Brighton and Hove | LG Inform (local.gov.uk) (accessed on 9 February 2022)

Groups to assess	What do you know[10]? Summary of data about your service-users and/or staff	What do people tell you[11]? Summary of service-user and/or staff feedback	What does this mean[12]? Impacts identified from data and feedback (actual and potential)	What can you do[13]? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
		consultation.	There are alternatives available to single-use, disposable barbecues such as small, camping-type, portable barbecues which can be stored in kitchen cupboards. After a few uses, the costs have been recovered vis-à-vis three or four disposal barbecues.	council website.
Cumulative impact[25]	*No disproportionate cumulative impacts have been identified*			
Assessment of overall impacts and any further recommendations[26]				
There may be some disproportionate impacts as identified in the table above. The Environmental Enforcement Framework is reviewed on a regular basis to consider stakeholder feedback, which will include the equalities implications of the offences within the Framework. As stated in the Framework: All authorised Environmental Enforcement Officers involved in environmental enforcement will be made aware of their responsibilities under the Equalities Act 2010 and in particular the Public Sector Equality Duty. They will be expected to have regard to the needs of vulnerable people and protected groups and to apply this Framework in a manner that is consistent, transparent and proportionate.				

4. List detailed data and/or community feedback that informed your EIA

Title (of data, research or engagement)	**Date**	**Gaps in data**	**Actions to fill these gaps: who else do you need to engage with?** (add these to the Action Plan below, with a timeframe)
As detailed in footnotes			

5. Prioritised Action Plan[27]

Impact identified and group(s) affected	**Action planned**	**Expected outcome**	**Measure of success**	**Timeframe**
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				
Age	Provide helpful information on alternatives to single-use, disposable barbecues on the council website.	Residents and visitors more informed about the alternatives.	Monitor number of Fixed Penalty Notices issued for failure to comply with the PSPO	Website to be updated 1 June in advance of implementation date Continuous monitoring of FPNs issued for failure to comply with PSPO
Disability	Provide helpful information on alternatives to single-use, disposable barbecues on the council website.	Residents and visitors more informed about the alternatives.	Monitor number of Fixed Penalty Notices issued for failure to comply with the PSPO	Website to be updated 1 June in advance of implementation date Continuous monitoring of FPNs issued for failure to comply with PSPO
Race / ethnicity	Provide helpful information on alternatives to lanterns on the council website.	Residents and visitors more informed about the alternatives.	Monitor number of Fixed Penalty Notices issued for failure to comply with the PSPO	Website to be updated 1 June in advance of implementation date Continuous monitoring of FPNs issued for failure to comply with PSPO
Religion or belief	Provide helpful information on alternatives to lanterns on the council website.	Residents and visitors more informed about the alternatives.	Monitor number of Fixed Penalty Notices issued for failure to comply with the PSPO	Website to be updated 1 June in advance of implementation date Continuous monitoring of FPNs issued for failure to comply with PSPO

EIA sign-off: (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Staff member completing Equality Impact Assessment: **Date:**

Directorate Management Team rep or Head of Service/Commissioning: **Date:**

CCG or BHCC Equality lead: **Date:**

Guidance end-notes

[1] The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the council must be aware of our equality duties and apply them appropriately in their work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral and rigorous part of your decision-making and influence the process.
- **Sufficient Information:** you must assess what information you have and what is needed to give proper consideration.
- **No delegation:** the council is responsible for ensuring that any contracted services which provide services on our behalf can comply with the duty, are required in contracts to comply with it, and do comply in practice. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy is developed/agreed, and when it is implemented/reviewed.
- **Proper Record Keeping:** to show that we have fulfilled our duties we must keep records of the process and the impacts identified.

NB: Filling out this EIA in itself does not meet the requirements of the equality duty. All the requirements above must be fulfilled or the EIA (and any decision based on it) may be open to challenge. Properly used, an EIA can be a tool to help us comply with our equality duty and as a record that to demonstrate that we have done so.

[2] **Our duties in the Equality Act 2010**

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the impact and potential impact of our activities on all people in relation to their 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on what you are assessing, who it might affect, those groups' vulnerability, and how serious any potential impacts might be. We use this EIA template to complete this process and evidence our consideration.

The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:

- **avoid, reduce or minimise negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- **advance equality of opportunity**. This means the need to:
  - Remove or minimise disadvantages suffered by people due to their protected characteristics
  - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people
  - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low
  - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not**. This means:
  - Tackle prejudice
  - Promote understanding

[3] EIAs are always proportionate to:

- The size of the service or scope of the policy/strategy
- The resources involved
- The numbers of people affected
- The size of the likely impact
- The vulnerability of the people affected within the context

The greater the impacts, the more thorough and demanding the process required by the Act will be.

[4] **When to complete an EIA**:

- When planning or developing a new service, policy or strategy
- When reviewing an existing service, policy or strategy
- When ending or substantially changing a service, policy or strategy
- When there is an important change in the service, policy or strategy, or in the city (eg: a change in population), or at a national level (eg: a change of legislation)

Assessment of equality impact can be evidenced as part of the process of reviewing or needs assessment or strategy development or consultation or planning. It does not have to be on this template, but must be documented. Wherever possible, build the EIA into your usual planning/review processes.

Do you need to complete an EIA? Consider:

- Is the policy, decision or service likely to be relevant to a specific group or groups (eg: older people)?
- How many people is it likely to affect?
- How significant are its impacts?
- Does it relate to an area where there are known inequalities?
- How vulnerable are the people (potentially) affected?

If there are potential impacts on people but you decide not to complete an EIA it is usually sensible to document why.

[5] **Title of EIA:** This should clearly explain what service / policy / strategy / change you are assessing

[6] **ID no:** The unique reference for this EIA. If in doubt contact your CCG or BHCC equality lead (see page 1)

[7] **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

[8] **Focus of EIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Assessment (EIA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the policy, practice, service or function?
- Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?
- Who is affected by the policy, practice, service or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes or improvements, and what should the benefits be?
- What do existing or previous inspections of the policy, practice, service or function tell you?
- What is the reason for the proposal or change (financial, service, legal etc)? The Act requires us to make these clear.

[9] **Previous actions:** If there is no previous EIA or this assessment if of a new service, then simply write 'not applicable'.

[10] **Data:** Make sure you have enough data to inform your EIA.

- What data relevant to the impact on specific groups of the policy/decision/service is available?[10]
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the groups identified above in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?
- Use local sources of data (eg: JSNA: http://www.bhconnected.org.uk/content/needs-assessments and Community Insight: http://brighton-hove.communityinsight.org/#) and national ones where they are relevant.

[11] **Engagement:** You must engage appropriately with those likely to be affected to fulfil the equality duty.

- What do people tell you about the services?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
    (a) consult when proposals are still at a formative stage;
    (b) explain what is proposed and why, to allow intelligent consideration and response;
    (c) allow enough time for consultation;
    (d) make sure what people tell you is properly considered in the final decision.

- Try to consult in ways that ensure all perspectives can be considered.
- Identify any gaps in who has been consulted and identify ways to address this.

[12] Your EIA must get to grips fully and properly with actual and potential impacts.

