

Environment, Transport & Sustainability Committee

Date: **21 June 2022**

Time: **4.00pm**

Venue: **Council Chamber, Hove Town Hall**

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

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Date of Publication - Monday, 13 June 2022

AGENDA

Part One

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PROCEDURAL MATTERS

1 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.

2 MINUTES

9 - 30

To consider the minutes of the meeting held on 15 March 2022.

Contact Officer: John Peel

Tel: 01273 291058

3 CHAIRS COMMUNICATIONS

4 CALL OVER

- (a) Items 8 – 15 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.

5 PUBLIC INVOLVEMENT

31 - 36

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
 - (1) Prohibit pavement parking in Crescent Place Kemp Town
 - (2) Stop the current Hanover & Turner LTN. Bring 'liveable' benefits to all the Hanover & Elm Grove ward
 - (3) Controlled parking for Withdean Court Avenue
 - (4) Rename a street in the memory of Ukrainian war victims
 - (5) Allow dogs off-lead at Waterhall alongside rewilding
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 15 June 2022;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 15 June 2022.
 - (1) Wilson Avenue

6 ITEMS REFERRED FROM COUNCIL

37 - 50

To consider items referred from the last meeting of Full Council held on 7 April 2022:

- (a) **Petitions**
 - (1) Keep the permanent street closure on Queens Park Rise
 - (2) Bankside Imposition
 - (3) Keep the permanent closure by Brunswick School, on Somerhill Road
 - (4) Traffic Gridlock Hove Park
 - (5) Ditchling Road/Coldean Lane Traffic Control
 - (6) Save Our Starlings
 - (7) Remove the Old Shoreham Road from the local cycling plan and do not build any cycling infrastructure along this route
 - (8) Permanent Well-Planned and High-Quality Cycle Lanes for the Old Shoreham Road
 - (9) Petition for a proper pedestrian crossing, signage and improved road layout at Hangleton Way Schools Zone

(b) **Deputations**

- (1) Request for design improvements to Church Road - for inclusion in LPT 5 as an exemplar of sustainable transport solutions in an urban area
- (2) West Blatchington Primary Pedestrian Crossing

7 MEMBER INVOLVEMENT

51 - 68

To consider the following matters raised by Members:

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

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

- (1) Councillor Childs- Queens Park Safety
- (2) Councillor Childs- Street Lighting
- (3) Councillor Childs- Steine Street
- (4) Councillor Childs- ULEZ
- (5) Councillor Childs- Queens Park bins
- (6) Councillor Childs- Cycling Signage on Marine Parade
- (7) Councillor Childs- Visitor permits
- (8) Councillor Fishleigh- Saltdean Skate Park
- (9) Councillor Fishleigh- Bins around Lewes Crescent
- (10) Councillor Fishleigh- West-Bound Bus Lane Between Saltdean and Rottingdean
- (11) Councillor Fishleigh- The roundabout by the aquarium
- (12) Councillor Fishleigh- Pavement in Ovingdean
- (13) Councillor Appich- Toilet facilities
- (14) Councillor Wilkinson- Road Safety Strategy
- (15) Councillor Wilkinson- Playground Refurbishment Programme
- (16) Councillor Wilkinson- Park and Ride Feasibility study
- (17) Councillor Wilkinson- Park and Ride Trial
- (18) Councillor Wilkinson- Tyre Extinguisher Vandalism
- (19) Councillor Fowler- Netting
- (20) Councillor Fowler- Weed removal
- (21) Councillor Fowler- LTN Strategy
- (22) Councillor Fowler- Madeira Drive cycle path
- (23) Councillor Fowler- 1 Hour Parking
- (24) Councillor Nemeth- Failed Park and Ride Scheme Costs
- (25) Councillor Nemeth- Weeds on the Pavement
- (26) Councillor Nemeth- Parking Permits
- (27) Councillor Nemeth- Groyne Repairs
- (28) Councillor Nemeth- Tyre Extinguishers
- (29) Councillor Bagaeen- Draft Air Quality Action Plan
- (30) Councillor Bagaeen- Fuel Saving Measures
- (31) Councillor Bagaeen- Motorcycles in the city
- (32) Councillor Bagaeen- Electric Cargo bike take-up
- (33) Councillor Bagaeen- Verge and Weed Management
- (34) Councillor Bagaeen- Hanover and Tarner Liveable Neighbourhood

- (f) **Letters:** To consider any letters;
- (1) Southdown Avenue refuse collection- Councillors Hamilton & Robins
- (g) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.
- (1) Undercliff Walk Improvements- Conservative Group
- (2) Farming in Brighton & Hove
- (3) Litter on A27

ENVIRONMENT & SUSTAINABILITY MATTERS

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| | <i>Ward Affected:</i> All Wards | |
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| | <i>Contact Officer:</i> Paul Campbell | <i>Tel:</i> 07816753581 |
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| | Report of Interim Executive Director Economy, Environment & Culture | |
| | <i>Contact Officer:</i> Peter Small | |
| | <i>Ward Affected:</i> All Wards | |
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| | <i>Contact Officer:</i> Sarah Dobson | <i>Tel:</i> 01273 294720 |
| | <i>Ward Affected:</i> All Wards | |
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| 12 | LOCAL APPROVAL OF FINAL VERSION OF ENVIRONMENT AGENCY FLOOD RISK MANAGEMENT PLAN CYCLE 2 (2021-2027) | 201 - 224 |
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| | <i>Contact Officer:</i> Andy French | <i>Tel:</i> 01273 291919 |
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TRANSPORT & PUBLIC REALM MATTERS

13 HANOVER & TARNER LIVEABLE NEIGHBOURHOOD 225 - 268

Report of Interim Executive Director Economy, Environment & Culture

Contact Officer: Oliver Spratley *Tel:* 01273 290390

Ward Affected: Hanover & Elm Grove; Queen's Park

14 BUS SERVICE IMPROVEMENT PLAN DRAFT ENHANCED PARTNERSHIP AGREEMENT To Follow

Report of Interim Executive Director Economy, Environment & Culture

Contact Officer: Colin Harwood *Tel:* 01273 293856

Ward Affected: All Wards

15 PHONE PARKING CONTRACT RE-LET 269 - 274

Report of Interim Executive Director Economy, Environment & Culture

Contact Officer: Paul Nicholls *Tel:* 01273 293287

Ward Affected: All Wards

16 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 21 July 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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The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fourth working day before the meeting.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

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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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Please inform staff on Reception of this affects you so that you can be directed to the Council Chamber where you can watch the meeting or if you need to take part in the proceedings e.g. because you have submitted a public question. **Fire & emergency**

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- Do not stop to collect personal belongings;
- Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions; and
- Do not re-enter the building until told that it is safe to do so

Brighton & Hove City Council
Environment, Transport & Sustainability Committee

4.00pm 15 March 2022

Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ - HTH/CC

Minutes

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

Part One

77 PROCEDURAL BUSINESS

77(a) Declarations of substitutes

77.1 Councillor Peltzer Dunn was present as substitute for Councillor Bagaeen.

77(b) Declarations of interest

77.2 There were none.

77(c) Exclusion of press and public

77.3 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).

77.4 **Resolved-** That the press and public not be excluded from the meeting.

78 MINUTES

78.1 **Resolved-** That the minutes of the previous meeting be approved as the correct record.

79 CHAIRS COMMUNICATIONS

79.1 The Chair provided the following communications:

It's been a busy few months since the last meeting of this committee.

Our CityParks Team has been working to increase the number of applications for our Assistant Seasonal Gardner vacancies.

With a shortfall in applications for the 10 vacancies, the team has been working with Plumpton College, to offer a 5-day long intensive horticulture training programme. The successful attendees will be awarded a City & Guilds Level 1 Award in Practical Horticulture, along with the opportunity to attend an interview for the roles available.

Work is also continuing to educate the community in the disposal of electronic waste responsibly, via routes such as Tech-Takeback, Revaluit (: Re-value-it) or our local recycling centres.

Proving such a success, through collecting donations from the public, Tech-Takeback has now opened a new store in Brighton. It's a shop with a difference, where donated gadgets are restored and then sold at a price the customer is happy to pay.

Tech-Takeback employs four apprentices, who are busy learning the skills to enable them to undertake repairs confidently, ensuring there are plenty of refurbished gadgets for everyone to purchase.

Officers are also working hard to deliver key projects in the coming weeks to improve safety on our roads, cut carbon emissions and improve air quality

This weekend community engagement workshops will take place on the Hanover and Turner Liveable Neighbourhood Pilot Project while work on the first of six new School Streets schemes will begin at St Mary's Primary School this Easter.

A project that will help to future proof the city against coastal erosion and flooding will also start this spring with site surveys, ground investigations and technical design planning.

Working with partners, this project will repair, strengthen or replace flood defences and install new timber groynes – just one of the steps we're having to take to protect our city from the devastating impact of the climate emergency.

Finally, as you will be aware, today is Nick Hibberd's final ET&S meeting with the Council. Nick has been with the Council for 25 years I know that everyone in this room, across the council and beyond deeply values his expertise, professionalism, and leadership as well as his openness with members of all political groups.

Nick has led the council on many pioneering schemes including many that have been agreed in this very room by this committee and helped guide us through very challenging circumstances not least through the council's covid recovery and renewal programme.

I would personally like to thank Nick for all of his support and the great team he leaves behind.

Nick leaves us for an incredible opportunity, and I hope you will join me in a short round of applause and stand up".

80 CALL OVER

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

- Item 85: Local Transport Engagement Outcomes
- Item 86: Local Cycling and Walking Infrastructure Plan
- Item 87: Trial Park & Ride

- Item 88: A259: Walking, Cycling and Accessibility Improvements
- Item 93: Brighton & Hove In Bloom
- Item 95: Public Spaces Protection Orders- barbecues, lanterns and balloons: Outcome of Public Consultation
- Item 96: Wilding Waterhall- Access and LNR decision
- Item 97: Managing Verges and Weeds

80.2 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 84: Local Transport Plan 2022/23 Capital Programme
- Item 89: A23 Active Travel Scheme- Phase 1
- Item 90: Parking Scheme Update report
- Item 92: Commercial Bins on the Highway
- Item 94: Response to Fly posting Notice of Motion

Item 91: Playground Refurbishment was deferred.

81 PUBLIC INVOLVEMENT

(a) Petitions

(1) Remove the weeds and litter from our streets

81.1 The Committee considered a petition signed by 442 people requesting the council to improve weed removal and litter removal in the city.

81.2 The Chair provided the following response in writing:

“As you will see, there is a report on today’s agenda providing an update on the council’s weed removal activities in 2021.

With respect, the reduction in the use of pesticides and pressures and staff sickness arising from Covid has impacted on the council’s ability to remove weeds from across the city. As detailed in the report, the service struggled to recruit enough operatives last year to complete its planned weed removal programme, this was a result of Covid and a shortage of manual workers.

City Environment was open and clear when the decision was made to reduce pesticide usage that they would not be able to remove the weeds to the same extent and therefore, there would be more weeds. This has been exacerbated by the other factors, such as Covid and a national labour crisis.

It is also important to note that whilst there has been some negative feedback in relation to weeds across pavements in Brighton & Hove, the council has also received lots of positive feedback in respect of the increase biodiversity, wildflowers and insects that came with them.

The council continues to explore other methods for weed removal as detailed in the report – I’m pleased to update you that this means we’re investing in new types of equipment to do this and more strimmer’s will be purchased for this year’s weeding. In addition, I am pleased that in this year’s budget, we have committed an ongoing £70,000 for six additional weed removal operatives”.

81.3 **Resolved-** That the Committee note the petition.

(b) Public Questions

(1) Vale Park Parking

81.4 Patricia Sauer read the following question:

“Residents and leisure users of south Portslade’s Vale Park are now rarely able to use its small, free car park. Since the introduction in mid-2021 of a new CPZ the car park has become filled with lived-in motorhomes, dumped/often illegal vans and vehicles without parking permits.

Friends of Vale Park committee, with local support, anticipated this problem and has raised it, offering solutions, with councillors and officers several times in recent years. But the different departments have been unable to agree a workable, permanent measure to resolve the problem.

Will you now find a way to alleviate this community nuisance?”

81.5 The Chair provided the following reply:

“Thank you for your question.

I have spoken with officers and the only way to ensure parking is available to park users only is to introduce controlled parking and to enforce this. The enforcement is financed from the income generated from the parking, so this would mean charging for parking. Height barriers have been suggested; however, this will only stop high sided vehicles not prevent long term parking of cars in the car park or parking by residents who chose to park in the park rather than buy a permit.

The issue of controlled parking for Vale Park along with other parks will be brought back to this committee in 2022/23”.

(2) Whitehawk Playground

81.6 Daniel Harris read the following question:

“Someone I know has a little boy that needs 24-hour care, and the family we live in the high-rise blocks in Whitehawk, why isn’t there enough for the disabled in north Whitehawk as there is in peace haven and Woodingdean. They have wheelchair swings, why doesn’t Whitehawk have this for disabled children and the lack of seesaws why has it been left for this long neglected?”

81.7 The Chair provided the following reply:

“As you may be aware, we’re working on playground refurbs - Whitehawk was the first areas in the city to receive a £120,000 refurbishment of the playground in Middle Park. City Parks worked very closely with the local community in completing this refurbishment.

I am pleased to let you know that City Parks will be installing one of the first wheelchair seesaws in the country this month at St Nicholas Park.

City Parks have been looking at installing a wheelchair swing in the city for over five years and continues to do so. The cost for one unit is around £40,000 and this specialist apparatus needs to be secured from non-wheelchair users for safety reasons.

The Whitehawk Way playground in the north still requires refurbishment; and a consultation for this area will be held this year which the community and you can participate in. At present there is only £35,000 of funding allocated to this area but, City Parks are keen to work with you and the local community to formulate a plan going forward. A member of City Parks will contact you in the coming weeks to start this process.

Thank you again for your question”.

(3) Speeding on Freshfield Road

81.8 Mike Bodkin read the following question:

“I write on behalf of our Community Speedwatch Group. Our records show that around 1/3 of those speeding on Freshfield Road are travelling in excess of 30mph, 50% above the limit. We have recorded vehicles travelling at up to 49mph. The 20mph speed limit is clearly not working.

We know that Sussex Police share our concerns and would welcome some simple and inexpensive improvements such as better signage and more roundels in the road. We’d like to know how the ETS Committee intends to assist our efforts to reduce speeding and improve community safety (as well as lowering air pollution)?”

81.9 The Chair provided the following reply:

Thank you for your question.

Following a related petition received in January, a vehicle speed activated sign was installed on Freshfield Road for six weeks between March and April. During this time, vehicle speed data was collected which showed an average speed of under 22mph and a calculated upper speed of 27mph.

Based on this assessment and the very low collision history here officers wouldn’t recommend any further action at this stage.