- The equality duty does not stop decisions or changes, but means we must conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
    - Are one or more groups affected differently and/or disadvantaged? How, and to what extent?
    - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
    - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
    - If there is negative differential impact, how can you minimise that while taking into account your overall aims
    - Do the effects amount to unlawful discrimination? If so the plan must be modified.
    - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

[13] Consider all three aims of the Act: removing barriers, and also identifying positive actions we can take.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to improve the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EIA which has attempted to airbrush the facts is an EIA that is vulnerable to challenge.

[14] **Age**: People of all ages

[15] **Disability**: A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis.

[16] **Gender Reassignment:** A transgender person is someone who proposes to, starts or has completed a process to change their gender. A person does not need to be under medical supervision to be protected

[17] **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

[18] **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

[19] **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

[20] **Sex/Gender:** Both men and women are covered under the Act.

[21] **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

[22] **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

[23] **Community Cohesion:** What must happen in all communities to enable different groups of people to get on well together.

[24] **Other relevant groups:** eg: Carers, people experiencing domestic and/or sexual violence, substance misusers, homeless people, looked after children, ex-armed forces personnel, people on the Autistic spectrum etc

[25] **Cumulative Impact:** This is an impact that appears when you consider services or activities together. A change or activity in one area may create an impact somewhere else

[26] **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

[27] **Action Planning:** The Equality Duty is an ongoing duty: policies must be kept under review, continuing to give ‘due regard’ to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

Brighton & Hove City Council

Environment Transport & Sustainability Committee

Agenda Item 96

Subject: **Wilding Waterhall – Update, Access and LNR Declaration**

Date of meeting: **15th March 2022**

Report of: **Executive Director, Economy, Environment & Culture**

Contact Officer: **Name: David Larkin**
Tel: 07774 646761
Email: david.larkin@brighton-hove.gov.uk

Ward(s) affected: **Withdean**

For general release

1. Purpose of the report and policy context

1.1 The purpose of this report is to provide an update on progress at Waterhall, to ask the committee to consider the level of public access that should be allowed across the site and its designation as a Local Nature Reserve.

1.2 It also serves to advise the Committee on the implications of formally designating Waterhall (former) Golf Course as statutory access land as requested by the Tourism, Equalities, Communities & Culture Committee on 24th September 2020

1.3 Wilding Waterhall is a key part of the Council's response to the Biodiversity and Climate Emergencies and contributes to the councils Carbon Neutral 2030 programme

2. Recommendations

2.1 That Committee agrees that the Wilding Waterhall project area ("the Wilding Waterhall Project Area") should consist of the ex-golf course land and the adjoining land being managed for wildlife under the councils Higher Level Stewardship Agreement, as shown on Appendix 1.

2.2 That Committee agrees that the Wilding Waterhall Project Area should be dedicated as access land and delegates authority to the Executive Director Economy, Environment & Culture to take all steps in relation thereto

2.3 That a further report be brough to this committee if in the view of the Waterhall Management Advisory Group ongoing monitoring is showing that the agreed public access is having an unacceptable impact on the site's biodiversity

2.4 That the Committee delegates authority to the Executive Director Economy, Environment & Culture to take the steps necessary to include the Wilding Waterhall Project Area within the council's dog control zone

2.5 That Committee agrees that the Wilding Waterhall Project Area should be declared as a Local Nature Reserve and delegates authority to the Executive Director Economy, Environment & Culture to take all steps in relation thereto

3. Context and background information

Project Update

3.1 Carbon Neutral Funding has been secured to cover the cost of perimeter fencing, the provision of a Water Supply and the purchase of NoFence GPS collars

3.2 National Heritage Lottery Funding has been secured as part of the Changing Chalk partnership bid. This provides funding for an Education Ranger (0.8 FTE for which recruitment is underway) with an intended start date of April 1st, an interpretation budget and the running costs for the NoFence GPS collars

3.3 Countryside Stewardship has been applied for to pay for the grazing starting on January 1st 2022 but confirmation of this funding has been delayed. There is a high level of confidence that this funding will be agreed but the director of Economy, Environment & Culture has underwritten this cost as a condition for the Heritage Lottery Funding so the project is not being held up in waiting for it.

3.4 A contract has been awarded to the National Trust tenants at Saddlescombe Farm to provide the grazing starting in mid April 2022.

3.5 An extensive program of biodiversity monitoring has been taking place largely due to the voluntary effort of local professional Ecologists, and with some funding from Changing Chalk.

3.6 A program of events is being organised for the last week in May (half term) as part of a formal launch of the project

Site Definition

3.7 “Waterhall” should be considered to be the ex-golf course and the adjoining land already under conservation management under the council’s Higher Level Stewardship agreement, see map, appendix 1.

3.8 This land is all part of the same Local Wildlife Site.

3.9 While the ex-golf course will initially be under a separate agreement from the adjoining land it is expected that the land will all be put into one agreement when the council is invited to apply for the new agri-environmental scheme (The Environment Land Management Scheme) probably in 2024/5

3.10 The intention is to manage all this land as one contiguous block. Bigger sites are more robust and hold a greater variety of species as identified in the

Lawton Report. The Lawton report was a 2010 independent review of the State of nature for the government that led to the Nature Improvement Areas project which highlighted that small disjointed nature reserves are not going to save our biodiversity https://www.gov.uk/government/news/making-space-for-nature-a-review-of-englands-wildlife-sites-published-today

3.11 This gives a total area for the Wilding Waterhall project of 90Ha (222 Acres)

Access

3.12 While the golf course was operational public access to the site was only via the public rights of way network. The purpose of this report is to consider whether further public access should be granted.

3.13 Existing access across the golf course is via one public bridleway, one public footpath and a permissive path. 19 Acres and the Conservation Area (see map, Appendix 1) have had de facto public access or some time.

3.14 There is a strong feeling that council owned land should be accessible to the public of Brighton & Hove

i) As evidence from submissions during the City Downland Estate Plan consultation.
ii) The Local Access Forum, a statutory consultee on public access have advised the council that there should be more provision of statutory open access around the city, particularly at Waterhall.
iii) The Waterhall Management Group supported dedicated statutory open access across Waterhall.

3.15 Statutory Open Access can be dedicated under the Countryside and Rights of Way Act 2000. Appendix 2 sets out government guidance on Open Access. Dedication has the advantage of making the land visible on Ordnance Survey maps, so the public are aware that they have access. It limits the council's liability as on non-dedicated land the council could be held responsible for injuries caused by natural features such as trees, ponds or from people climbing fences etc. see appendix 2

3.16 Access to the countryside has been shown to have positive health benefits:
i) There is a growing body of evidence to show that time spent in open green spaces provides significant benefits to physical, mental, and social health, and disease prevention (2005 A Countryside for Health & Wellbeing)
ii) Access to good quality green open spaces has a disproportionately positive effect on the least well off in society and can be used to address health inequalities (Health and Natural Environments - An evidence based information pack, March 2012)
iii) There is strong evidence that the public demand for access to green spaces and outdoor participation opportunities is significant. Sport England figures showed that 8.9m people nationally are already active outdoors but 2.8m want to do more and 18.2m of inactive people would

like to participate in or re-engage with outdoor activities in the next 12 months (2015, Outdoors participation Report, Sport England)

3.17 The downside of dedicating open access is that it could lead to associated environmental damage, it is likely to impact biodiversity, it potentially limits future options and could reduce future rental income as tenants may be put off by having public access.

3.18 The Waterhall Management Advisory Group (which contains three professional ecologists) discussed the potential for environmental damage:

i) They felt that grasslands can be resilient to public access especially if negative impacts are actively managed by the use of positive signage see “Manage public access on your land” in appendix 2
ii) There could be disturbance impacts on ground nesting birds like skylarks and other species, but it was felt that the improvement in grassland and general habitat management along with positive signage should see an increase in numbers from those under the previous golf course management
iii) With respect to non-grassland habitats, they felt positive management and signage should help mitigate any negative effects of increased access
iv) However, allowing public access will have some negative impact on biodiversity on all habitats, but this has to be weighed against the positive benefit from increased engagement and understanding of the biodiversity emergency and support for the project
v) If continued monitoring indicates that there is a serious impact on biodiversity a further report should be submitted to this committee to consider approaching the relevant authority (the National Park) to restrict public access, see appendix 2

3.19 It is highly unlikely that the importance of managing species-rich grasslands for biodiversity is going to decrease in the foreseeable future. Dedication as Open Access land is therefore unlikely to practically limit future management.

3.20 On less biodiverse grassland it may limit future options for example conversion to food growing, but development is permitted with appropriate planning permission see “Development on your land” in appendix 2.

3.21 With regard to impact on rental income, this is difficult to quantify but should be considered as part of the overall natural capital value of the site. Savings from improved water quality, and from improved public health through improved mental and physical wellbeing of those enjoying the open access (most notably, local communities) should be considered. While there is a potential for a reduction in rental value (where the land is being rented) with agricultural support generally moving towards paying for “public goods and ecosystems services” as well as the potential to obtain funding from Biodiversity Net Gain there is equally a potential that well managed species-rich habitats with public access may attract higher levels of appreciation and overall income

Dogs

3.22 Increasing de-facto public access has brought an increase in the use of the site by dog walkers and in particular professional dog walkers with large groups of dogs

3.23 This is an issue due to:

i) Disturbance to wildlife. Monitoring of the adjacent land at Waterhall has shown a decline in target species (dormice and adders) with increasing dog numbers since the golf course ceased operation
ii) Increased amounts of dog excrement have been reported spoiling the enjoyment of the site for other users
iii) Nutrient enrichment from dog excrement. A recent study Nutrient fertilization by dogs in peri-urban ecosystems has shown that dog excrement is particularly damaging to nutrient poor species rich grassland such as at Waterhall
iv) Many groups of large numbers of dogs discourages individual dog walkers from using the site as they feel their individual dogs are threatened by "pack mentality" of the groups of dogs
v) Conflict between grazing livestock and dogs. The presence of dogs causes stress to livestock as dogs are perceived as predators. The potential for dog attacks on the livestock increases with the number of dogs being walk "off lead" on the site

3.24 The dedication of open access land brings with it a reinforcement of controls on dogs specifying that dogs "should be kept on a short lead of no more than 2 meters between 1 March and 31 July each year (during the main bird breeding season) and at all times near livestock". As the site will be maintained via the use of grazing livestock it is envisioned that it would be applicable to keep dogs on a lead all year round at this site.
Monitoring has shown that increased numbers of off lead dogs has coincided with declines in target species on the adjoining conservation land since the closure of the golf course. This will therefore benefit the biodiversity of the site.

3.25 While open access controls will greatly reduce the conflict between off lead dogs and wildlife it is recommended that the council extend its Dog Control Orders to require dogs to be kept on short leads at all times while on the site.

3.26 This will allow a consistent message to be disseminated and reduce disturbance to species such as dormice outside the bird nesting season and limit the opportunity for confusion as to whether or not dogs are being walked near livestock.

3.27 There is still plenty of opportunities to walk dogs off lead in the area less than a mile from Waterhall. Three Cornered Copse, Coney Hill Woodland and Waterhall and Braypool Recreation Grounds are unrestricted and Green Ridge only has restrictions when it is being grazed

3.28 The dedicated Waterhall Ranger and the Education Ranger funded through the Changing Chalk National Lottery Heritage Fund will work with the public so that they understand their responsibilities in respect of dogs, and to better their understanding of the importance of biodiversity of their / our landscape.

Local Nature Reserve

3.29 As the site is being managed to maximise biodiversity dedication as a Local Nature Reserve would seem a logical step. This will help to send a message to the public that this site is being prioritised as a key part of the council's response to the biodiversity emergency

4. Analysis and consideration of alternative options

4.1 Dog control and access could be managed through a dog control order requiring dogs to be on leads and a network of permissive paths rather than dedication of open access.

4.2 However not declaring Waterhall as Open Access would go against the advice of our statutory consultee on access, the Local Access Forum, the recommendation of the Waterhall Management advisory Group and the view expressed at the meetings of the Downland Advisory Panel

4.3 Dedicating the land under the Countryside and Rights of Way Act limits the owners liability (see appendix 2). If the council wishes to allow public access but does not dedicate the land it would have a greater liability

4.4 Monitoring at Waterhall has shown that increased dog numbers since the golf course closed are already impacting wildlife. Without a mechanism to control access with dogs this is likely to increase

4.5 Allowing dogs to be off lead risks harm to the free roaming livestock that are to be introduced and will negatively impact biodiversity.

5. Community engagement and consultation

5.1 Officers have worked closely with the Waterhall Management Advisory Group, holding monthly meetings. The group is chaired by Councilor Lloyd and includes representatives from the Friends of Waterhall, Brighton & Hove Archaeological Society, Brighton Downland Alliance and Extinction Rebellion along with three professional ecologists and representatives from The Living Coast, Natural England, The South Downs National Park, Kew Gardens, Sussex University, Sussex Wildlife Trust, the National Trust and others.

5.2 The recommendations in this report are supported by this group

6. Conclusion

6.1 The purpose of Wilding Waterhall is to help meet the council's commitment to combating the biodiversity emergency.

6.2 Ad-hoc public access with dogs has been shown to be having a detrimental effect on wildlife in terms of disturbance (evidenced by monitoring) and through the deposition of dog excrement which will have a long-term effect on the species rich grassland.

6.3 While there is a desire to increase the public's engagement with nature and their understanding of the biodiversity crisis it should be recognised that allowing public access is likely to have some detrimental effect on the sites biodiversity

6.4 Designation as a Local Nature Reserve and as statutory Open Access encourages public enjoyment while providing a mechanism to control damaging access by dogs. This will be enhanced by the work of the Education Ranger funded by the National Lottery Heritage Grant

7. Financial implications

7.1 There are no direct financial implications arising from the recommendations of this report. As set out in the report to this committee on the 24th September 2020 the rewilding at the Waterhall site would potentially be fully self-funded from external grant funding with limited cost to the council other than officer time.