However, I completely understand your concerns and officers will review the existing signing and lining and provide additional or refreshed markings if necessary.

In the meantime, other initiatives are already taking place to support safer active travel to schools in this area. A permanent, timed School Street road closure is in place on Queen’s Park Rise to support children and families travelling to St Luke’s Primary school. A School Crossing Patrol is also in place on Queen’s Park Terrace. As part of the School Streets programme, officers are working with eligible schools to implement more closures on roads around schools. A design option for Queen’s Park Primary School on Freshfield Place has recently been consulted on and feedback gathered from local residents and the school community will inform the next stage of design.

Additionally, the Council’s Pedestrian Priority list contains a request for crossing improvements at the junction of Queens Park Terrace and Freshfield Road, which currently sits at number 32 on our priority list, and a further request for crossings at Queens Park Rise and Queens Park Terrace. Both request locations will be reassessed to determine their priority for pedestrian crossing improvement measures which can help to further reduce speeding traffic.

I would like to personally thank you for volunteering on the speedwatch initiative, I recently spent time with residents on Withdean Road in my ward and know it's not always a pleasant experience. I would add that our local Withdean team encountered very similar speeding traffic to your group".

81.10 Mike Bodkin ask the following supplementary question:

"Would Members be happy to attend a (Speedwatch) session?"

81.11 The Chair provided the following reply:

"Yes, absolutely".

(4) East Brighton Tennis Courts

81.12 On behalf of a ward resident, Councillor Platts put following question:

"I used to enjoy playing tennis in East Brighton Park and whilst I understood the need for the Covid test centre, I am hoping it will now no longer needed.
Can the Council tell me when the tennis courts in East Brighton Park will be reinstated and if they will be resurfaced and repairs to the fence be carried out so that residents can use them to play once again?"

81.13 The Chair provided the following reply:

"In line with the Prime Minister's announcement on 21 February 2022 and the governments recently published 'Living with Covid' Strategy, PCR testing centres such as the one in East Brighton Park will cease at the end March 2022. The council's Estates and Public health Teams will be liaising with UKHSA (the UK Health Security Agency) on the removal of the testing centre from East Brighton Park. Due to the huge number of testing centres across the country that will need to be removed, it is not yet clear how quickly UKSHA will remove the testing centre at East Brighton Park. This is a vast project to undertake and massive task to demobilise the testing centres across the whole country, so it may take some time for the East Brighton Park testing centre to be removed. Council officers are liaising with UKHSA with the aim of getting greater clarity on the timetable for removing the East Brighton Park testing centre.
Once, the testing centre has been removed, council officers will be appointing a contractor to resurface the tennis courts at East Brighton Park. A budget is in place for the resurfacing of these tennis courts and I have asked officers to keep ward councillors updated on the timescale for resurfacing the courts".

(c) Deputations

(1) Westdene School Streets

81.14 The Committee considered a deputation outlining concerns relating to the Westdene School Streets initiative.

81.15 The Chair provided the following response:

“Thank you for your deputation, as a Ward Councillor for Withdean ward as well as Co-Chair of this committee, this matter is extremely important to me.

Like many schools in the city, Westdene School has faced ongoing problems with road safety issues stemming from increased traffic, dangerous driving and illegal parking at school drop off and pick up times. Concerns about road safety around Westdene School have been longstanding and raised by local residents, parents and the school as well as by ward Cllrs.

A deputation was presented to this committee in November 2019 which called for a permanent, timed School Street closure to be implemented on Bankside and Barn Rise. At that time, myself and other members of this Committee also raised concerns about the situation at Westdene and it was suggested that the school be included in a pilot of School Streets.

The Covid-19 pandemic accelerated the introduction of School Streets in Brighton & Hove as there was an additional need to create more space for pedestrians outside school entrances to allow for physical distancing. An amendment was agreed by this committee in June 2020, to introduce a citywide emergency School Streets programme as an amendment to the Interim Local Cycling and Walking Infrastructure Plan. 14 schools across the city trialled a School Street as part of the emergency programme, with Westdene School offered a one-day taster event.

Following the trialling of School Streets closures as part of the pandemic response, a commitment was made by the Council to deliver a rolling School Streets programme with the aim of implementing timed closures outside as many of the city's schools as possible. Assessment criteria, based on the Hackney School Streets toolkit, to assess schools for their eligibility for a School Street was agreed by ETS Committee. A total of 55 infant, junior and primary schools were subsequently assessed for their eligibility for a School Streets closure. Based on this assessment, a priority list of 12 schools was determined for implementation in the first two years of the programme, which included Westdene Primary School. This approach was again agreed by the ETS Committee in September of 2021 and officers were given approval to proceed on this basis.

It is typical for a preliminary design to be consulted on and for the feedback used from consultations to determine any changes required to improve the design of schemes. For all proposed School Streets schemes, preliminary designs were open to the public to submit their views on for 6 weeks from mid- October to the end of November last year. The consultation for Westdene School Streets received 260 responses with over 75% respondents in support of the principal of school streets and over 70% in support of the proposed preliminary design. In addition to the consultation, we have also welcomed and accepted stakeholder feedback from other means and are grateful to Westdene Residents Group for their report which was submitted to the School Streets Team. Officers will consider this alongside the consultation feedback as part of the next design phase.

Despite majority support for the preliminary design, the design is not final and officers will ensure changes will be made where possible to respond to issues and concerns raised throughout the process. Traffic monitoring is also being carried out, which will provide a pre-implementation baseline of data to help measure impacts when the scheme is implemented. As a result of the concerns raised about the proposed scheme at Westdene, we will also be implementing the scheme on an Experimental Traffic Regulation Order which will allow us to monitor the impact of the scheme and will allow local residents and members of the school community a further opportunity to report on their experiences with the scheme so any adjustments can then be made, if necessary, before the any measures are made permanent.

We are committed to supporting schools in the city to address these issues and create safer journeys to school, and that also encourage sustainable, active travel modes which contribute to children's health and wellbeing and reduce emissions from vehicles".

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

(2) Refund Valley Gardens Bus Gate fines

81.17 The Committee considered a deputation that contended that the council had not met its duty in the issuing of PCN's relating to the Bus Gate on Valley Gardens and all should be refunded.

81.18 The Chair provided the following response:

"At the last ETS Committee through a verbal update it was agreed that we would review the approaches to the Valley Gardens bus gates to ensure they are as clear as possible for motorists. It was made clear that no changes were required to the current lining and signing within the bus gates and at the entry point. These had already been reviewed and no independent adjudication decisions from the Traffic Penalty Tribunal in relation to appeals have been made that any of the signage is at fault.

To clarify no reference to 9.7.3 of the DfT guidance has formed appeals to the Council so, therefore, has not needed to be reviewed by the Traffic Penalty Tribunal. The main reasons for lost appeals include medical emergencies, incorrect Vehicle registration, late provision of evidence, road surface erosion which has been rectified and procedural error back office which is standard for any bus lane enforcement.

The Valley Gardens Bus gates have been designed using DfT guidance specifically Traffic Signs Manual, Section 9.7.3 providing a short length of bus-only street. On a two-way road, access may be restricted to buses in one direction only with all traffic permitted in the opposite direction. It is advised that a traffic island be utilised to separate the traffic lanes but this is not a requirement. In the case of Valley Gardens the carriageway has been narrowed considerably to 3.2 meter running lanes to restrict movements and allow clear sight of 'No Entry signage'. In line with section 9.7.3 the bus gates have been implemented to allow full access but to restrict through traffic. As this route was previously a through route, signage has been implemented to advise on alternative routes inline with DfT guidance.

New signage has now been installed to ensure the routes are as clear as possible to motorists. Additional advanced CCTV enforcement signs, new lane directional signage at the bottom of North Road and the removal of street clutter at the approach to the bus gates have ensured the approaches are clearly visible. The advanced directional signage on the primary route (A23) are also due to be upgraded making them more visible to motorists with larger text, these are due to be installed this week.

There is currently no justification or evidence to review this further or to refund fines as the signage was already legally compliant and clear".

81.19 Councillor Nemeth moved a motion to request an officer report on the matter.

81.20 Councillor Peltzer Dunn formally seconded the motion.

81.21 The Chair put the motion to the vote that failed.

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

(3) Roundhill Liveable Neighbourhood

81.23 The Committee considered a deputation requesting request formal consideration for Round Hill to be included in the roll-out of the Council's Low-Traffic Neighbourhood Scheme.

81.24 The Chair provided the following response:

"Thank you for presenting this deputation Councillor West. I know that you have had a lot of involvement with residents in the Round Hill area regarding their concerns and ideas for solving some of them. As a result, officers are supporting the community-led Round Hill Greening Project to deliver planters across the area and we look forward to seeing these installed in the future. Concerns expressed by residents about traffic will also be addressed in a future report requested by this committee in November last year. We are aware that interest in creating Liveable Neighbourhoods is growing, and we are looking forward to the ongoing development of the proposals for the Hanover & Tarner pilot project and future reports to this committee. This pilot will help to inform other future Liveable Neighbourhood projects in the city.

In response to this committee, officers are also developing a prioritisation framework for other requests for low traffic or liveable neighbourhoods, or similar measures. This Framework will enable a transparent and objective assessment of requests against a number of factors to help identify the most appropriate locations to manage and reduce traffic and enable more active travel and social activities to take place in local areas. It is helpful to see that the deputation has included the objectives that residents would like to achieve for the Round Hill area.

The new framework will ensure that there is a consistent and balanced approach to assessing requests and will help inform how we make decisions about where we could direct officer time and budgets. This will then help manage these types of requests from different parts of the city. The framework will be considered by this committee, and when approved we will then be able to assess this request for the Round Hill area alongside other locations. Those outcomes will then be reported to committee and will help ensure that the locations that are prioritised will achieve the greatest impact. We will ensure that communities are made aware of the progress and outcomes of this work, and those locations that are prioritised to be progressed will then be subject to further study and engagement with communities to help explore issues and develop ideas and options to address them".

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

82 ITEMS REFERRED FROM COUNCIL

(c) Deputations

82.1 The Committee considered a deputation referred from the Public Engagement Meeting held on 3 February 2022 that requested the Council investigate a free bus travel policy for residents under 17.

82.2 The Chair provided the following response:

“Firstly, I would like to thank David and Class Divide for the deputation and all the work you have been doing on this. I and my colleagues on this committee and on the Children, Young People and Skills Committee want to see fair access to education and opportunities for young people across the city. I acknowledge the important role transport policy, including in relation to buses, has in this and can see the potential benefits of making buses free for young people.

As an administration, it is our ultimate aspiration that young people can travel on buses for free as they do in London and Scotland. This is reflected in our ambitious Bus Service Improvement Plan which we submitted to the Department for Transport last year. Along with other authorities, we are currently waiting to hear the outcome of funding for this.

Whilst our fingers are crossed, I do sadly need to provide a bit of caution on this. We expect that free fares would cost at least £6m per year which would need to be publicly funded. Even if government funding is awarded to help provide lower fares to young people, they have asked that proposals are sustainable. This is so we avoid a situation where generous offers are suddenly removed when funding ends. I agree we need to be careful with this and unfortunately have to say the council’s finances mean we could not commit to ongoing funding at this level.

However, officers are currently working with neighbouring authorities on different options for an additional discount scheme above what is currently offered by bus operators. We hope to announce more on this once we know what funding will be available. We also want to work with bus operators to make sure people are always getting the lowest fare available to them.

I acknowledge that Class Divide would like us to ask bus operators to make more commitments themselves. On this point, I have to say that operators continue to be impacted by lower passenger numbers as a result of the pandemic. Therefore, at this time, increased costs or reduced revenue to them would risk reduced services. I very much welcome support funding the Department for Transport has provided during the pandemic, which has largely avoided service cuts. I am pleased to see the Secretary of State’s decision this month to extend support until October which will be critical as the city recovers. However, he has said this will be the final payment. The priority for operators after this will therefore need to be on maintaining services.

I can though commit to working as hard as we can with bus operators through our Enhanced Partnership to deliver improvements to bus services. If funding is received for the Bus Service Improvement Plan, it is our intention that a report will be brought to a future meeting of this committee with more detailed plans. I have also asked officers to engage with Class Divide as we develop proposals”.

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

82.4 Councillor Wilkinson formally seconded the motion.

82.5 The Chair put the motion to the vote that passed.

82.6 **Resolved-** That the Committee receive an officer report responding to the deputation.

83 MEMBER INVOLVEMENT

(b) Written Questions

(1) Woodland Trust

83.1 Councillor Platts read the following question:

“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?”

83.2 The Chair provided the following reply:

“City Parks will be meeting with The Woodland Trust to discuss how they have supported other Local Authorities on the issue of planning and preservation of green infrastructure.

City Parks have also expressed their interest to The Woodland Trust in seeking assistance to improve the council’s policy documentation with respect to trees. Representatives from The Woodland Trust also sit on the City Park’s-led Tree Forum, linking in with other stakeholders from across the city”.

(d) Notices of Motion**(1) Victoria Fountain**

83.3 The Committee considered a Notice of Motion referred from the meeting of Full Council held on 3 February 2022:

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.

83.4 The Chair provided the following response:

“The Council has commissioned Hemsley Orrell Partnership (HOP), specialist local civil and structural engineers, to investigate the appearance of the sink hole at the Old Steine Gardens following the removal of the Christmas Festival and funfair. We have also commissioned the Geotechnics firm already engaged by Transport colleagues on the Valley Garden Phase 3 (VG3) project to carry out a Ground Penetrating Radar (GPR)

survey of the area where the sink hole has appeared and they will be carrying out an intensive study in the next 3 weeks using two types of GRP to cross reference. Once HOP have the results of the GRP survey they will analyse and report on the findings giving recommendations on remedial actions. The council should receive HOP's report and recommendations within the next 4 weeks.

The council and HOP have also been in contact with Southern Water regarding the sink hole who have visited the site on two occasions and confirmed that the "swallow hole" has not been caused by any deterioration of their sewer pipe directly under the hole itself. We still await Southern Water's written confirmation of their survey which we have been promised within the next 10 days.

The Victoria Fountain, Old Steine is temporarily propped up and has been made safe following HOP's condition report that identified structural problems in early 2020.

There were delays to carrying out intrusive surveys due to the pandemic and HOP were commissioned for further in-depth surveys of the structure in 2021 to be able to specify the repair works for all the specialisms associated with the project. HOP have been appointed to carry out the major refurbishment and repairs required to renovate the Victoria Fountain which are programmed to start in June following the clearance of the site after the Fringe Festival. It is part of HOP's brief to assess the ground conditions to ensure safe working with the crane that will be needed for the Fountain refurbishment project.

Following a recent due diligence exercise HOP have confirmed that the listing of the Victoria Fountain is not related to the Christmas Festival.

The Transport Team have confirmed that Valley Gardens Phase 3 will not require any construction or heavy plant on Old Steine Gardens.

We can certainly arrange for a public release of findings following receipt of the Structural report and GPR survey".

83.5 Councillor Nemeth moved a motion to request an officer report on the matter.

83.6 Councillor Platts formally seconded the motion.

83.7 The Chair put the motion to the vote that passed.

83.8 **Resolved-** That the Committee receive an update report on the matter.

(2) Westdene Park & Ride

83.9 The Committee considered a Notice of Motion referred from the meeting of Full Council held on 3 February 2022:

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.

83.10 The Chair provided the following response:

"As you know this is now the subject of a comprehensive report at this meeting which details the trial proposed by the bus company, and suggestions on how to proceed, also outlining how the park and ride scheme would work.

The bus operator has indicated that it wishes to trial a car park and ride using Mill Road. It intends to provide the necessary staff and resources to understand the impacts of using the road for a period of 4 months. Once completed the data that will be collated and then further discussions will take place on the future of using the road as a P&R. Committee can consider this shortly in the rest of the agenda.

The report clarifies the situation related to the funding of the trial and the separate issue related to assessing sites for a permanent P&R and the £15,000 made available to fund the assessment so will not be used in the trial".

(3) Resident/Visitors 'Bus Gate' Fines

83.11 Councillor Nemeth moved the follow Notice of Motion:

This Council:

1. Notes that Labour and Green Groups voted to make permanent two Experimental Traffic Regulation Orders relating to 'Bus Gates' in Valley Gardens after figures were released showing that the gates are not working as intended and that around 10,000 residents/visitors are being fined each month;
2. Requests an urgent Officer Report to Environment, Transport & Sustainability Committee to consider options to redesign the defective junctions.

83.12 Councillor Peltzer Dunn formally seconded the Notice of Motion.

83.13 In response to queries raised by Members, the Executive Director, Economy, Environment & Culture stated that the number of fines issued each month was declining and current figures could be provided after the meeting.

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

83.15 Councillors Nemeth and Peltzer Dunn requested that the official record their votes in support of the Notice of Motion.

84 LOCAL TRANSPORT PLAN 2022/23 CAPITAL PROGRAMME

Resolved-

That the Environment, Transport & Sustainability Committee:

- 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.

85 LOCAL TRANSPORT PLAN - ENGAGEMENT OUTCOMES

- 85.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that summarised 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 sought 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 2021. The report also set out the next steps in the development of LTP5.
- 85.2 In response to questions from Councillor Platts, the Head of Transport Policy & Strategy explained that understanding of travel that potential offset journeys such as supermarket home deliveries was something that would be explored in future workstreams. A minibus service in areas that were less well served by buses would be something reviewed in the Bus Service Improvement Plan (BSIP) and future provision of parking was something assessed on a case-by-case basis in planning applications.
- 85.3 Councillor Nemeth stated that there were a number of gaps in policy and the report did not go far enough to address disagreements between motorists and cyclists and therefore the Conservative Group would be abstaining on the vote on the report.
- 85.4 **Resolved-**
 - 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) 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.
 - 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.

86 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

- 86.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that presented the proposed Local Cycling, Walking Infrastructure Plan (LCWIP) that set out the strategic plans and ambitions for routes and areas in the city to be improved for active travel. The LCWIP Brighton & Hove's LCWIP has been progressed over the last three years, involving stakeholder and public engagement.
- 86.2 Councillor Nemeth observed that the report proposed a permanent cycle route on Old Shoreham Road which was something that had previously been rejected by the

committee and an issue his Group were against in principle and would therefore be voting against the report recommendations.

86.3 In response to a question from Councillor Wilkinson, the Principal Transport Planner confirmed that any LCWIP schemes undertaken would have a detailed design and more consultation and committee approval requested.

86.4 In response to a question from Councillor Platts, the Principal Transport Planner confirmed that Wilson Avenue was a high and long-term priority as not all high priority schemes were deliverable in the short-term. The timescale on any scheme could shorten should increased funding become available.

86.5 Resolved-

- 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) 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.

87 TRIAL PARK & RIDE

87.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided and 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 from June 2022 to September 2022.

87.2 In response to questions from Councillor Peltzer Dunn, Andrew Strange of Brighton & Hove Bus Company clarified that the scheme would operate every 12 minutes through to midnight, 7 days a week except matchdays at the Amex Stadium. The scheme was predominately aimed at tourists and visitors from areas with no direct public transport link. Fares would be slightly more than a network ticket and would be a limited stop service from Mill Road to the city centre.

87.3 In response to a question from Councillor Wilkinson, Adrian Strange explained that the service would be seasonal and deploy buses that were unused during the university holiday period.

87.4 In response to a question from Councillor Nemeth, Adrian Strange explained that planning consent would be required for a permanent scheme should the trial be a success and discussion with the SDNPA were planned.

87.5 Resolved-

- 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.

88 A259: WALKING, CYCLING AND ACCESSIBILITY IMPROVEMENTS

88.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that outlined 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. The report also presented the detailed scheme design as informed by the consultation.

88.2 On behalf of the Conservative Group, Councillor Nemeth proposed the following motion to amend the recommendations:

- 2.1 That this Committee approve the ***elements of the*** A259 Active Travel Scheme - Walking, Cycling and Accessibility Improvements detailed design scheme as presented in Appendix 1 ***to the east of Hove Street and calls for an officer report to be brought back to committee on the elements to the west as to how concerns over turning-points, crossings and integration with the Kingsway to the Sea project will be fully addressed.***

88.3 Councillor Peltzer Dunn formally seconded the motion.

88.4 In response to questions from Councillor Peltzer Dunn, the Senior Project Manager explained that the long-term aspiration for the A259 was a separated space for cyclists and pedestrians. The Kingsway by the Sea project was an exciting scheme and officers were working collaboratively on linking both schemes. Officers were reviewing the current layout to seek additional space for right turns. Further, the road itself was underutilised through most of the day however, journey times were likely to increase at peak times as part of the changes.

88.5 The Chair then put the Conservative Group motion to the vote that failed.

88.6 The Chair then put the recommendations to the vote that were approved.

88.7 Resolved-

- 1) That the Committee approve the A259 Active Travel Scheme - Walking, Cycling and Accessibility Improvements detailed design scheme as presented in Appendix 1.
- 2) That the Committee authorises officers to commence the construction phase and to procure the Works Contract under the authority of the Executive Director.

89 A23 ACTIVE TRAVEL SCHEME - PHASE 1**Resolved-**

- 1) That the Committee approves the A23 Phase 1 Detailed Design as presented in appendix 1 and supports officers to proceed with the associated Traffic Regulation Order.

- 2) That the Committee authorises officers to commence the construction phase and to procure the Works Contract under the authority of the Executive Director.

90 PARKING SCHEME UPDATE REPORT

Resolved-

- 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) 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.
- 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.
- 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.

91 PLAYGROUND REFURBISHMENT PROGRAMME

The item was deferred.

92 COMMERCIAL BINS ON THE HIGHWAY

Resolved-

- 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) 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.

93 BRIGHTON & HOVE IN BLOOM

- 93.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that responded to a petition presented to its 18 January 2022 meeting calling for the return of Brighton & Hove In Bloom.

- 93.2 Councillor Nemeth expressed his disappointment that different models of operation had not been proposed.
- 93.3 Councillor Hamilton observed that council budgets had been significantly impacted and the cost of bringing back In Bloom was too high for a non-essential service.
- 93.4 Councillor Heley agreed that the very high service and budget pressures meant the proposal was not currently feasible.

93.5 Resolved-

- 1) That the Committee notes the report.

94 RESPONSE TO FLY POSTING NOTICE OF MOTION

Resolved-

- 1) That Environment, Transport & Sustainability Committee note the contents of this report.
- 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.

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

- 95.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that presented the results of the public consultation 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 and recommendations on how to proceed, based on the results of the consultation.
- 95.2 On behalf of the Labour Group, Councillor Fowler moved the following motion to amend the recommendations:

2.3 *That Committee requests officers bring a report back to a future meeting of ETS, outlining alternative provisions (such as, but not limited to; permanent communal barbecue pits), that could be provided to allow residents without gardens or outdoor spaces the opportunity to enjoy barbecues.*

2.34 That Committee approves the updated Environmental Enforcement Framework as detailed in Appendix 2 (tracked changes version) and Appendix 3 (clean version).

2.45 That Committee approve the £100 fine for failure to comply with the PSPOs.

- 2.56 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.

95.3 Councillor Wilkinson formally seconded the motion.

95.4 On behalf of the Conservative Group, Councillor Nemeth moved the following motion to amend the recommendations:

- 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.

- 2.5 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.

2.6 That further research will be carried out to investigate the possibility of communal barbecues, barbecue areas or no-barbecue beaches and a report brought back to Committee with the results of those investigations.

95.5 Councillor Peltzer Dunn formally seconded the motion.

95.6 The Chair put the Labour Group motion to the vote that passed.

95.7 The Chair put the Conservative Group motion to the vote that failed.

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

95.9 **Resolved-**

- 1) That Committee note the results of the public consultation as detailed in Appendix 1.
- 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.
- 3) That Committee requests officers bring a report back to a future meeting of ETS, outlining alternative provisions (such as, but not limited to; permanent communal barbecue pits), that could be provided to allow residents without gardens or outdoor spaces the opportunity to enjoy barbecues.
- 4) That Committee approves the updated Environmental Enforcement Framework as detailed in Appendix 2 (tracked changes version) and Appendix 3 (clean version).
- 5) That Committee approve the £100 fine for failure to comply with the PSPOs.

- 6) 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.

96 WILDING WATERHALL - ACCESS AND LNR DECLARATION

- 87.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update on progress at Waterhall and requested the committee to consider the level of public access that should be allowed across the site and its designation as a Local Nature Reserve. It also advised 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.
- 87.2 On behalf of the Conservative Group, Councillor Nemeth moved a motion to amend the recommendations as follows:
- ~~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~~
- 87.3 Councillor Peltzer Dunn formally seconded the motion.
- 87.4 In response to a query from Councillor Peltzer Dunn, the Lawyer explained that the purpose of recommendation 2.2 was to give the public right of access and would not prevent development under a specific legal purpose.
- 87.5 In response to a question from Councillor Nemeth, the Conservation Manager explained that statutory and permissive access provided similar outcomes for nature and wildlife however the public consultation demonstrated a preference for statutory access. The Conservation Manager added that if issues arose then the act allowed for changes to be taken.
- 87.6 The Chair then put the Conservative Group motion to the vote that failed.
- 87.7 The Chair then put the recommendations to the vote that were approved. Councillors Nemeth and Peltzer Dunn requested it be recorded that they abstained on the vote.
- 87.8 **Resolved-**
- 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) 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

- 3) That a further report be brought 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
- 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
- 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.

97 MANAGING VERGES AND WEEDS

97.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that requested approval to pilot a new approach to verge management and provided an update on weed management following this committee's decision in November 2019 to reduce the use of pesticides. It also provided a response to a Notice of Motion to the 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.

97.2 On behalf of the Conservative Group, Councillor Nemeth moved a motion to amend the recommendations as follows:

2.3 That Environment, Transport & Sustainability Committee strongly makes the point that the representations from residents and their elected representatives will guide locations and mowing regimes unless unreasonable.

97.3 Councillor Peltzer Dunn formally seconded the motion.

97.4 In response to a query from Councillor Fowler, the Head of Operations – Cityclean explained that the recruitment day had gone well and offers had been made to 19 candidates that may not have made an online application to a job advertisement.

97.5 The Chair then put the Conservative Group motion to the vote that passed.

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

97.7 Resolved-

- 1) That Environment, Transport & Sustainability Committee note the contents of this report.
- 2) That Environment, Transport & Sustainability Committee approves the verge management pilot as detailed in Section 3.
- 3) That Environment, Transport & Sustainability Committee strongly makes the point that the representations from residents and their elected representatives will guide locations and mowing regimes unless unreasonable.

98 ITEMS REFERRED FOR FULL COUNCIL

98.1 No items were referred to Full Council for information.

The meeting concluded at 8.50pm

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 5a

Subject: Petitions

Date of meeting: 21 June 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 24 people at the time of publication:

(1) Prohibit pavement parking in Crescent Place Kemp Town

We the undersigned petition Brighton & Hove Council to place "No Pavement Parking" signs on the lamp posts of Crescent Place or/and place obstructions at intervals along the pavement of Crescent Place. Crescent Place is a narrow one-way street with double yellow lines. Most of the properties on Crescent Place have windows set into the pavement, letting light into basement kitchens. Short term parking in the road is necessary to drop off shopping etc, causing a temporary obstruction to any through traffic, and neighbours alert one another if any prolonged blockage is anticipated due to building works etc. Unfortunately, visitors to the street regularly pull up onto the actual pavement to park, causing damage to the paving stones and windows, creating leaks to the properties underneath and preventing pedestrians, wheelchair users and others from using the pavement. Pavement parking is both damaging and antisocial and does nothing to alleviate any short-term traffic disruption as vehicles are still unable to pass by. We call for the erection of signs to indicate that pavement parking is

prohibited, or the installation of obstacles along the pavement edge at intervals to prevent any such parking from taking place.

To receive the following petition signed by 329 people at the time of publication:

(2) Stop the current Hanover & Tarner LTN. Bring 'liveable' benefits to all the Hanover & Elm Grove ward

We the undersigned petition Brighton & Hove Council to Stop the current plan for a Low Traffic Neighbourhood (LTN), know as 'Hanover & Tarner Liveable Neighbourhood Project'. We demand that a new approach is found which brings 'liveable' benefits to the whole of the Hanover & Elm Grove ward equally. The current scheme unjustly benefits certain residents, bringing detriment to other residents, and fails to protect the school and nurseries within the area.

The premise of a LTN is that it is bordered by a "major road network" to which all traffic is funnelled. We strongly believe that this is not a suitable solution for Hanover & Tarner, as the roads designated as 'main roads' are other residential streets where hundreds of people live; families with young children, elderly residents, students... all walks of life, and all people who deserve clean air as much as their neighbours. Beyond this, these are the streets where the community's children go to school and nursery, namely; Elm Grove Primary School; Pepper-Pot Nursery and Orchard Day Nursery.

We want to be clear that we are not against green initiatives - we want to reduce cars in the city. We are just asking for clean air for all. The project creates an unfair divide between residents, certain streets benefit disproportionately whilst others receive no benefit - only higher traffic. This project fails to address existing real problems on the streets which need it most.

[Further information](#)

To receive the following petition signed by 22 people at the time of publication:

(3) Controlled parking for Withdean Court Avenue

We the undersigned petition Brighton & Hove Council to Introduce controlled residents parking in Withdean Court Avenue - similar to Surrenden Crescent. Since the introduction of controlled parked along Surrenden Crescent from early February, parking in Withdean Court Avenue has become very problematic for the residents. This situation has also resulted in the council refuse truck being unable to safely negotiate its way up the road on a number of occasions and recently resulted in knocking a lamp post which necessitated its removal. A neighbour is also currently unable to get a skip removed from her drive due to the number cars parked, so that the lorry cannot safely load it. The residents are also concerned about emergency vehicles not being able to access the road as well.