The recommendation to designate the Wilding Waterhall project area as open access has uncertain financial implications for the value of potential future rental income as set out in the body of the report. The recommendation to include the Wilding Waterhall Project Area within the council's dog control zone would allow Fixed Penalty Charge Notices to be issued as an enforcement measure. Any surplus income from Fixed Penalty Notices, are legally ring fenced to support specific environmental purposes.

Name of finance officer consulted: John Lack Date consulted: 21/02/22

8. Legal implications

8.1 Section 16 of the Countryside and Rights of Way Act 2000 allows an owner of land to dedicate their land as access land, which will give the public a statutory right of access to that land. As noted in the report, further information on this right is given in Appendix 2. Regulations made under the 2000 Act provide for the information to be included in the dedication document and for notification of dedication to be given to Natural England.

8.2 Section 21 of the National Parks and Access to the Countryside Act 1949 allows a local authority to declare that land it controls should be a local nature reserve. Government Guidance provides such sites should have wildlife or geological interest and that Natural England should be consulted. Notice of the declaration should be given in a local newspaper.

8.3 Dog Control Orders now fall under the public space protection order legislation contained in the Anti-social Behaviour, Crime and Policing Act 2014.

Name of lawyer consulted: Hilary Woodward Date consulted 22/2/22

9. Equalities implications

9.1 Designating the site as Open Access and promoting this will allow everyone to enjoy it including those from disadvantaged groups.

9.2 Access to the site will be promoted by the Education Officer whose role includes identifying obstacles encountered by some members of the pubic that would not ordinarily visit the countryside and identifying ways of overcoming them

10. Sustainability implications

10.1 These have been covered in the main body of this report but in summary

i) the designation of the site as a Local Nature Reserve and as Public Open Space will lead to more sustainable management of the site and a greater public understanding of sustainable management of more natural areas

ii) This project is one of the councils key responses to the Biodiversity Emergency, declared by full council at its meeting on 13th February 2018 where the Policy Resources, and Growth Committee was requested to "consider how the Council can strengthen local protection and enhancement of species, habitats and ecosystems services under available powers"

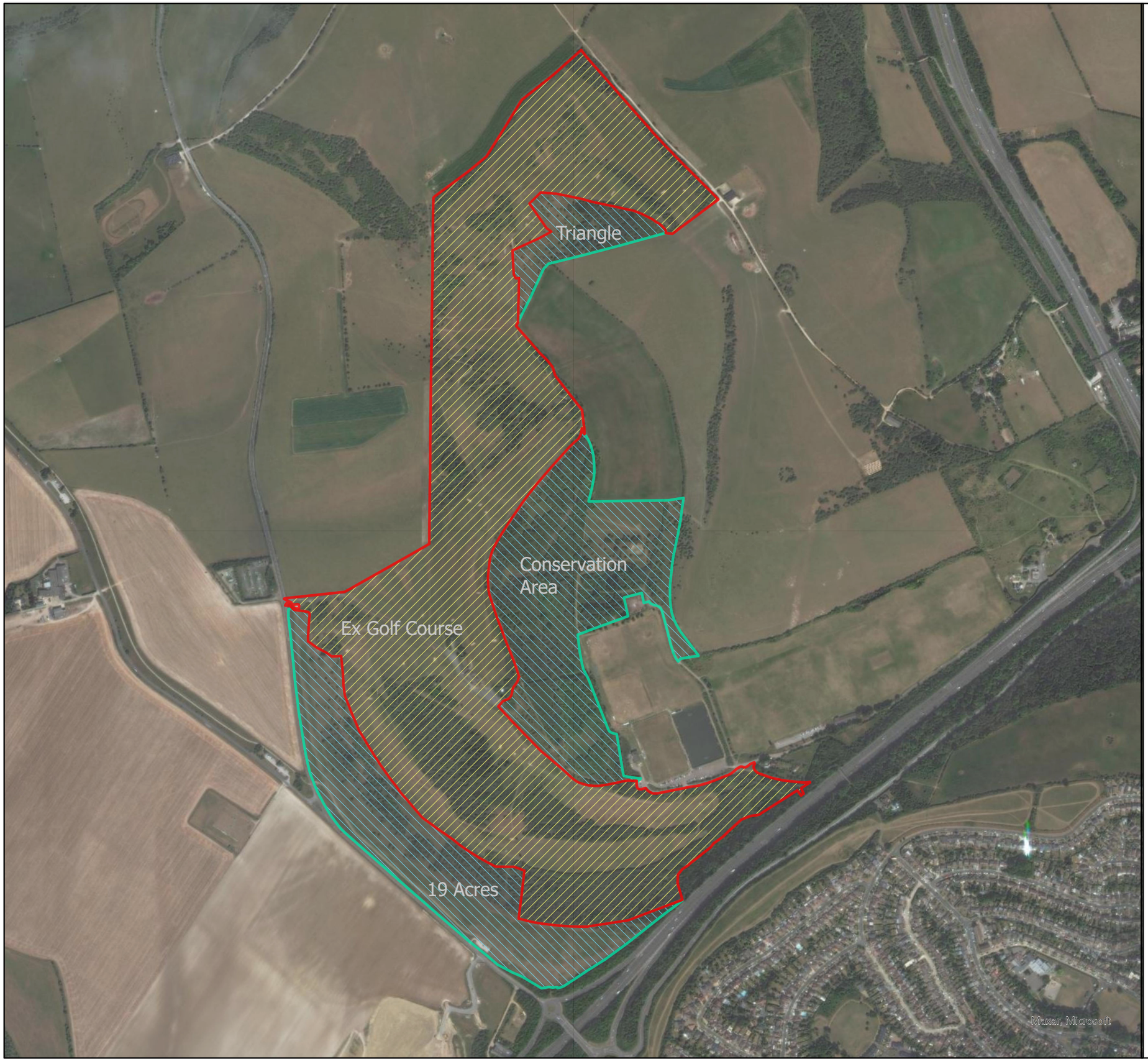
iii) The conservation of semi natural habitats and soils will also contribute to the council's Carbon Neutral 2030 programme The project will contribute positive management to several species prioritised in the council's 2010 Local Biodiversity Action Plan, namely Adders, Bats and Dormice which have been recorded utilising the site. It will also make a positive contribution to the management of priority habitats, such as hedges and lowland calcareous grassland

Supporting Documentation

Appendices

1. Map of area covered by this report

2. Government advice on management of Open Access Land



Brighton & Hove City Council

Wilding Waterhall Site map

Legend

Compartment

- HLS Management
- Ex Golf Course

Scale 1:8,000

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Appendix 2: Government Guidance on Open Access

From https://www.gov.uk/guidance/open-access-land-management-rights-and-responsibilities

What people can do on your land

People can normally access your open access land on foot. They can:

- walk
- sightsee
- bird-watch
- climb
- run

There's a general rule that visitors using their open access rights must keep dogs on a short lead of no more than 2 metres between 1 March and 31 July each year (except in the coastal margin) and at all times near livestock.

What people cannot do on your land

The CROW Act has a list of general restrictions that limit what people using their open access rights may do, unless you give them permission to do something on the list, or the right to do something already exists.