To receive the following petition signed by 4 people at the time of publication:

(4) Rename a street in the memory of Ukrainian war victims

We the undersigned petition Brighton & Hove Council to rename Francis Street. The recent discovery of atrocities committed by Russian forces on the civilian population of Mariupol, Bucha, Irpin, and many other town and villages in Ukraine, must never be forgotten by the people of our city. In the solidarity with all of the victims I would like to propose renaming 'Francis Street' to 'Defenders of Mariupol Street'.

In the solidarity with all of the victims I would like to propose renaming 'Francis Street' to 'Defenders of Mariupol Street'.

To receive the following petition signed by 510 people at the time of publication:

(5) Allow dogs off-lead at Waterhall alongside rewilding

We the undersigned petition Brighton & Hove Council to abandon the decision to ban off-lead dogs across all of Waterhall. We believe that there are ways that this area can be rewilded whilst still providing access to people and dogs off lead. This is done at many other nature reserves, SSSIs and rewilding projects across the country. We would like the council to work with the current users of this area (overwhelmingly off-lead dog walkers) to find a way to share this 222-acre space.

Wildlife at Waterhall has thrived for decades alongside dogs being walked off-lead. Stock has grazed in fenced compartments with dogs able to divert safely around. We would like to see this extended to the rest of the site (ex-golf course). The method is proven.

[Further information](#)

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 5(c)

Subject: Deputations

Date of meeting: 21 June 2022

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

Notification of two Deputations has been received. The spokesperson is entitled to speak for 5 minutes.

(1) Deputation: Wilson Avenue

There is serious concern among residents of Wilson Avenue about road safety and overwhelming support for a reduction of the current 40mph speed limit to 30mph with, if possible, speed calming and enforcement measures.

We carried out a survey of the 102 households facing onto the 40mph, roughly mile long stretch between Marlow Road and Warren Road. Out of 75 responses only two supported the continuation of the 40mph limit.

Eight people did not wish to express an opinion but 65 said they definitely wanted a reduction to 30mph with two adamant the reduction should be to 20mph. We did not press for more responses as there are many very elderly people with carers and some houses are let or vacant, possibly second homes.

Council figures accord with the residents' view of regular and sometimes serious accidents on Wilson Avenue. Most of those surveyed had witnessed accidents, had their front walls crashed into and described accessing their driveways as often being scary because of speeding motorists. At times, residents say, Wilson Avenue is a racetrack with no speed cameras or any effective means of preventing dangerous, fast driving.

Between 2019 and 2021 there were 12 serious accidents resulting in 20 casualties, one fatal. Yet, Sussex Police describe the current limit as 'appropriate given that there are very few pedestrians wishing to cross' on what they describe as a 'semi-rural' road. The police view also seems contrary to their stated opinion in their annual report that 'driving at inappropriate and excess speed' is the foremost cause of death and injury.

Asked about this reasoning, residents strongly disagreed with the Police stance. They pointed out that the eastern 'rural' side of the road is in fact mainly the publicly owned Sheepcote Valley with some 15 entrances; the Stanley Deason leisure centre with 3,000 users per month; the new MET Trade and Construction Campus; Brighton College's sports grounds; Whitehawk FC grounds; the children's playground in Brighton East Park; the Council Recycling Centre; and some four bus stops.

Falmer Road which has housing to one side and fields on the other has a 30mph limit and a speed camera, several Wilson residents point out.

Wilson Avenue experiences inappropriate and excessive speeding every day and most frequently at weekend nights when the road becomes a racetrack for young drivers. There shouldn't be further indifference about this. Residents feel it would be negligent if the issue of speeding on Wilson Avenue is not addressed and more deaths and injuries will occur.

Supported by:

Lee Swaysland

Sue Swaysland

Liz Symes

Jim Cusack

Dawn McKiernan

Rishma Hashami

Nila Patel

Helen Jones

Len Mullings

Dave Barrett

Henry Butler (Lead Spokesperson)

Cassie Gould

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 6

Subject: Petitions referred from Public Engagement Meeting

Date of meeting: 21 June 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 petitions presented at the public engagement meeting held on the 7 April 2022.

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

(1) Keep the permanent street closure on Queens Park Rise

We the undersigned petition Brighton & Hove Council to keep the current permanent street closure on Queens Park Rise at its junction with Queens Park Terrace, as part of the School Streets Scheme. We object to the representation of the consultation carried out by the Council, with regards to this scheme, in the recent decision by the Environment, Transport & Sustainability Committee Addendum report. Having not consulted on the scheme in the first place, the Council then opened a period of consultation (closed 22nd August, 2021) to the public after street closure was implemented. Aside from the fact that this consultation was not widely advertised, and it is commonly known that those against an initiative are more likely to submit their objections, the Committee report mentions that there were a total of 45 objections and 35 comments in support in relation to TRO-19-2020, however it then fails to outline any reasons given by those in support, but dedicates a page and half to the reasons given by those who objected.

We feel strongly that the voice of those local residents who support the scheme has not been heard or duly reflected upon in the Council's decision. We would like to take this opportunity to give our reasons why we think the current permanent street closure is a good scheme for the community.

[Further information](#)

(2) Bankside Imposition

We the undersigned petition Brighton & Hove Council to Revise the "School Streets" initiative proposed for Westdene. This scheme should be entirely time-of-day effective, limited to the school access, and not a permanent full-time change of the area highway use.

The present "School Streets" proposal is impractical, unnecessary, and excessively intrusive. It goes beyond "School streets" initiative and causes loss of amenity to the residents of Westdene.

(3) Keep the permanent closure by Brunswick school, on Somerhill road

We the undersigned petition Brighton & Hove Council to keep Somerhill Road closed to motorised traffic at all times at the South end junction to Lansdowne Road (so retaining the arrangement in place on 22.10.21 under the street closure scheme). Ref: TRO-18-2020 Brunswick Primary / Somerhill Road Closure

We believe the closure has very positively transformed Somerhill Road to a much quieter, safer and cleaner street. The closure has slowed vehicles down and reduced the rat run traffic of people using the street to avoid traffic lights in Holland Road. In particular, the improvement for safer crossing at the Lansdowne Road junction (previously a difficult one with low visibility) has been massive. That closure benefits not only the residents and the Brunswick Primary community but also the many people on foot, cycles, mobility aids and vehicles using it. A lot of these people go along or cross Somerhill Road to reach St Ann's Well Gardens and the many schools and nurseries in the area at different times during the day, from the very early morning to the evening, making a permanent closure a useful tool to make the street more pleasant and safer.

[Further Information](#)

(4) Traffic Gridlock Hove Park

We the undersigned petition Brighton & Hove Council to review the road network in Hove Park Ward and bring forward proposals to reduce congestion.

In the next few years traffic in Hove Park Ward will increase dramatically due to major developments in the area. It has been estimated that many roads will see an increase of between 30% to 60%

Roads in the ward are already heavily congested causing huge problems for Brighton and Hove residents and visitors.

One of the main access/ entrance routes into and out of Hove is Snakey Hill (King George V1 Avenue) This road is already severely congested resulting in vehicles being forced to gain access to the bypass on adjacent minor roads that were never designed for the number of vehicles currently using them. The increase in traffic over the next few years will make this problem much worse.

(5) Ditchling Road/Coldean Lane Traffic Control

We the undersigned petition Brighton & Hove Council to Install traffic lights on the junction between Ditchling Road and Coldean Lane This junction frequently causes queueing traffic of up to half a mile down Ditchling Road, with drivers struggling to turn right onto Coldean Lane from the junction during peak times. Due to poor visibility (as there is frequently also queueing traffic in the right-turn filter lane on Coldean Lane) and time pressure (as queueing cars along Ditchling Road can become impatient and lean on their horns), drivers are forced to make dangerous manoeuvres onto Coldean Lane. Drivers turning right onto Coldean Lane are turning blind into the oncoming traffic that is blocked from view by the queueing vehicles in the filter lane on one side, and the steep hill on the other side.

This has always been an incredibly dangerous and frustrating junction. Traffic lights would make this junction considerably safer for drivers, cyclists and pedestrians, and reduce the severity of queueing traffic at rush hour by allowing traffic turning right to do so easily, no longer inhibiting flow of traffic.

(6) Save Our Starlings

Brighton is famous for its iconic murmuration of starlings over the pier each winter, and people travel from far and wide to enjoy this wonderful natural spectacle. But tragically, our starlings are vanishing before our eyes, and Brighton's murmuration could be lost altogether as soon as 2026. Why? Since the 1940s we have been waging a terrible war against nature. Unsustainable and intensive agriculture is killing our insects. Starlings eat insects (mainly). No insects = no birds.

Together, we, the people of Brighton and Hove, own a large section of the South Downs called The City Downland Estate.

We therefore kindly call on our council, elected members and officers, to immediately implement an outright ban on chemical fertilisers, herbicides, pesticides, fungicides and worming treatments across our entire City Downland Estate. We also call on our council to make concerted efforts to reduce sensory pollution (noise and light), which also badly impacts on wildlife, through education and advocacy in the first instance. Now it is time to make peace with nature and save our starlings.

(7) Remove the Old Shoreham Road from the local cycling plan and do not build any cycling infrastructure along this route

We the undersigned petition Brighton & Hove Council to Remove the Old Shoreham Road from the local cycling plan with immediate effect - and agree not to plan any cycling infrastructure along the route. The 16-month failure of the experimental, underused temporary cycle lane should be enough data for everyone to say that this doesn't and will never work.

Brighton and Hove city council have recently completed a consultation on their Local Cycling and Walking Infrastructure Plan, which includes priority cycle routes across the city – one of which is along the Old Shoreham Road.

As everyone in the city will know, a temporary cycle lane was installed along the Old Shoreham Road in May 2020 between The Drive and Hangleton Road, as an experimental traffic order due to the Covid-19 pandemic. The cycle lane failed.

[Further Information](#)

(8) Permanent Well-Planned and High-Quality Cycle Lanes for the Old Shoreham Road

We the undersigned petition Brighton & Hove Council to install well-planned and high-quality permanent cycle lanes on the Old Shoreham Road so that we and thousands of other residents have the option of getting around by bike. We're a group of parents and children who used the Old Shoreham Road to get to school, work and leisure activities. We want our children to be able to cycle to school as it's good for their physical and mental health, it gives them independence, saves time and money and keeps down emissions. We'd also like delivery riders and commuters to get around without risking their lives. This can only happen if the roads are safe. New government policy says 'cyclists must be physically separated from high volume motor traffic,' which means protected lanes on roads like the Old Shoreham Road. We want a fast and direct route, as the policy describes.

[Further Information](#)

(9) Petition for a proper pedestrian crossing, signage and improved road layout at Hangleton Way Schools Zone

When King's Secondary School relocated to Hangleton Way in 2019 the Council promised that adequate pedestrian crossings would be installed as well as a School Zone signage and a workable road layout.

However these promises have not been delivered with the 'red patch' crossing point provided inadequate.

Cllr Dawn Barnett and Cllr Nick Lewry are calling for the Council to:

1. Install a proper pedestrian crossing: There are no safe pedestrian crossing points for children. The Council has installed a makeshift crossing point consisting of a coloured red square on the road cornered by four bollards; however this is considered by all the above to be unsafe and not working. There is no signage to indicate that this is a crossing point and it is unclear whether this design is

compatible with the Highway Code. Proper pedestrian crossings need to be installed at the site.

2. Improve the School Zone signage: The signage is inadequate throughout and there is little to reflect the fact that this is a school zone, including at the entry point junction of Hangleton Way and Amberley Drive. There are no flashing signs, which are common at other schools in the city. The signage needs to be improved throughout the school zone.
3. Review the current road markings: The road markings are incoherent. The Zig Zag lines cut out before the junction of Hangleton Way and Hardwick Road, which is causing issues on this corner, witnessed on a daily basis by the Premises Manager Stuart Everard. There is a further issue with road markings leading to a cluttered road layout opposite the bus stops. A more coherent approach is required, with a re-look and redesign of road markings for the entire zone. After two years it is a reasonable request that this situation be reviewed.

Request for design improvements to Church Road - for inclusion in LPT 5 as an exemplar of sustainable transport solutions in an urban area

We, the undersigned, support Hove Civic Society in their advocacy for a fundamental make-over of Church Road, between Western Road and Sackville Road. We believe there is a big opportunity here to demonstrate how a major thoroughfare should look and function in the age of climate change mitigation, net zero carbon targets, and the growing social, economic and cultural demands for safer, more attractive, inclusive, accessible and pleasurable public spaces. This could also become a catalyst for better area-wide traffic management.

The character of Church Road has gradually changed over the years, from high-street shops to an ever-increasing focus on food and beverage at all times of the day. This provides a natural opportunity to create an attractive new "sense of place" - by integrating pavement, loading and parking areas into high-quality usable spaces, encompassing new street furniture, planting and outdoor seating for the restaurants, bars and coffee houses; and for giving people generally the kind of pleasant spaces where they can meet, socialise and spend time.

With good design and planting, these improvements will transform the existing streetscape into a vibrant place for everyone to enjoy - our "Hove Boulevard". Church Road is well served by public transport, but it needs improved pavements and cycling routes. The City Council has therefore designated Church Road as part of an Active Travel Corridor and has also highlighted it as being part of a bus service improvement plan.

We believe these ambitions fit hand-in-glove with the vision being put forward. We therefore consider there is a strong case for the "Hove Boulevard" approach to be included in the next Local Transport Plan (LPT5).

Furthermore, we believe the scheme will fulfil all the strategic objectives of the City Council's

emerging Local Transport Plan Strategy:

- 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

We have been advised that a scheme can only be included in the LTP if it has been designed and costed. This can make sense, not least if government funding becomes available at short notice. So we are now seeking to secure funding for the design of the scheme and are asking the City Council to make funds available for that work - for example, from S106 funds earmarked for sustainable transport and/or public realm improvements, or from general sustainability improvement funds.

The scheme has so far secured strong support from local ward councillors, as well as our

MP, Peter Kyle. It is also supported by the community/business group "Love George Street", with more discussions being planned with local business groups, residents' associations and the Brighton & Hove Bus company, to widen support for the concept across a whole range of stakeholders.

But it is clear there is already strong support for the scheme and we believe

it chimes well with the Council's zero carbon and sustainable transport agenda. We therefore ask the Council to support the proposal to secure funding for the design of the scheme.

Annex Illustrative examples of potential improvements

Church Road - approaches towards a "Hove Boulevard" space for people



Widening of pavements
to increase safety

Better use of space
for a healthier environment



Making better use of space for
people to enjoy

Some illustrative approaches

Example - the junction with George Street, going eastwards



Example - potential improvements to space around Hove Town Hall and the junction with Fourth Avenue



With thanks to Stickland Wright, Architects

Signatories:

1. Sophie Law-Smith
2. Diane Warburton
3. Diane Smith
4. Lee Saunders
5. Mike Gibson
6. Angela Devas
7. Helmut Lusser
8. Karin Janzon
9. Bob Ryder

The deputation is supported by the following Local Ward Councillors:

Westbourne Ward:

Councillor Carmen Appich

Councillor Chris Henry

Hove Central Ward:

Councillor Clare Moonan

Councillor Gary Wilkinson

This deputation is necessitated by the ongoing concerns raised by parents, staff and governors (of which I am one) in relation to the current lack of an adequate crossing to assist students of West Blatchington Primary and nursery school and what appears to be the council's lack of knowledge in relation to the local and geographical position of the school.

Many years ago as I am indigenous to the area (that is born and bred in Brighton & Hove) I attended the school, which was then classed as being in Amberley Drive, Hove.

However, the school, although rebuilt, and still on the same site, but now is classed more appropriately as being situated Hangleton Way (Hove).

As it has been for many years Hangleton Way is a very busy thoroughfare and is subject to bus services that proceed clockwise and anti clockwise past the school at least every 7 minutes. Subsequently, a substantial crossing facility is required to enable school aged children of under 11 years to cross confidentially, thus also enhancing their road safety skills.

Various other road users who need to circumnavigate Hangleton, also use this part of Hangleton Way.. Traffic is constant past the school building, throughout the school day.

The current arrangements of a red painted intervention across the road is not acknowledged or understood by a majority of road users, is woefully inadequate and fading fast.

The electronic signs that were appointed to Amberley Drive fail to work efficiently and do not provide adequate warning that children need to cross. Additional signs and a much more importantly, a zebra crossing must be installed at the junction with Hardwick Road immediately, to prevent the risk of accidents and reduce apprehension.

The installation of a substantial, visible and easily recognisable crossing is now vital and the situation can no longer be ignored Previous suggestions to remedy the problem are no longer relevant and have quite frankly not significantly addressed the problem adequately. Nor as previously mentioned, do they appear to have adequately considered the school's geographical position.

The school is an established mainstream school; it was opened on the very outskirts of Hove in 1954, in conjunction with the development of Hangleton as an estate.

West Blatchington also has a specialist autism unit that has a superb reputation within Brighton & Hove and is indeed so well received, that the school is now to run this independently.

With this additional responsibility in mind, it is so imperative that children of all ages and abilities that attend the school, have their road safety education enhanced, by a crossing system we can all trust.

Teaching road safety I am sure you will all agree, is of paramount importance, but the necessary tools must be in place to facilitate this.

Consequently the installation of a substantial crossing similar to a zebra crossing or at the very least a refuge style crossing, is absolutely critical to the continued well being of those who attend the school and must be immediate.

We ask the relevant councillors to sanction this prior to the conclusion of the summer term.

West Blatchington School Deputation to be presented by Tim Hodges

G Denny

Susan Tickler

Lauren Olosunde,

Hazera Chowdhury,

Stuart Everard, School Bungalow

Sally Walker

Mark D-S

Jamie Attree

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 7(b)

Subject: Member Questions

Date of meeting: 21 June 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 Childs- Queens Park Safety

Given the risk to women and other users of Queens Park in the evening, will the Chair agree to install additional lighting to the central path with timers to provide illumination between 4.30-10.30pm?

(2) Councillor Childs- Street Lighting

Can the Council please install an additional street light at the southern end of Tower Rd given the area is currently poorly lit leading to hazards for residents and residents feeling unsafe walking in this area at night.

(3) Councillor Childs- Steine Street

Given the parlous state of Steine St and the dire need to regenerate this historic street, will the Chair agree to include this road in the VG regeneration project?

(4) Councillor Childs- ULEZ

Given the dangerous levels of pollution across our city which exceeds WHO levels will the Committee agree to consider the introduction of a Ultra Low Emission Zone similar to that in London and a phased ban on solid fuel stoves in densely populated areas.

(5) Councillor Childs- Queens Park bins

Please can we have several additional dog mess bins in the dog walking area of Queens Park and some additional signs designating the boundaries of the area?

(6) Councillor Childs- Cycling Signage on Marine Parade

Please can a number of physical signs be emplaced along Marine Parade

prohibiting cycling on the pavement as well as other physical deterrent to prevent pavement cycling on this stretch of pavement

(7) Councillor Childs- Visitor permits

Given the particular unjust situation of expiration dates on visitor permits will the administration agree to review current policy with a view to extending usage duration for visitor permits to 6 years'

(8) Councillor Fishleigh- Saltdean Skate Park

Is there any money in any pots for the refurbishment of the skate park at Saltdean Oval Park?

(9) Councillor Fishleigh- Bins around Lewes Crescent

When the new junction was put in on the A259 and Dukes Mounds, a communal recycling and general waste point was taken away. Despite repeated requests and a drive-around the entire area with a member of CityClean to assess whether there are enough communal bins in place, no new bins have arrived yet.

Please can I have an update which I will share with residents, some of whom have mobility issues, who currently have to walk 200m to their nearest communal bin. This is also affecting residents in the East Brighton ward.

(10) Councillor Fishleigh- West-Bound Bus Lane Between Saltdean and Rottingdean

As the recommendations of the A259 South Coast Corridor Improvement Study have been delayed, would BHCC officers now proceed with the report - already commissioned by the ETS committee - about the options for sharing the bus lane on the west-bound A259 between Saltdean and Rottingdean? A trial will ascertain whether the sharing of the bus lane improves bus journey times caused by this bottleneck - and reduces the general congestion and carbon emissions.

(11) Councillor Fishleigh- The roundabout by the aquarium

The Department for Transport confirmed in writing to Lloyd Russell-Moyle MP that it does not produce a list of the most dangerous roundabouts in the country.

When I asked Mark Prior, Cllrs MacCafferty and Davis for the data to support this repeated claim made by themselves and other councillors in this committee and others, I was directed to an article in the local media which referenced a report by the Department of Transport.

Will you now confirm that the council has no evidence to support the claim that the roundabout by the aquarium is one of the most dangerous in the country, will you agree that you will not repeat this claim again and how does this new information affect the business plan for Valley Garden stage 3?

Please don't reference dangerous roundabouts in the city in this response.

(12) Councillor Fishleigh- Pavement in Ovingdean

People living in Ovingdean and myself have repeatedly been to various committees to ask the council to adopt a stretch of paving on Greenways which is one of the three access roads through the village.

The most recent advice from officers is that the "adoption of existing pavements and highways requires a formal legal process and assurance that the infrastructure has been installed to adoptable Highway Standards". How much would these tasks - and any work needed to bring the pavement up to standard - cost and can these costs be put in next year's budget for pavement maintenance please?

(13) Councillor Appich- Toilet facilities

Would the Chair please confirm which works and services are being undertaken to improve toilet facilities on the Hove seafront?

(14) Councillor Wilkinson- Road Safety Strategy

It is over a year since the council passed a motion calling for an updated city road safety strategy to be brought to the ETS Committee. One that includes road danger reduction measures.

Will the co-chairs of the ETS committee please update members on the progress of this report and when the ETS committee can expect to see it?

(15) Councillor Wilkinson- Playground Refurbishment Programme

The Playground Refurbishment Programme Officer report was deferred from the March 2022 ETS committee. Will the co-chairs of the committee confirm when it will be coming before this committee?

(16) Councillor Wilkinson- Park and Ride Feasibility study

The Council identified funds in last year's council budget underspend to direct towards Park & Ride schemes, which residents asked for in the city's first ever Climate Assembly. Money was set aside to re-evaluate and reassess permeant P&R sites. Why has this feasibility work not begun yet and when will it?

(17) Councillor Wilkinson- Park and Ride Trial

Following the Mill Lane Park and Ride Trial being abandoned for this year can the co-chairs of the ETS committee explain why the trial cannot run at any other time of the year and what plans are being made to progress a new trial?

(18) Councillor Wilkinson- Tyre Extinguisher Vandalism

Following press reports of so called ‘tyre extinguisher’ activists letting down tyres across the city, will the co-chairs of the ETS committee join me in condemning these dangerous acts of vandalism and explore ways for the council to highlight the dangers of such actions?

(19) Councillor Fowler- Netting

Does the Council own any buildings that using netting to protect against animals/birds and if so, what measures are taken to prevent the entrapment of animals in such netting?

(20) Councillor Fowler- Weed removal

What measures are the Council taking to tackle the growth of weeds across the city over the coming months and how will this differ from the previous summer?

(21) Councillor Fowler- LTN Strategy

Can the chairs give an update on the progress to develop a Low Traffic Neighbourhood Strategy Plan for the city?

(22) Councillor Fowler- Madeira Drive cycle path

The Council recently indicated that it had received funding to develop a cycle path on Madeira Drive, Brighton. What form of consultation will the Council undertake with residents prior to the commencement of any scheme?

(23) Councillor Fowler- 1 Hour Parking

Please can I have an update on the impact statement for the removal of free 1 hr parking across the city?

(24) Councillor Nemeth- Failed Park and Ride Scheme Costs

Please provide a breakdown of estimated funds that have been expended to date by the Administration in the pursuit of the Westdene park and ride scheme.

(25) Councillor Nemeth- Weeds on the Pavement

In an answer to a written question in October 2021, the Chair stated that weed spraying across the city’s 975.67km of footway had been replaced by 6 additional seasonal staff. At that time, at the beginning of Autumn, only 20-30% of the city had been cleared of weeds. Given the recent weather conditions, which have been near-perfect for weed growth, will the Chair state:

- a) What discussions have taken place between the Green and Labour Groups to find a way forward;

- b) How many members of staff (broken down by permanent/temporary/seasonal) are going to be employed this year to replace weed spraying this summer;
- c) If private contractors are being employed; and
- d) If so, which companies are being contracted, and how much has been budgeted for this?

(26) Councillor Nemeth- Parking Permits

Given that residents are still struggling to renew their parking permits after well over a year of problems, will the Chair state what lessons can be learnt from the whole episode and whether or not any contracted parties can be held legally responsible for any of the many issues that residents have endured?

(27) Councillor Nemeth- Groyne Repairs

Medina Groyne and other seafront structures including other groynes and several groyne marker posts are in a precarious state presently. What assurances can the Chair make that the Council is aware of these issues and what urgent actions are being taken?

(28) Councillor Nemeth- Tyre Extinguishers

Why has the Council been so silent in condemning the actions of 'Tyre Extinguishers' whose actions are both dangerous and illegal?

(29) Councillor Bagaeen- Draft Air Quality Action Plan

The 8-week consultation on the draft Air Quality Action Plan (AQAP) began on Monday 16 May and runs until Monday 11 July.

- a) What has been the level of engagement from residents so far?
- b) What level of response has been received from BAME residents and those suffering from respiratory conditions?
- c) What efforts have been made to reach BAME residents in Brighton & Hove?

(30) Councillor Bagaeen- Fuel Saving Measures

Residents have made contact with concerns that a City Parks vehicle was recently left idle with the engine running for an hour at Hove Park. With diesel now costing £9 a gallon, what measures are in place to save fuel across the Council's fleet?

(31) Councillor Bagaeen- Motorcycles in the city

Beyond working with one food delivery provider, how is the council working with Sussex Police to make the roads in the city safer for residents given the large number of motorcycle delivery drivers across the city?

(32) Councillor Bagaeen- Electric Cargo bike take-up

How many businesses in the city have taken up the council's subsidy to switch to electric cargo bikes under the eCargo Bike Accelerator project?

(33) Councillor Bagaeen- Verge and Weed Management

Why is the council relying on out-of-date data from 2017 for verge management when it comes to prioritizing verges for weed cutting when such data was collected well before the Council brought in a weed-killer ban in 2019?

(34) Councillor Bagaeen- Hanover and Turner Liveable Neighbourhood

Can the Chair assure Members and residents that funds are being spent wisely in relation to employing consultants in a fair and transparent manner?



Geoff Raw
Chief Executive
Brighton & Hove City Council

Councillors Hamilton & Robins
South Portslade Ward Councillors
C/o Hove Town Hall
Norton Road
Hove
BN3 3BQ

Date: 01 June 2022

Dear Geoff,

We are submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee (ETS) meeting of 21 June 2022.

Some residents of Southdown Avenue have lived in that street for over 40 years. They never had any problem with the refuse collection nor was there a problem with the recycling service when it started. However, although there had been no changes in the road and footway it was decided two years ago that the relevant vehicles could not enter the street. As a result, communal bins have been placed on the public highway at the bottom of the road resulting in residents having to carry their refuse and recycling material to these bins, some 50 to 60 metres. The bins also encourage fly tipping. We are not aware of any other row of houses in Portslade that has the same situation.

Why is this happening? Under the guise of health and safety it is said that the vehicles cannot access the road without travelling on the pavement, so they are not able to access the houses. It is clear in highway law that vehicles can use the pavement to access properties, which they did here for several years. There also appears to be an issue about reversing despite there being a turning circle at the top of the road. Residents and councillors have complained ever since the new system came in but no changes have been forthcoming.

Cityclean arranged a site visit some months ago to look at alternatives. No councillors or residents were invited to this meeting. We were just informed that nothing could be done! I suggested an alternative for the refuse collection. Every day all over the city small trucks remove bags from waste bins and put them in the back of the truck. The crew member lifts the bags from the bins. I suggested the same operation could apply to refuse in Southdown Avenue. The trucks could easily access the road and carry out this operation. I was told this was not possible as the crew are not allowed to lift bags from wheelie bins but can from waste bins. This is clearly a ridiculous situation. Please find a way to provide these residents with an acceptable service.

We are sorry to have to bring this to committee but residents, and us have been trying for two years to resolve this issue and have made no progress whatsoever. You are our only hope of assisting our constituents and I hope the committee can seek to resolve this matter.

Thank you

Councillor Les Hamilton
Councillor Alan Robins

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 7(d)(1)

Subject: Undercliff Walk Infrastructure Improvements
Notice of Motion from the Conservative Group

Date of meeting: 21 June 2022

Proposer: Councillor Nemeth
Seconded: Councillor Bagaeen

Ward(s) affected: All

This Committee:

1. Notes the significance of the Undercliff Walk to residents in the east of the city;
2. Notes that Councillors, residents and community groups have called for public realm and infrastructure improvements along Undercliff Walk, including new bins, signage, beach huts and chalets; upgraded and accessible toilet and changing facilities; disability beach access ramps and beach showers; cycling safety measures; seafront railing restoration; defibrillators; and future-proofing against potential rises in sea levels;
3. Recognises works at Madeira Drive, Black Rock and Saltdean Lido;
4. Seeks to address a lack of strategic focus on the Undercliff Walk by consulting residents' groups with a view to bringing forward a plan for public realm and local infrastructure improvements; and
5. Calls for a report, outlining the budget cost of the requested improvements, to be presented to this Committee.