They cannot:

- ride a horse or bicycle
- drive a vehicle (unless it is an invalid carriage)
- bring an animal, other than a dog
- camp
- play organised games
- hang-glide or paraglide
- use a metal detector
- run commercial activities on the land such as:
- trade or sell
- charge other visitors for things they do on your land
- film, photograph or make maps
- remove, damage, or destroy any plant, shrub, tree or root with intent
- light, cause or risk a fire
- damage hedges, fences, walls, crops or anything else on the land
- leave gates open, that are not propped or fastened open
- leave litter
- disturb livestock, wildlife or habitats with intent
- post any notices
- commit any criminal offence

Land that does not have public access

The CROW Act excludes the right of access to land known as 'excepted land' even if it appears as open access land on maps, such as CROW Act maps.

Excepted land includes:

- buildings and their curtilage, such as courtyards
- land within 20 metres of a dwelling or building containing livestock
- parks and gardens
- temporary livestock pens

Your liability to the public

Unless you set out to create a risk, or are reckless about whether a risk is created, you're not liable for any injury caused by:

- any natural feature of the landscape including any tree, shrub, plant, river or stream
- any ditch or pond, whether natural or not
- people passing over, under or through a wall, fence or gate, except if they're making proper use of a gate or stile

The interpretation of the legislation on liability to the public is a matter for the courts to decide.

Charges

You cannot charge visitors for access but you can charge for goods, services and facilities, for example parking and entry to attractions.

Development on your land

You can develop your land subject to approval from your local planning authority. Contact Natural England about your plans if your development may affect a site of special scientific interest (SSSI).

Manage public access on your land

Use informal measures such as signage or legal restrictions to manage public access and avoid conflict with your land management activities including during sensitive species breeding / nesting seasons, and on habitats sensitive to trampling etc. Signs or verbal requests can be more effective than legal restrictions because:

- they can be put in place at short notice
- they do not require advanced notice or approval
- they can be used in all situations where they're useful
- visitors are more likely to follow instructions suggesting what they can do rather than a legal restriction which tells them what they cannot
- your reduced occupier's liability does not apply when legal restrictions are in place

If informal measures do not work, you might be able to restrict public access. The public can comment on restrictions due to last more than 6 months.

It's an offence to display signs or notices that contain false or misleading information.

Open your land for public access

If you own land, or hold a lease which has more than 90 years left to run, you can voluntarily create public access rights by dedicating the land under section 16 of the CROW Act.

This dedication is permanent (or, where appropriate, lasts for the duration of the long lease), so the rights will continue to apply when you no longer own the land.

You can use a dedication to:

- provide a legal public right of access to land (such as woodland) that would not otherwise be covered by the CROW Act
- make sure that public access remains available even if the land ceases to be open access land by any other means
- allow public access to areas in the coastal margin that are usually excepted land

You can also allow additional recreational activities to take place on your open access land by relaxing or removing one or more of the general restrictions, for example to allow people to ride horses. This can be done either through a permanent dedication, or by agreeing to a 'direction' that makes this change indefinitely or for a specified period of time.

Public access enforcement

Your 'access authority' (the local authority, or where relevant the national park authority) oversees access rights under the CROW Act in your area.

They can advise you on managing access if you're having problems. They also have powers to deal with any unnecessary obstruction of access, or to improve ways for people to get into areas of access land.

Restrictions you must apply for

You can apply to restrict public access rights to open access land under the CROW Act if you hold a legal interest in the land.

You can apply to restrict access for any period of the year, but only if this is necessary for land management, public safety or fire prevention reasons.

Apply to the 'relevant authority', which is the national park authority for land within a national park

Land management

You may apply for a restriction for any type of land management activity on access land including:

- nature conservation
- farming
- forestry
- sporting activities
- events

Public safety

Relevant authorities may give public safety restrictions on access land without receiving an application, where they consider this necessary.

You may apply for a safety restriction on your land such as work operations involving machinery, but not to manage risks to public safety from natural features such as cliffs or potholes. Visitors to your land should take responsibility to keep themselves and their children safe.

Fire prevention

The relevant authority may give restrictions for fire prevention during exceptional conditions with or without an application from the land manager. These restrictions aim to minimise the risk of accidental fires breaking out or spreading.

The Met Office has developed a Fire Severity Index (FSI) to give an objective method of identifying when exceptional conditions occur. You can view the FSI maps on the Met Office website. *n.b. on the 25/11/2021 the fire severity index for Brighton was "High"*

Relevant authority restrictions

The relevant authority can close public access land without an application from you. Such instances include:

- nature conservation
- heritage preservation
- fire prevention
- public safety
- land management reasons in the coastal margin

The relevant authority will contact you if this applies to your land.

The Secretary of State for Defence or the Home Secretary may also restrict public access without receiving an application, for defence or national security reasons.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 97

Subject: **Verge and weed management**

Date of meeting: **15 March 2022**

Report of: **Executive Director: Economy, Environment & Culture**

Contact Officer: **Name:** **Paul Campbell**
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Name: **Lynsay Cook**
Tel: **01273 292448**
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Ward(s) affected: **All**

For general release

1. Purpose of the report and policy context

1.1 This report is seeking approval to pilot a new approach to verge management. This new approach is based on:

- The agreed policies within the Open Spaces Strategy
- The Corporate Plan commitment to become carbon neutral by 2030
- Biodiversity policies – to be added

1.2 This report also provides an update on weed management following this committee's decision in November 2019 to reduce the use of pesticides. It also provides a response to a Notice of Motion at this committee on 18 January 2022 which agreed to set out how the council manages weeds in the future, learning from the past few years of pesticide free removal.

2. Recommendations

2.1 That Environment, Transport & Sustainability Committee note the contents of this report.

2.2 That Environment, Transport & Sustainability Committee approves the verge management pilot as detailed in Section 3.

3. Verge management context and background information

3.1 On 17 January 2017, this committee approved the Open Spaces Strategy. The Strategy was developed following a large and comprehensive consultation. 3,542 people gave feedback through the online portal, with around 100 further representations being made by email, post, telephone or letter directly to City Parks.

This large response reflects the importance and passion residents, visitors and other groups place on parks and open spaces.

3.2 Grass is at the heart of the city's open spaces and was voted the second most important asset in parks after trees in the 2017 Open Spaces Strategy consultation. It is the internationally important chalk grasslands in the north of the city that assisted in securing the UNESCO status for the Brighton and Lewes Downes Biosphere. Grass is arguably the most cost effective and dynamic asset that any local authority manages. It is where people: run, walk, sit, play, take part in sports, eat, sunbath, read, sleep, walk their dogs, relax, and attend test centres and events. Varied heights of grass can influence users behaviour and add to the perception of an area such as 'the village green.'

3.3 As part of the Strategy, committee agreed the future arrangements for management of open spaces in the city, including verges. This included agreeing to *small, grassed areas be managed as natural green spaces with reduced mowing, where this does not create a nuisance for the public or vehicles*. This policy was introduced in response to feedback from the consultation where:

- Smaller grassed areas were the third most used open spaces by respondents after parks and gardens and natural and semi-natural green spaces
- Only 4.9% of respondents thought we should spend future resources on them, ranking this type fifth out of the seven open space types
- 70% tended to agree or strongly agreed that we should cut verges less
- Trees, grass and wildlife represent three of the four things the public thought City Parks should invest more in, within parks and gardens
- Contact with nature was the second most popular reason people visited open spaces.