Supporting Information:

Brighton & Hove City Council

Environment Transport & Sustainability Committee

Agenda Item 7(d)(2)

Subject: Farming in Brighton & Hove
Notice of Motion referred from Council on the 7 April 2022

Date of meeting: 21 June 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 7 April 2022.

2. RECOMMENDATIONS:

- 2.1 That the Committee note and undertake the actions agreed in the Notice of Motion.

CONTEXT / BACKGROND INFORMATION

- 3.1 The following resolution from the full council meeting held on the 7 April 2022 for the committee to consider is detailed below:

This Council:

- 1. Notes that the Council's rural estate consists of approximately 12,800 acres within the South Downs National Park; much of which is worked by long-standing tenant farmers;
- 2. Recognises the tireless efforts of local farmers and local community organisations who produce food for the city;
- 3. Recognises the shared aims of Councillors on a cross-party basis that food be produced locally and sustainably; and agreed to participate fully in the work being done through the Asset Management Board on the City Downland Estate Plan (CDEP);
- 4. Notes the broad and inclusive public consultation process facilitated by Planning for Real which preceded the creation of the draft CDEP and the positive response to date from the South Downs National Park Authority which described the consultation process as "exemplary"

5. Recognises the opportunity afforded by the CDEP to work with farmers and other stakeholders to promote sustainable farming practices, enhance biodiversity, improve public access and sequester carbon, and the need for BHCC to work with farmers to help them identify potential revenue streams compatible with the CDEP;
6. Notes the proposal that in terms of the practical implementation of the CDEP, the views of farmers, key organisations stakeholders and community groups should be sought on an ongoing basis, the formal channel for which will be the Downland Advisory Panel.

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

6.30pm 7 APRIL 2022

HOVE TOWN HALL - COUNCIL CHAMBER

MINUTES

Present: Councillors Robins (Chair), Allcock, Appich, Atkinson, Bagaeen, Barnett, Brown, Clare, Davis, Druitt, Evans, Fishleigh, Gibson, Heley, Henry, Hugh-Jones, Janio, Lewry, Lloyd, Meadows, Mac Cafferty, McNair, Moonan, Nemeth, O'Quinn, Osborne, Peltzer Dunn, Powell, Shanks, Simson, C Theobald, Wilkinson and Williams

PART ONE

102 FARMING IN BRIGHTON & HOVE

102.1 The Notice of Motion as listed in Addendum 1 was proposed by Councillor Nemeth and formally seconded by Councillor Meadows.

102.2 Councillor Hugh-Jones moved a joint amendment on behalf of the Green and Labour Groups which was formally seconded by Councillor O'Quinn.

102.3 The Mayor put the amendment to the vote which was agreed. It was noted that the Conservative Group and Councillor Janio voted against the amendment and Councillor Fishleigh abstained.

102.4 The Mayor then put the following motion as amended to the vote:

This Council:

1. Notes that the Council's rural estate consists of approximately 12,800 acres within the South Downs National Park; much of which is worked by long-standing tenant farmers;

2. Recognises the tireless efforts of local farmers and local community organisations who produce food for the city:

3. Recognises the shared aims of Councillors on a cross-party basis that food be produced locally and sustainably; and agreed to participate fully in the work being done through the Asset Management Board on the City Downland Estate Plan (CDEP);

4. Notes the broad and inclusive public consultation process facilitated by Planning for Real which preceded the creation of the draft CDEP and the positive response to date from the South Downs National Park Authority which described the consultation process as “exemplary”

5. Recognises the opportunity afforded by the CDEP to work with farmers and other stakeholders to promote sustainable farming practices, enhance biodiversity, improve public access and sequester carbon, and the the need for BHCC to work with farmers to help them identify potential revenue streams compatible with the CDEP;

6. Notes the proposal that in terms of the practical implementation of the CDEP, the views of farmers, key organisations stakeholders and community groups should be sought on an ongoing basis, the formal channel for which will be the Downland Advisory Panel.

102.5 The Mayor confirmed that the Notice of Motion as amended had been carried. It was noted that the Conservative Group abstained, and Councillor Janio voted against the Notice of Motion as amended.

Brighton & Hove City Council

Environment Transport & Sustainability Committee

Agenda Item 7(d)(3)

Subject: Litter on A27
Notice of Motion referred from Council on the 7 April 2022

Date of meeting: 21 June 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 7 April 2022.

2. RECOMMENDATIONS:

- 2.1 That the Committee note and undertake the actions agreed in the Notice of Motion.

CONTEXT / BACKGROND INFORMATION

- 3.1 The following resolution from the full council meeting held on the 7 April 2022 for the committee to consider is detailed below:

This Council:

1. Recognises the efforts of community campaigners and Councillors who have drawn attention to the continued presence of copious amounts of litter along the sides of the A27 within the boundaries of the city;
2. Notes:
 - the difficulties that the Council has experienced in paying for and planning short-term road-closures to facilitate clear-ups on the A27;
 - the responsibility for clearing litter from some all-purpose trunk roads has been transferred to Highways England in some areas of England; and
 - that the burden and cost of keeping the highway and adjacent verges clear of litter on the strategic road network falls unfairly on some local authorities including Brighton and Hove City Council.
3. Requests Officers to:
 - liaise with Highways England to identify ways to mitigate and manage the clear up problem;

- bring a report to the Environment, Transport & Sustainability Committee setting out proposals for a long-term strategy to fund and execute clean-up operations: and
 - create a timetable for clearing litter that both Highways and the council agree to.
4. This council asks the Chief Executive of the Council to write to the Secretary of State for Transport, requesting they use their powers under the Environmental Protection Act 1990 to transfer responsibility for cleaning the A27 from Brighton and Hove City Council to Highways England.

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

6.30pm 7 APRIL 2022

HOVE TOWN HALL - COUNCIL CHAMBER

MINUTES

Present: Councillors Robins (Chair), Allcock, Appich, Atkinson, Bagaeen, Barnett, Brown, Clare, Davis, Druitt, Evans, Fishleigh, Gibson, Heley, Henry, Hugh-Jones, Janio, Lewry, Lloyd, Meadows, Mac Cafferty, McNair, Moonan, Nemeth, O'Quinn, Osborne, Peltzer Dunn, Powell, Shanks, Simson, C Theobald, Wilkinson and Williams

PART ONE

103 MAKE YOUR MARK

103.1 The Notice of Motion as listed in Addendum 1 was proposed by Councillor McNair and formally seconded by Councillor Theobald.

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

103.3 The Mayor put the amendment to the vote which was agreed. It was noted that the Conservative Group and Councillor Janio voted against the amendment

103.4 The Mayor then put the following motion as amended to the vote:

This Council:

1. Recognises the efforts of community campaigners and Councillors who have drawn attention to the continued presence of copious amounts of litter along the sides of the A27 within the boundaries of the city;

2. Notes:

- The difficulties that the Council has experienced in paying for and planning short-term road-closures to facilitate clear-ups on the A27;
- The responsibility for clearing litter from some all-purpose trunk roads has been transferred to Highways England in some areas of England; and

- That the burden and cost of keeping the highway and adjacent verges clear of litter on the strategic road network falls unfairly on some local authorities including Brighton and Hove City Council.

3. Requests Officers to:

- liaise with Highways England to identify ways to mitigate and manage the clear up problem;
- bring a report to the Environment, Transport & Sustainability Committee setting out proposals for a long-term strategy to fund and execute clean-up operations: and
- create a timetable for clearing litter that both Highways and the council agree to.

4. This council asks the Chief Executive of the Council to write to the Secretary of State for Transport, requesting they use their powers under the Environmental Protection Act 1990 to transfer responsibility for cleaning the A27 from Brighton and Hove City Council to Highways England.

103.5 The Mayor confirmed that the Notice of Motion as amended had been carried. It was noted that the Conservative Group abstained and Councillor Janio voted against.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 8

Subject: City Environment Modernisation Update

Date of meeting: 21 June 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 The Environment, Transport & Sustainability Committee last received an update on the City Environment Modernisation Programme at its meeting on 21 September 2021. This report provides a further progress update.
- 1.2 The report also provides updates on other key activities since the last update including:
 - Service delivery
 - Environmental Enforcement
 - Graffiti reduction
 - Trade waste
 - Government consultation on changes at Household Waste Recycling Centres ("HWRCs" known as Household Waste Recycling Sites in Brighton & Hove, or commonly as tips)
 - Refuse collections in Coleman Street

2. Recommendations

- 2.1 That Committee note the progress of the Modernisation Programme, including the updates in Appendix 1.
- 2.2 That Committee agrees to add the roads listed in Appendix 2 to the current T-Zone area.
- 2.3 That Committee agrees the establishment of a trade recycling and glass sack service which uses existing communal bin infrastructure.
- 2.4 That Committee delegates authority to the Executive Director Economy, Environment & Culture (following consultation with the Chief Finance Officer) to revise the trade recycling sack service prices in response to the prevailing market prices for the services provided at least annually.

- 2.5 That Committee approves the response to the government's HWRC consultation which is contained in Appendix 4.
- 2.6 That Committee approves for a consultation to take place with the residents of Coleman Street to determine whether to remain with communal refuse bins, or move to refuse wheelie bins, pending a wider piece of work as part of the Modernisation Programme.

3. Context and background information

- 3.1 The City Environment Modernisation Programme is developing a sustainable future for the service in Brighton & Hove in the context of reducing council budgets, increasing customer demand and forthcoming legislative changes through the Environment Act. Many City Environment services are statutory and under a lot of scrutiny. The service has an integral role in resident, business and visitor perceptions of Brighton & Hove and is fundamental to the success and attraction of the city.
- 3.2 The depth, breadth and complexity of the issues being addressed cannot be underestimated. A significant proportion of management time and effort is used to address these issues to build a strong foundation, which is required to ensure visible and sustainable improvements in service delivery for the future.

Highlights from the Modernisation Update

- 3.3 Some key milestones achieved over the last few months include:
- Implementing new approach to manage commercial bins on the highway
 - Preparing all documentation to issue the Invitation to Tender for Digital Cityclean to procure waste management software
 - Completing the Environmental Enforcement: ticketing and software system project
 - Receiving approval to grow the electric fleet as per the Fleet Strategy
 - In-sourcing the public toilet cleaning and maintenance team
 - Securing £0.330m government funding to increase the number of Changing Places Facilities in the city
- 3.4 Appendix 1 contains an update on each of the key projects within the Modernisation Programme. A green RAG rating means the project is on track, an amber rating means the project is slightly off track and red means the project is off track.

Service delivery

- 3.5 During October 2021, the service experienced industrial action. Since that time, the City Environment Management Team has been operating within the Operational Agreement. Any issues have been dealt with by the management team and the trade union working collaboratively to resolve them.

- 3.6 Cityclean has introduced a new job description for Driver Supervisors and provided supervisory and digital skills training to enable them to fulfil these new roles. A full-service redesign has taken place and a new management team has been created, increasing the number and skills of managers. Additional resources have been recruited in areas where it was identified improvements were needed including health & safety, engagement, and training. Engagement with Driver Supervisors has improved, starting with a piece of work to reorder beat sheets. The one-to-one process has been reviewed so that it is more user friendly and relevant to staff. Ahead of the redevelopment of Hollingdean Depot, improvements to office accommodation and the canteen are planned to ensure these facilities provide a good space for people to work and to ensure staff who work outside all day have access to good facilities.
- 3.7 In addition, Cityclean has also reviewed the strike contingency plans and refined these in light of feedback received from East Sussex Fire and Rescue Service and Sussex Police, plus the council's Public Health, Environmental Protection and HR teams.
- 3.8 Seasonal recruitment started earlier this year a new approach 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. Unfortunately, despite improved efforts, only 10 of the 40 vacancies were filled by 6 June. Cityclean continues to try and fill these roles, but this may place additional pressure on the service and operatives will need to be deployed to the areas of greatest need.

Environmental Enforcement

- 3.9 Since the last update, the Environmental Enforcement Framework has been updated to include new offences, including Community Protection Warnings (CPWs) and Community Protection Notices (CPNs) for graffiti removal and a new approach to managing commercial bins on the highway.
- 3.10 Since February 2022, CPWs and CPNs have been issued to statutory undertakers and businesses when the property owner does not follow the council's request for graffiti to be removed from a property. Between February and 5 June 2022:
- 75 CPWs have been issued (includes those that were subsequently rescinded e.g. duplicate)
 - 46 CPWs have been adhered to, meaning graffiti has been cleared as requested
 - 23 CPNs have been issued, meaning the CPW was not complied with in the timescales
 - 6 of the CPNs that have been issued, have not been complied with meaning graffiti has not been cleared
 - 6 FPNs have been issued for failure to comply with the CPN
 - No cases have been sent to prosecution

- 3.11 Since 1 April 2022, a new approach for managing commercial bins on the highway has been in place following a public consultation and approval of the scheme by this committee. Between 1 April and 5 June 2022, 224 Fixed Penalty Notices (FPNs) were issued for failure to comply with the new approach. Appendix 3 shows the impact this new approach has had on the cleanliness of the city. One compliment received stated “just wanted to say how much better it is on St James Street now you've been able to relocate the commercial waste bins. So much more space to walk and it feels cleaner and nicer. Thank you!” City Environment will continue to monitor the impact of the approach and provide feedback as necessary to this committee.
- 3.12 In launching the new scheme, it has been noted that there are some roads within the current T-Zone (time banding) area that did not appear on the T-Zone list approved by committee. It is recommended that the roads listed in Appendix 2 are included into T-Zones.

- 3.13 During 2021/22 the following were issued:

Offence	Number of FPNs issued
Littering	1296
Littering from vehicle	45
Spitting, defecating or urinating	112
Unauthorised Flyering	25
Graffiti	3
Fly-posting	7
Dog fouling	3
Dog exclusion	65
Industrial and commercial bin offences	354
Failure to produce a Duty of Care	359
Fly-tipping	381
Disposing of commercial waste illegally	570

- 3.14 There are 281 pending court actions for failure to pay an FPN. The courts are severely backlogged due to Covid and cases are being heard sporadically.

Graffiti Reduction

- 3.15 A three-month graffiti removal trial took place on London Road between 1 November 2021 and 31 January 2022. The aim was to test evidence which suggests that increased removal results in fewer occurrences of graffiti, as it is believed that the incentive for graffiti vandals will diminish as their graffiti will be quickly covered over. Ahead of the start date, all businesses, residents, and property owners within the trial area were written to, explaining the purpose of the trial and how they would be affected. Cityclean also engaged with statutory undertakers, inviting them to support the trial by making a concerted effort to remove graffiti from their property in the area.
- 3.16 The trial took place in two stages. The first involved an initial removal of all graffiti in the area. It took six weeks to remove 81 areas of graffiti (many containing multiple pieces) from property including commercial and residential buildings, bins, lampposts, bus stops, phone kiosks and utility

boxes. The second stage involved daily monitoring and removal of any new pieces of graffiti that appeared in the previous 24 hours.

3.17 During the trial:

- 229 areas of graffiti were removed or painted over
- an average of three new pieces of graffiti were found in each 24-hour period
- 85% of graffiti was tagging
- the most common was non-offensive tagging on commercial property
- 906 hours of operative time was used
- £0.013m of materials were used

3.18 The trial evidenced that the removal of graffiti from all types of property on London Road required considerable amounts of daily operative time. This, in turn, had a detrimental effect on the removal work in other areas of the city and therefore, this it is not possible to roll out this approach further across the city.

3.19 The learning from the graffiti removal pilot has been used to develop a new approach, introducing Targeted Action Zones. CPWs will be issued to property owners in a designated area to encourage removal from their premises. If the CPW is not complied with, a CPN will be issued. At the same time, Cityclean will remove graffiti from council property. Before these activities start, Cityclean will aim to engage with businesses and volunteers to complete a clean-up week. This approach will lead to a visible difference in a given area and encourage property owners to keep their premises clear.

Trade Waste

3.20 Most of the waste in the city is generated by businesses and industry, not households. There are numerous commercial waste collection providers in the city, which vary in terms of the quality and cost of service they provide to business customers.

3.21 The council has substantial waste and recycling infrastructure (vehicles, Waster Transfer Station, Materials Recovery Facility, Energy Recovery Facility, In-Vessel Composting Facility and communal bins). This infrastructure can be used to collect business waste, increasing the return on investment the council has made in this infrastructure.

3.22 In July 2015, Policy & Resources Committee approved the establishment of a commercial waste collection service which included provision for businesses to purchase rolls of refuse sacks from the council to be disposed within communal refuse bins across the city. Many businesses prefer to have one provider for refuse, recycling and glass collections and the council does not have provision whereby business customers can utilise on-street recycling and glass bins. Given the popularity of refuse sacks, permission is sought to extend this to recycling and glass.

3.23 In line with the input specification for the MRF, businesses will be required to dispose of their recycling loose into the communal recycling and glass bins.

The charging model for recycling and glass will be different to refuse sacks. Businesses signing up to the new service will be charged monthly, based on a review of their recycling volumes over the previous 12 months. For existing customers, council data will be reviewed to understand tonnage, frequency of collections, any ad-hoc collections and seasonal variations. For new customers, the Commercial Team will review their waste transfer notes from the previous 12 months to charge the appropriate monthly fee. All accounts will be reviewed on an annual basis to ensure the charge is accurate.

- 3.24 It is proposed the pricing model is managed in the same way to existing commercial services, as agreed by this committee in October 2018, by delegating authority to the Executive Director Economy, Environment & Culture (following consultation with the Chief Finance Officer) to revise the trade recycling collection prices in response to the prevailing market prices for the services provided at least annually.
- 3.25 Commercial waste within any domestic collection cannot exceed 20% of the total amount of waste collected. Commercial refuse collected from the communal bins equates to approximately 0.75% of the total refuse collected from the communal bin infrastructure. If all current council trade customers within the communal bin area opted to use this new recycling service, this would equate to approximately 5.5% of the total recycling collected. Therefore, there are no concerns that the 20% limit would be reached.
- 3.26 Capacities within communal recycling and glass infrastructure will be monitored to ensure enough capacity moving forward.

Public consultation on changes at Household Waste Recycling Sites

- 3.27 At its meeting on 24 November 2020, this committee approved for a public consultation to take place on proposals to introduce changes at the two HWRS:
- to introduce charges for some types of non-household waste
 - to introduce ID checks.
- 3.28 The government is currently holding a consultation on preventing charges for DIY waste at HWRS and calling for evidence on booking systems and therefore this work will not be progressed until the outcomes of the government consultation are known.
- 3.29 Committee is asked to approve Brighton & Hove City Council's draft response to the consultation which is contained in Appendix 4.

Refuse collections in Coleman Street

- 3.30 At its meeting on 16 November 2021, this committee approved for a consultation to take place with the residents of Washington Street to determine whether to remain with communal refuse bins or move to refuse wheelie bins, pending a wider piece of work as part of the Modernisation Programme. At its meeting on 18 January 2022, this committee agreed to

provide refuse wheelie bins to households in Washington Street based on the results of the consultation.

- 3.31 This change has had a knock-on effect to residents of Coleman Street, which runs parallel to Washington Street. The November 2021 report provides information on the issues caused by having communal refuse bins serving this street only.
- 3.32 Permission is sought to hold a consultation with the residents of Coleman Street on how to manage their refuse. The results of the consultation will be brought to a future committee to decide the way forward.
- 3.33 As part of the City Environment Modernisation Programme, containment across the city is being reviewed. Therefore, any future decision taken by committee will be a temporary solution pending a more strategic approach to waste containment and management across the wider Hanover & Elm Grove area (as well as the rest of the city).

4. Analysis and consideration of alternative options

- 4.1 As noted above, the City Environment Modernisation Programme is developing a sustainable future for the service in Brighton & Hove in the context of reducing council budgets, increasing customer demand and forthcoming legislative changes through the Environment Act. Within this, work is taking places to improve performance on refuse, recycling, garden and trade waste collections and street cleansing, as well as adopting a more commercial approach to income generating services. Without the continuation of the Programme, there is a risk that improvements will not be delivered.
- 3.34 The introduction of a new trade recycling service will offer flexibility to businesses as they will be able to dispose of their recycling as it is generated, rather than wait for a collection. In turn, this will help increase business' recycling rates. It also helps businesses comply with the new approach to managing commercial bins on the highway. It will also reduce the number of HGV movements in the communal bin area as these bins are already being emptied.

5. Community engagement and consultation

- 5.1 It is requested that committee approves for a consultation to take place with residents of Coleman Street on how to manage their refuse. If approved, the consultation will inform the next stages for this work.
- 5.2 Previous community and consultation activities in relation to the Modernisation Programme are detailed in the committee reports listed as Background Documents below.

6. Conclusion

- 6.1 This report provides Environment, Transport & Sustainability Committee with a progress report on the Modernisation Programme and other areas of Cityclean service delivery. Improvement and modernisation work continues to be delivered, but there is still some way to go.

7. Financial implications

- 7.1 This report is an update report on progress on existing initiatives which are funded from existing resources. There are no direct financial implications arising from the recommendation in section 2.2 of this report. Any surplus income from Fixed Penalty Notices, are legally ring fenced to support specific environmental purposes. 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.
- 7.2 There are no direct financial implications arising from the recommendations in sections 2.3 to 2.5 of this report. By managing the trade recycling pricing model in the same way as the existing commercial services, prices to commercial customers will reflect any changes in disposal costs and the prevailing market price of the service. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.
- 7.3 There are no direct financial implications arising from the recommendation in section 2.6 of this report. Costs associated with public consultation with residents of Coleman Street on how to manage their refuse will be contained within existing City Clean 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: 23/05/2022

8. Legal implications

- 8.1 In relation to the recommendation to add roads to the current T-Zone area, the power of waste collection authorities to require that occupiers of premises take steps to facilitate the collection of commercial waste, and for the placing of receptacles for the purpose of facilitating the emptying of them, is found in section 47 of the Environmental Protection Act 1990. Section 47ZA of the Act provides that fixed penalty notices may be issued where the waste collection authority's requirements are not complied with.
- 8.2 Regarding the establishing of a trade recycling and glass collection service, the Council has a duty, under s45 of the 1990 Act, to collect commercial waste if requested to do so and has the power to make a "reasonable charge".
- 8.3 In relation to the consultation on communal refuse bins/wheelie bins, s46 of the 1990 Act provides that it is for waste collection authorities to decide on the appropriate receptacle for the collection of household waste. There is no

duty to consult on this but, as a matter of law, once consultation has taken place conscientious consideration must be given to the consultation responses before a decision is made.

Name of lawyer consulted: Hilary Woodward Date consulted 19/05/2022

9. Equalities implications

- 9.1 There are no direct equalities implications arising from the report's recommendations.

10. Sustainability implications

- 10.1 Many of the projects within the City Environment Modernisation Programme have sustainability implications. This includes objectives to reduce waste, encourage reuse, increase recycling, reduce litter and enhance biodiversity.

Supporting Documentation

Appendices

1. Programme Update
2. Roads to be added to T-Zones
3. Before and after photographs of T-Zones
4. Response to government consultation on changes at Household Waste Recycling Centres

Background documents

1. [City Environment Modernisation Update Report](#) to Environment, Transport & Sustainability Committee on 29 September 2020 (item 29)
2. [City Environment Modernisation Update Report](#) to Environment, Transport & Sustainability Committee on 21 September 2021 (item 41)
3. Report to Environment, Transport & Sustainability Committee on [Washington Street: permission to consult on changes to refuse collections](#) on 16 November 2021
4. Report to Environment, Transport & Sustainability Committee on [Washington Street: outcome of consultation on changes to refuse collections](#) on 18 January 2022

Appendix 1: Programme Update

Project Information			
Project name	Assisted Collections	Project description	A redesign of the Assisted Collection service to deliver improvements to residents and crews
RAG status	Green	Timescales	January 2022 – December 2022
Percentage complete	40%	Modernisation dependencies	Customer experience Digital Cityclean Health & Safety Managing waste responsibly
Recent activities	Developed Project Plan Analysed current data to determine timelines and approach to data audit Determined data needs and structure to manage in a sustainable way Completed Equalities Impact Assessment for project Drafted letters to send to residents Drafted new Risk Assessment Method Statement Streamlined back-office processes Drafted revised process for new Assisted Collection sign-up		
Risks and issues	Resources to deliver project National Resources & Waste Strategy	Next steps	Brief councillors Brief crews Start engagement with crews on data audit Review the new RAMS Finalise operational processes Send out letters to residents

Project Information			
Project name	Bin Infrastructure Action Plan	Project description	Implementing a new approach to managing litter and street cleansing

Appendix 1: Programme Update

RAG status	Amber	Timescales	March 2023
Percentage complete	15%	Modernisation dependencies	Commercial bins on the highway Customer experience Digital Cityclean Managing waste responsibly
Recent activities	Continued audit of on street bins, types, condition and locations in the city Completed audit of dog poo bins and identified sites suitable for generic bins Started to roll out triple bins in parks starting with Wish Park and planning further roll outs, to ensure appropriate capacity and consistent collections Implemented scheme to manage commercial bins on the highway to improve the look of the city		
Risks and issues	Resources to implement action plan National Resources & Waste Strategy	Next steps	Continue to deliver action plan Complete audit of street litter bins Plan implementation of triple bins in city centre locations

Project Information

Project name	Blueprint	Project description	Creating a model to move towards a circular economy to encourage behaviour change around reduce, reuse and recycling
RAG status	Amber	Timescales	November 2021 – June 2023
Percentage complete	60%	Modernisation dependencies	Customer experience Managing waste responsibly
Recent activities	Previous composition analysis indicated those living in social housing are disposing the largest amounts of textiles waste in the household waste stream Installed new recycling infrastructure in Whitehawk		

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	<p>Carried out door knocking in bird blocks asking residents to complete a survey designed to understand attitudes and behaviours towards textiles</p> <p>Hosted community pop-up event at Whitehawk Library with 90 people attending, providing several activities including a pre-owned school uniform pay as you feel sale, clothes swap, workshops on sewing skills as well as stalls with information on how to reuse and recycle</p> <p>Launched the Circular Economy Champions scheme</p>		
Risks and issues	Low resident engagement levels	Next steps	<p>Plan and deliver three community pop up events to promote, food waste reduction and increasing recycling</p> <p>Procure development of a digital app to engage citizens in reducing, reusing, repairing and recycling</p>

Project Information

Project name	Bulky waste service review	Project description	Reviewing the bulky waste service, following a change of service delivery from contractor to in-house delivery
RAG status	Green	Timescales	June 2022
Percentage complete	80%	Modernisation dependencies	Customer experience Digital Cityclean Managing waste responsibly
Recent activities	Continue to implement recommendations		
Risks and issues	Resources to implement agreed recommendations	Next steps	Continue to implement recommendations

Project Information

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Project name	Commercial bins on the highway	Project description	Creating and implementing a model to manage commercial bins on the highway across Brighton & Hove
RAG status	Green	Timescales	September 2019 to September 2022
Percentage complete	90%	Modernisation dependencies	Customer experience Environmental enforcement Managing waste responsibly
Recent activities	<p>March Environment, Transport & Sustainability Committee approved amendment to the previously agreed scheme based on feedback</p> <p>Scheme went live on 1 April 2022</p> <p>Environmental Enforcement Team provided advice and education to businesses in T-zones where a visible and identifiable bin is present outside the premises from 1 April to 1 May 2022</p> <p>Environmental Enforcement Team began issuing Fixed Penalty Notices to those not complying with the scheme from 2 May 2022</p>		
Risks and issues	<p>Capacity of businesses and other stakeholders to follow new model</p> <p>National Resources & Waste Strategy</p>	Next steps	<p>Monitor impact of scheme</p> <p>Consider next steps</p>

Project Information

Project name	Communal bin system	Project description	<p>Reviewing the existing communal bin system and identifying areas for improvement with the current distribution of bins, capacity offered for different waste streams, improvements to glass recycling (bins, contamination of, and noise), bin bays, signage, type of bins, expansion of waste streams, and application of colour coding for the different waste streams</p>
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			Expanding the communal bin area
RAG status	Amber	Timescales	June 2020 – March 2023
Percentage complete	35%	Modernisation dependencies	Customer experience Environmental enforcement Fleet Strategy Food waste Digital Cityclean Managing waste responsibly Procurement review Wheelie bin audit and rollout [Waste composition analysis]
Recent activities	Continued to identify bin bay locations for pilot, including impact on parking Procured new communal bins to replace broken bins across the city Assessed broken bins to be replaced once new ones arrive, including which ones can be repaired and which can be scrapped		
Risks and issues	Resources – both time and finance Withdrawal of support from workforce or trade unions Highways Traffic Regulation Orders Brexit – bins purchased from Europe Lack of suitable bin for glass recycling National Resources & Waste Strategy	Next steps	Finalise bin bay sites Plan for siting of new replacement bins Assess decibel levels of glass containers Produce cost-benefit analysis of different container options Review communal bin signage Continue delivery of project plan

Project Information

Project name	Customer experience	Project description	Improving the customer experience and providing a consistent service to everyone who contacts Cityclean
RAG status	Green	Timescales	January 2019 – December 2022
Percentage complete	40%		Assisted Collections