3.4 There are a number of other policy decisions which support the move to reduced mowing, including:

- The Corporate Plan commitment to be carbon neutral by 2030
- The declaration of a climate and biodiversity emergency in Brighton & Hove in 2018
- Committee approval to trial wildflower grass verges in Hollingdean & Stanmer ward in response to a letter from a ward councillor
- A Carbon Neutral Fund allocation of £80,000 to increase wildlife and wildflowers in grass verges. This investment will allow City Parks to procure electric ride-on mowers and mowing heads designed for long grass

3.5 In addition, the 2005 Health and Safety Executive's Vibration at Work Regulations has placed greater pressure on local authorities to manage and reduce the risks faced by operatives using vibrating equipment, such as lawnmowers.

3.6 Therefore, it is proposed that City Parks completes a three-year trial of reduced mowing for small, grassed areas in order for them to be managed as natural green spaces and encourage biodiversity and nature.

Learning so far

3.7 Ashton Rise: In 2019, grass mowing reductions were introduced on the steep bank of Ashton Rise. It started by mowing around the cowslips, with the patch then getting bigger and bigger. Initially, there was negative feedback but now the residents take responsibility for the site and refer to it as their wildflower bank. Key to the shifting the negative views was clear communication about when the grass would be mowed and when it would be left. Some people have changed their route to work to walk past it. Two key lessons: involve the community early on and get their buy-in and early mow will suppress the grass, making it more manageable.

3.8 Lewes Road central reservation was wilded in Autumn 2009/Spring 2010. On this site the existing vegetation was cleared and a wild flower mix was sown. Initial results were spectacular with photographs of the road even making international magazines. As the perennial species in the mix have taken over from the annual plants the display has been less spectacular. Public feedback on this scheme has been very variable as there were a number of complaints about the wildflowers the maintenance regime was changed to include a May cut which still allows the wildflowers to flower but they do not get as big officers have reported that this has resulted in a decrease in complaints.

3.9 Some parts of the City have residents actively campaigning for more wildlife friendly management of their verges. Hollingdean and Stanmer wards did this so far the activities of the residents who want to volunteer have been restricted by Covid but ward members agreed a number of verges to have reduced cutting and residents are now keen to get on with wildflower planting in these and other verges.

3.10 Verges can provide wildlife corridors enabling wildlife to move around the city whilst close mown they provide little cover but once allowed to grow longer they provider a safer environment for wildlife to move through the city and an environment for wildlife to live. Work done by Cityparks on butterfly ‘stepping stones’ and butterfly banks shows how successful this can be with sightings of many of our chalk grassland butterflies on sites within the built up parts of the City.

3.11 Trialling of wildflower grass verges in Hollingdean & Hollingdean – to be completed

New pilot approach to verge management

3.12 In 2021, the Living Coast Biodiversity Officer produced a Wilder Verges map, identifying grass verges with the highest biodiversity potential. This is available in Appendix 1. It is proposed that this map is used, working alongside the Living Coast Officer, to trial the new approach. Conversations

will also take place with ward councillors to understand whether there may be other areas that would benefit from being part of the pilot. In addition, locations throughout Hollingdean and Stanmer will also be identified and piloted. Areas will be subject to review by City Park's expert gardeners to determine that they are suitable locations.

3.13 The citywide trial will test out a reduction of mowing from 11 times a year to approximately six, to understand how it enables wildflowers to grow, increases biodiversity and reduce the carbon costs of repeat mowing. Based on learning so far and advice from expert gardeners, the trial will involve around four mows between March and June, followed by typically two mows between October and November[1]. The two final mows will ensure the site is left neat and tidy at the end of the year.

3.14 As every season is different, officers believe a three-year trial is needed to fully analyse the impact of this new approach, through gathering data and feedback to understand the difference and how different seasons are impacted. Through the pilot, City Parks will work with community groups and volunteers to enhance the wildflower areas, potentially through wildflower seeding and plug planting.

3.15 It is acknowledged that there will be some areas that will need to continue to be mowed on a more frequent basis for safety reasons, particularly where long grass can cause obstructions and hazards for motorists, cyclists, pedestrians, those using a wheelchair or mobility scooter and maintenance operatives. City Parks will work closely with City Transport colleagues on this.

Benefits of new approach to verge management

3.16 By reducing the mowing regime from 11 mows a year to approximately six, the following benefits are expected:

- Increased flora and fauna
- Improved flood alleviation as longer grass has greater water storage capacity
- Improved pollution filtration from an improved root structure
- Reduced fossil fuel consumption
- Reduced noise pollution
- Reduced exhaust pollution
- Reduced whole body vibration for officers

Further information is available in Appendix 2.

3.17 It is recognised that a reduction in mowing to promote biodiversity will not always result in aesthetically pleasing small grass areas. Wildflowers will be difficult to establish in some areas as the arisings will not be removed after mowing. This will make the soil rich with nutrients which is favourable to more dominant plants that could outperform the wildflowers. It is not practical for City Parks to remove the arisings after mowing due to the

[1] This is only a guide as the weather plays a key role along with different sites will require different maintenance, and City Parks resources deployment.

resources required to collect them. This will be further explored through the trial.

3.18 It is also recognised that this new approach may lead to an increase in complaints. This is why it is so important to be clear on what the mowing regime is and that it is communicated effectively. Subject to approval, the pilot will be communicated to the city via a news story, a Member briefing, information on the council's website, social media posts and visits to and discussions with community groups. Small signage can also be placed in locations letting residents know that the grass is longer to encourage biodiversity. Other councils have adopted "pardon the weeds, we're feeding the bees" signage, such as East Suffolk and Kettering.

3.19 Conversely, officers dealing with feedback from the public on service delivery have reported a marked shift in the type of feedback received:

- *Recently I noticed the council have reduced the frequency of grass cutting on verges and certain green public spaces (the Lewes Road area for example). Allowing the grass to grow is beneficial to wildlife and also aesthetically pleasing. Additionally it perhaps provides the council (or City Parks Department) an opportunity to save some much needed cash and reallocate resources elsewhere. Hopefully this measure is not temporary! Personally I love it and hope it stays. We all need to get used to the idea that long grass, and accompanying flowers that grow as a result, are beautiful.*
- *Thankyou for the sympathetic cutting of grass, verges and "green space" especially at the bottom of Denton Drive in Patcham. Its much nicer to look at meadow grasses and flowers than sterile cut grass. The insects and birds that feed on them thankyou too!!!*
- *I would just like to send my heartfelt thanks to the department who deal with cutting the grass on public greens. Last year I emailed to ask that the green on Plymouth Avenue be left natural, and not mowed, and the council has kindly listened to that request. My neighbours and I saw a wonderful array of nature on that space over the past year, from the different grasses and flowers that pop up each season, to the butterflies, bees and other insects enjoying some natural habitat. We have also noticed some natural pathways appearing through the grass, not only from people walking their dogs (although not all of them pick up the dog mess which is upsetting) but also from the local population of foxes and badgers who we see slinking across the area from time to time. Our children have also enjoyed playing in the soft grass, and it's generally given us all a wonderful connection to nature, which has felt so important over this past year. So, sincerely, thank you for listening to our request, and we hope that you will continue to leave the green natural, and not mow it. Thank you so much.*

3.20 Updates will be reported to committee as the trial progresses.

4. Weed management context and background information

4.1 On 26 November 2019, the Environment, Transport & Sustainability Committee agreed to end the use of glyphosate by City Environmental

Management services with immediate effect, other than in exceptional cases to kill invasive plant species, such as Japanese Knotweed or to kill tree stumps. An update on the council's pesticide reduction activities was provided to committee on 16 March 2021 and this report provides a further update.

Weed removal on hard surfaces (footways and highways): 2021 review

4.2 The weeding season for hard surfaces takes place between March and October. Once again, a review of the weeding season has been completed by Cityclean. No glyphosate was used for weed removal during 2021. In low footfall areas, the intention was to employ six additional operatives to complete manual weeding. In high footfall areas, such as the town centre where roads and pavements are swept daily, existing operatives continued to manage and sweep weeds.

4.3 Unfortunately, once again, the recruitment of the six additional operatives was severely impacted due to a national shortage of manual workers, the furlough scheme and a reluctance from people to come out of the benefit system for temporary work. This meant that, on some days, there were zero operatives to undertake the weed removal work – fewer than were available in 2020, where on average, there were four a week.

4.4 In order to ensure that weed removal did take place, contractors were used for three weeks to target areas of the city. This was funded from the underspend of not being able to recruit operatives. If similar recruitment issues are experienced in 2022, Cityclean will look to introduce contractor support sooner. This meant just under 500 roads were completed in 2021; 472 were completed in 2020.

4.5 Similar to 2021, the areas targeted were based on feedback and complaints received, observations by Street Cleansing operatives and Team Leaders and experiences from previous years. 12 Stage one complaints were received between 13 February 2021 to 10 February 2022.

4.6 During 2021, a weed strimmer was trialled. Feedback from staff was positive and compared to other options, this is considered to be the most effective:

- it results in less vibration
- it is easy to transport
- they can be used for 30 minutes, followed by a 30-minute break due to the level of hand-arm vibration
- they enable quicker removal
- they are easier to manoeuvre
- they are suitable for all hard surfaces and can be used anywhere
- can be used for other tasks, such as cutting bushes

4.7 In comparison, weed rippers, for example, are heavy to transport and can only be used for a maximum of 20 minutes per hour due to high levels of hand-arm vibration. Due to their size, they can only be used on hard surfaces of a particular width. It also requires two operatives to use safely.

Using hoes is a slow process, can only be completed for a minimal period of time and can be noisy.

Weed removal on hard surfaces (footways and highways): plans for 2022

4.8 Three additional strimmers are to be procured for the 2022 season and budgets are to be reviewed to see if there are options to buy more. It has been calculated that 11 are needed in total.

4.9 For 2022, a small, mechanical electric sweeper with weed removal attachments is to be procured to remove weeds from larger hard surfaces such as parts of Old Shoreham Road, New Church Road and Lewes Road.

4.10 A new approach for Cityclean seasonal recruitment was adopted for 2022 to attract people where using computers to apply can be a barrier, such as people with dyslexia or where English is a second language. On 22 and 23 February, a recruitment day was held at Hove Town Hall to recruit 40 seasonal Street Cleansing staff. Senior Supervisors and Managers interviewed applicants on the day... [further information to be provided in the final version of the report]. However, it is important to note that even with six seasonal operatives (which is what the budget allows), this is not sufficient to cover the whole city.

4.11 A hot water trial will be completed in April 2022 to understand the effectiveness of this method of weed removal.

4.12 Cityclean will also explore how to support residents and community groups to complete weeding activities in their areas. Hoes, gloves and bags are currently provided to groups that approach the council, but further work will be completed on promoting this.

4.13 Cityclean will use the experiences of the upcoming season and the trial of hot water as a removal method to determine how to prepare for 2023.

Weed removal in City Parks: 2021 review

4.14 A review of the weeding season has been completed by City Parks:

- The volume of hard surface work for City Parks is considerably less than the volume required by Cityclean
- City Parks was not affected to the same extent as Cityclean in terms of the resources available to do the work
- The volume of complaints received is comparable to previous years

4.15 For 2022, no changes are planned.

5. Analysis and consideration of alternative options

5.1 Section 3 of this report proposes a pilot to reduce the mowing frequency of some small, grassed areas. An alternative option to rollout this out across the whole city. However, the experience of changing the approach to weed removal suggests a phased approach is more prudent, both in terms of

having time to try out different methods and also managing and responding to the feedback received.

5.2 Section 4 provides an update on the council's weed removal activities. When adopting the manual approach, City Environment was open and clear that they would not be able to remove the weeds to the same extent and therefore, there would be more weeds. The most effective way to remove weeds using a strimmer, does not remove the roots and therefore, the weeds will grow back. City Environment will continue to trial other methods as detailed in the main body of the report.

5.3 Many other councils continue to make plans to become pesticide free. Some authorities have sought the support of communities to remove weeds:

- Lambeth created a community weeding initiative, encouraging residents to take responsibility to keep their street free of weeds, and provided waste sacks and collections to support this
- The Herbicide Free Streets scheme in Cambridge is seeking to work with community groups who may wish to volunteer to clear their street spaces to avoid herbicide use
- Manningtree has a team of volunteers to implement selective hand weeding as a viable, non-chemical alternative to the blanket spraying of herbicides in the town's streets

5.4 Interestingly, York City Council decided in January 2022 to continue with the use use of glyphosate-based treatments as the principal method of weed control. Their reasoning for this is "to ensure the most effective weed control" and their report provides feedback on some alternatives.

6. Community engagement and consultation

6.1 Extensive consultation on open spaces was completed as part of the development of the Open Spaces Strategy which is detailed earlier in the report. Through the trial, further feedback will be obtained from stakeholders across the city and shared at future committee meetings.

7. Conclusion

7.1 This report outlines a trial approach for verge management in some areas of the city. The trial will be used to determine the impact of a reduced mowing regime on enabling wildflowers to grow, increasing biodiversity and reducing the carbon, health and economic costs of repeat mowing. Updates will be provided to future committee meetings as the trial progresses.

7.2 The council's weed removal programme continued to be affected by external factors in 2021 making it difficult to accurately assess the impact of the planned activities. 2021 provided further insight and this has been used to prepare for the 2022 season, particularly around recruitment of seasonal operatives and the use of strimmers.

8. Financial implications

8.1 There are no direct financial implications arising from the recommendations of this report. Mowing and weeding activities are funded from existing City Environmental Management budgets. 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: 16/02/2022

9. Legal implications

9.1 There are no direct legal implications arising from the report other than to note that the Council, as Highway Authority, has a duty to maintain publically adopted highway, including highway verges, and this duty requires that the highway is kept in a safe condition.

Name of lawyer consulted: Hilary Woodward Date consulted: 15/02/2022

10. Equalities implications

10.1 City Parks do not anticipate an impact on those with protected characteristics as a result of a new mowing regime.

11. Sustainability implications

11.1 These are detailed in the main body of the report and will be reported on further as part of the trial feedback.

12. Public health implications

12.1 Parks and green spaces are recognised in the Happiness: Mental Health and Wellbeing Strategy as an important determinant of health and wellbeing. There is significant and growing evidence on the health benefits of access to good quality green spaces. These benefits include better self-rated health; lower body mass index, overweight and obesity levels; improved mental health and wellbeing; increased longevity.

12.2 In the consultation feedback for the Open Spaces Strategy contact with nature was the second most popular reason people visited open spaces and a reduction on mowing should allow for this.

12.3 City Parks is aware that not everyone will be in support of allowing the grass to grow longer which may impact on wellbeing. Risks to dogs from *Hordeum murinum* ('Barley grass/flea darts'), going through their coats can be mitigate through appropriate management.

Supporting Documentation

1. Background documents

1. Open Spaces Strategy

2. Happiness: Mental Health and Wellbeing Strategy
3. Report to Environment, Transport & Sustainability Committee on 26 November 2019: Reducing the use of pesticides (item 48)
4. Report to Environment, Transport & Sustainability Committee on 16 March 2021: Pesticide reduction and weed management review (item 81)

2. Appendices

1. Appendix 1: wild verges map
2. Appendix 2: changes to mowing of small grass areas – potential benefits



Brighton & Hove City Council

Location of Verge Surveys

Scale 1:25,000

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Changes to Mowing of Small and Medium Grass Areas – Appendix 2

EXISTING	**Existing Mowing Regeime** John Deere 1580 – Diesel Mower 		PROPOSED	**Reduced Mowing Regime** John Deere 1580 – Diesel Mower 		**Proposed Electric Mower** Ariens Zenith E Series – Electric Mower 		**Proposed Diesel Flail Mower** Diesel Mower for long grass 	
	Number of mows/year	11		Number of mows/year	6	Number of mows/year	6	Number of mows/year	6
	Height of Grass	5-10cm		Height of Grass	10-25cm	Height of Grass	10-25cm	Height of Grass	10-45cm
	No. of Plants /sqm	<10		No. of Plants /sqm	>11	No. of Plants /sqm	>11	No. of Plants /sqm	>11
	No. of Insects /sqm	>5		No. of Insects/sqm	>10	No. of Insects/sqm	>10	No. of Insects/sqm	>10
	Flood alleviation potential	Low		Flood alleviation potential	Medium	Flood alleviation potential	Medium	Flood alleviation potential	High
	Tonnes of carbon captured in grass C02 per 1000sqm	3tn		Tonnes of carbon captured in grass C02 per 1000sqm	6-8 tonne	Tonnes of carbon captured in grass C02 per 1000sqm	6-8 tonne	Tonnes of carbon captured in grass C02 per 1000sqm	8tn
	Noise in decibels	75 db		Noise in decibels	75 db	Noise in decibels	83-103 db	Noise in decibels	85 db TBC
	Hand Arm Vibration impact level	Low		Hand Arm Vibration impact level	Low	Hand Arm Vibration impact level	Low	Hand Arm Vibration impact level	Low
	Whole Body Vibration impact level	Low		Whole Body Vibration impact level	Low	Whole Body Vibration impact level	Low	Whole Body Vibration impact level	Low
	Number of hours used per day	6		Number of hours used per day	6	Number of hours used per day	5.5	Number of hours used per day	6
	Average fuel consumption /day litres	25lt		Average fuel consumption /day litres	25lt	Average fuel consumption /day litres	N/A	Average fuel consumption /day litres	35lt
	Diesel cost per litre approx.	£1.50		Diesel cost per litre approx.	£1.50	Diesel cost per litre	N/A	Diesel cost per litre approx.	£1.50
	Approximately fuel used each day	£37.50		Approximately fuel used each day	£37.50	Approximately energy price per Kilowatt	£0.30	Approximately fuel used each day	£52.50
						Electricity cost per day	£1.20		
	Existing mowing regime			**Comparison to existing situation #1**		**Comparison to existing situation #2**		**Comparison to existing situation #3**	
	• Existing staff hours • No increase in flora diversity • No increase in insects diversity • Limited flood alleviation • Low carbon capture • Noise pollution for public and operative ongoing. • Fossil fuel consumption • Ongoing fossil fuel costs			• Approximately 45% reduction in staff visits meaning less mowing. • Minor increase in flora diversity due to less mowing visits. • Doubling of insects diversity due to less mowing visits. • Improved flood alleviation due to denser plants storing more water and absorbing faster. • Approximately 60% increase in carbon capture due to greater plant growth. • Reduced noise pollution for public and operative due to less mowing. • Approximately 45% less vibration exposure to operative due to less mowing. • Exhaust fumes reduction by 45% due to less mowing. • Fossil fuel consumption due to less mowing. • Anticipated 45% reduction in fuel costs due to less mowing.		• Approximately 45% reduction in staff visits meaning less mowing. • Minor increase in flora diversity due to less mowing. • Doubling of insects diversity due to less mowing visits. • Improved flood alleviation due to denser plants storing more water and absorbing faster. • Approximately 60% increase in carbon capture due to greater plant growth. • Increased noise for public and operative due to electric motor configuration than existing mowers. • Approximately 45% less vibration exposure to operative due to less mowing and smoother motor. • Exhaust fumes completely removed due to no exhaust. • Fossil fuel consumption removed. • Approximately 97% reduction in fuel/power costs due to electric mower efficiencies. • Additional savings made through reduced vehicle maintenance due to less moving parts.		• Approximately 45% reduction in staff visits but an increase in staff hours due to a narrower mowing deck, that is less agile so overall it is anticipated a 20% reduction in staff hours. • Minor increase in flora diversity due to less mowing visits. • Doubling of insects diversity due to less mowing visits. • Improved flood alleviation due to denser plants storing more water and absorbing faster. • Approximately 60% increase in carbon capture due to greater plant growth. • increased noise pollution for public and operative due to power needed to flail longer grass. • Approximately 20% less vibration exposure to operative due to less mowing visits but more mowing time. • Exhaust fumes reduction by 15% due to less mowing visits but longer operating time. • Anticipated 15% reduction in fossil fuel use low reduction.	

Source of Data: Number of mows per years and height of grass info is from City Parks. Number of plants and insect data has been extrapolated from the Wilder Verge Brighton project which included surveys of 25 BHCC verges during August 2021. Flood alleviation data is qualitative recognising that absorption improves with taller plants which slow the journey of rainwater reaching the soil and absorb more water in the ground using their deeper roots in comparison to grass. Carbon capture calculations used data from the Food Climate Research Networks 2017 Grazed and Confused report. The noise in decibels has been supplied from manufactures information. Vibration levels determined from manufacturers info. Fuel consumption and costs have been calculated from a working knowledge of machines by City Parks or from the manufacturer specifications.

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