Appendix 1: Programme Update

Recent activities	<p>Telephone line open from 9:30am to 1:30pm</p> <p>50 compliments received in Q3 + Q4, compared to 64 in Q1 + Q2</p> <p>139 complaints received in Q3 + Q4, compared to 192 in Q1 + Q2</p> <p>The 23 complaints in Q4 were the least number of complaints in a quarter for the last eight quarters</p> <p>72.2% of Stage 1 complaints responded to within 10 days in Q4, improving on Q3 (29.1%)</p> <p>75% of Stage 1 complaints upheld or partly upheld in Q4, reduced from Q3 (94.2%)</p> <p>Provided, on average, a 24 to 48-hour response time to emails (working days)</p> <p>Compiled TROs to introduce measures to address issues of persistent missed collection</p>	Modernisation dependencies	<p>Bin Infrastructure Action Plan</p> <p>Blueprint</p> <p>Communal bin system</p> <p>Digital Cityclean</p> <p>Environmental enforcement</p> <p>Food waste</p> <p>Graffiti reduction</p> <p>Increasing material for recycling</p> <p>Management Framework</p> <p>Managing waste responsibly</p>
Risks and issues	<p>Loss of support for project</p> <p>Industrial action</p>	Next steps	<p>Continue with improvements to responding to complaints</p> <p>Continue to develop Standard Operating Procedures to provided consistent service</p> <p>Continue to train and develop team</p>

Project Information

Project name	Digital Cityclean	Project description	Modernising the service and supporting the wider programme of change through technology
RAG status	Amber	Timescales	February 2020 – March 2023
Percentage complete	49%		Bin Infrastructure Action Plan

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Recent activities	<p>Identified route to market</p> <p>Completed soft market testing, including demonstrations and visits to other local authorities</p> <p>Completed Data Protection Impact Assessment and waiting for corporate sign off</p> <p>Complete 'to be' processes which informed system requirements document</p> <p>Completed system requirements</p> <p>Completed documents to start Invitation to Tender</p>	Modernisation dependencies	<p>Assisted Collections</p> <p>Bulky waste service review</p> <p>Communal bin system</p> <p>Customer experience</p> <p>Environmental enforcement</p> <p>Managing waste responsibly</p>
Risks and issues	<p>Change of Project Manager</p> <p>IT&D capacity</p> <p>Competing priorities</p> <p>Procurement timescales</p> <p>Existing poor data</p> <p>Withdrawal of support from workforce or trade unions</p>	Next steps	<p>Continue to deliver project plan</p> <p>Review submissions</p>

Project Information

Project name	Environmental Enforcement: CCTV	Project description	Procuring closed-circuit television (CCTV) cameras and Automatic Number Plate Recognition (ANPR) camera system for the deterrence and or detection and of fly tipping at hot-spots in Brighton & Hove
RAG status	Green	Timescales	Completed November 2020
Percentage complete	100% COMPLETE		
Recent activities	<p>Set up contract management arrangements, including regular contract meetings with supplier</p> <p>Camera images reviewed daily</p>	Modernisation dependencies	<p>Communal bin system</p> <p>Customer experience</p> <p>Graffiti reduction</p> <p>Digital Cityclean</p>

Appendix 1: Programme Update

			Managing waste responsibly
Risks and issues	Fly tipping will continue/increase if delay in procurement and installation of cameras	Next steps	Use and development of system becomes part of business as usual Review data collected at each site at the end of six month and 12 month period to assess impact and inform decision making

Project Information

Project name	Environmental enforcement: ticketing and software system	Project description	Procuring a back-office system for environmental enforcement to officers to use mobile handheld technology to capture, upload and print a Fixed Penalty Notice (FPN). This will be paired with an electronic bluetooth printer
RAG status	Green	Timescales	Completed September 2021
Percentage complete	100% COMPLETE		
Recent activities	Awarded contract Installed and tested system Finalised wording for Fixed Penalty Notices Launched payment system Completed staff training Go-live date of September 2021 Started monthly contract meetings with supplier Enhanced the original system to include new offences within the Environmental Enforcement Framework, including Community Protection Warnings and Community Protection Notices	Modernisation dependencies	Communal bin system Customer experience Graffiti reduction Digital Cityclean Managing waste responsibly

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Risks and issues	No risk or issues identified	Next steps	Use and development of system becomes part of business as usual
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Project Information

Project name	Fleet Strategy	Project description	Delivering of a 10-year strategy and green procurement plan, providing cost and savings projections. The strategy includes the migration to new technology as it develops, such as hydrogen fuel cells, to reduce maintenance and carbon emissions
RAG status	Green	Timescales	September 2020 – March 2030
Percentage complete	70%	Modernisation dependencies	<ul style="list-style-type: none"> Communal bin system Customer experience Digital Cityclean Food waste Health & Safety Hollingdean Depot Managing waste responsibly Operator's Licence Procurement review
Recent activities	<p>Continued implementation of 10-year Fleet Strategy</p> <p>Two electric RCVs in operation, with a further two on order</p> <p>Started procurement of City Parks equipment to introduce more electric and low carbon vehicles, as well as new plant</p> <p>Ordered two electric cage tippers; this will bring the total to three</p> <p>Ordered electric glass top-loader</p> <p>Made arrangements for diesel top-loader to be converted to electric</p> <p>Two electric side loaders to be ordered this financial year and received approval for two more in 2023/24</p> <p>Ordered new large sweeper and weed ripping sweeper</p> <p>Received permission to procure electric public toilet fleet</p>		

Appendix 1: Programme Update

Risks and issues	Resources – both time and finance Power infrastructure implemented and available Competing priorities e.g. service delivery and modernisation and improvement work Brexit – vehicles purchased from Europe National Resources & Waste Strategy	Next steps	Continue to implement and monitor the Strategy
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Project Information

Project name	Food waste collections	Project description	Completing analysis of different operating models and associated costs, to deliver a food waste collection service across the city
RAG status	Green	Timescales	September 2020 – March 2023 (dependent on government consultation outcomes)
Percentage complete	80%	Modernisation dependencies	Communal bin system Customer experience Fleet Strategy Managing waste responsibly Procurement review Wheelie bin audit and rollout
Recent activities	Confirmed planning and permitting requirements and begun exploring tipping and disposal routes for the waste Gathered data to support development of detailed options Still awaiting outcomes of the government consultation on consistent recycling collections		
Risks and issues	Resources – both time and finance Data availability National Resources & Waste Strategy	Next steps	Continue to develop business case for two options on future service delivery model Report back to ETS Committee to approve service delivery model

Project Information

Appendix 1: Programme Update

Project name	Graffiti reduction	Project description	Delivery of Graffiti Reduction Strategy to reduce the amount of graffiti vandalism around Brighton & Hove
RAG status	Amber	Timescales	November 2018 – March 2023
Percentage complete	60%	Modernisation dependencies	Customer experience Environmental enforcement Digital Cityclean
Recent activities	<p>Community Protection Warnings (CPWs) and Community Protection Notices (CPNs) for graffiti to commercial property introduced in February 2022</p> <p>Issued in the first 90 days:</p> <ul style="list-style-type: none"> • CPWs issued - 49 • CPWs adhered to - 29 • CPNs issued - 20 • CPNs breached - 3 • FPNs issued – 3 • Sent to prosecution - 0 <p>Designed remedial action processes into back-office systems meaning if CPNs are not complied with, Cityclean can remove graffiti and recharge the business</p> <p>Continued improved contact with Statutory Undertakers (SUs). CPNs also being issued to SUs where graffiti is found</p> <p>Completed three-month trial on London Road where all types of graffiti, from all property was removed within 24 hours of it appearing. In total, 229 areas of graffiti were removed or painted over. The trial highlighted the rate at which graffiti reappears as well as the extensive cost and number of Operative hours needed to remove it</p> <p>Continued community engagement, including meeting with various LATs and Resident</p>		

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	<p>Associations to discuss partnership work and provide paint and supplies for community Tidy Up Days</p> <p>Continued partnership work with Police and Third Sector colleagues. Attendance at Joint Action Group meetings co-chaired by Sussex Police and BHCC Community Safety Manager to ensure alignment of Strategy to other citywide projects</p>		
Risks and issues	<p>Commercial property owners and Statutory Undertakers do not comply with Community Protection Warnings</p> <p>Council owned property not maintained to recommended standard creating conflict</p> <p>Competing graffiti removal priorities</p>	Next steps	<p>Implement remedial action process for CPNs</p> <p>Batch issue CPNs for SUs by area</p> <p>Build programme of works with Community Payback for graffiti removal at The Level</p> <p>Build graffiti log</p>

Project Information

Project name	Health & Safety	Project description	Improving health & safety compliance and performance across City Environment
RAG status	Amber	Timescales	Ongoing
Percentage complete	70%	Modernisation dependencies	<p>Assisted Collections</p> <p>Fleet Strategy</p> <p>Hollingdean Depot</p> <p>Management Framework</p> <p>Operator's Licence</p> <p>Workstyles</p>
Recent activities	<p>Started improving H&S induction training</p> <p>Completed RAMS for public toilets</p> <p>Filled vacant H&S Officer roles for City Clean and City Parks to support further improvements in health and safety performance management</p> <p>Created a suite of new user-friendly Method Statements including photographs</p> <p>Created Health & Safety shared folders</p>		

Appendix 1: Programme Update

	Initiated project to review glass recycling collections Established six-weekly documented depot inspections Completed Hand Arm Vibration work assessments in City Parks		
Risks and issues	Constantly emerging new priorities and risks e.g. incident investigation, union raised issues Ongoing need for modernisation of the service including health and safety performance management, with suitable and sufficient risk assessments backed up by a working, evidencable training matrix Health & Safety Executive interventions and recommendations	Next steps	Implement new lone working technology Produce a suite of new Manual Handling Risk Assessments Complete Hand Arm Vibration work assessments for City Clean Review and improve the Training Matrix Undertake further priority audits on a risk basis Complete general parks site safety inspections Develop City Parks Manual Handling Training

Project Information

Project name	Hollingdean Depot	Project description	Improving safety and security at Hollingdean Depot and ensuring the infrastructure is fit for purpose
RAG status	Green	Timescales	August 2019 – December 2022
Percentage complete	60%	Modernisation dependencies	Fleet Strategy Health & Safety Management Framework Operator's Licence Workstyles
Recent activities	Upgraded the sub-station to introduce a further 20 light vehicle and 10 RCV charging points, plus a rapid charger Commissioned improvements to the canteen to start in August / September 2022 Secured funding for depot resurfacing Secured funding for new office accommodation		

Appendix 1: Programme Update

Risks and issues	National Resources & Waste Strategy	Next steps	Relocate the comms room from old building to alternative building on site Recruit to Fleet Procurement, Compliance & Site Manager vacancy
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Project Information

Project name	Increasingly materials for recycling	Project description	Completing a feasibility study into the costs of introducing a wider range of materials into the recycling stream at Hollingdean Materials Recovery Facility Preparing for the implementation of the Environment Bill
RAG status	Green	Timescales	June 2021 - 2027
Percentage complete	15%	Modernisation dependencies	Bin Infrastructure Action Plan Customer experience Digital Cityclean Fleet Strategy Food waste Managing waste responsibly Operator's Licence
Recent activities	Continued conversations with East Sussex County Council and Veolia regarding the Environment Act, particularly the introduction of food waste and collection of more materials for recycling Still awaiting outcomes of the government consultation on consistent recycling collections		
Risks and issues	Outcomes from National Resources & Waste Strategy consultation currently unknown Resources – both time and finance	Next steps	Continue preparations for the Environment Act

Project Information

Project name	Management Framework	Project description	Improving management processes at Cityclean to ensure BHCC policies and processes are followed
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RAG status	Amber	Timescales	January 2021 to March 2023
Percentage complete	20%	Modernisation dependencies	Customer experience Health & Safety Hollingdean Depot Managing waste responsibly Operator's Licence
Recent activities	Identified required Standard Operating Procedures to be developed in collaboration with trade unions, starting with hazard cards and allocation of staff Implemented service redesign, including new management structure Increased the number and skills of managers Appointed Health & Safety Officer Appointed Training & Engagement Officer Developed and started delivering training programme for Driver Supervisors, including digital skills and supervisory skills Introduced wellbeing group		
Risks and issues	Competing priorities, particularly maintaining frontline service delivery National Resources & Waste Strategy	Next steps	Continue engagement with trade unions Look at options for mental health first aid training Look at options for health interventions to support staff undertaking physical roles Review digital skills training offer Begin communication and engagement

Project Information

Project name	Managing waste responsibly	Project description	Delivering an informative and educational campaign to assist residents, visitors, businesses and crews to dispose of waste responsibly
RAG status	Amber	Timescales	February 2019 to March 2023
Percentage complete	40%		Assisted Collections

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Recent activities	<p>Reformed Project Board after pausing due to Covid</p> <p>Took part in Keep Britain Tidy Student Waste Management Research Project</p> <p>Developed new content for website including What Happens to Our Waste and End Destinations.</p> <p>Continued work with Tech Take Back on a doorstep service to collect small waste electronic and electrical equipment. The items are repaired where possible for reuse and distributed to vulnerable families across the city. A new Revaluit shop has opened on North Street where items can be taken for reuse, repair or recycling as well as customers purchasing items on a pay as you can basis</p>	Modernisation dependencies	<p>Bin Infrastructure Action Plan</p> <p>Blueprint</p> <p>Bulky waste service review</p> <p>Commercial bins on the highway</p> <p>Communal bin system</p> <p>Customer experience</p> <p>Environmental enforcement</p> <p>Fleet Strategy</p> <p>Food waste</p> <p>Digital Cityclean</p> <p>Wheelie bin audit and rollout</p> <p>[Bring site audit]</p> <p>[Composition waste analysis]</p>
Risks and issues	<p>Resources – both time and finance</p> <p>National Resources & Waste Strategy</p> <p>Other priorities; service delivery and modernisation and improvement work</p> <p>Brexit – materials end destinations</p>	Next steps	<p>Continued meetings of Project Board</p> <p>Continued progress through Project Plan</p>

Project Information

Project name	Operator's Licence	Project description	Improving the current standing of the BHCC Operator's Licence
RAG status	Green	Timescales	September 2019 – ongoing monitoring
Percentage complete	90%	Modernisation dependencies	<p>Fleet Strategy</p> <p>Health & Safety</p> <p>Hollingdean Depot</p>
Recent activities	KPIs released quarterly on various data streams in relation to compliance		

Appendix 1: Programme Update

	<p>New licence approved to use Hangleton Bottom as a contingency site</p> <p>Introduced digital fleet maintenance recording enabling the Workshop to become paperless</p> <p>Developed driver handbook</p> <p>Migrated drivers onto Tacho Card</p>		Management Framework
Risks and issues	<p>Withdrawal of support from workforce or trade unions</p> <p>HSE (Health & Safety Executive) interventions and recommendations</p> <p>National Resources & Waste Strategy</p>	Next steps	<p>Quarterly monitoring meetings</p> <p>Deliver driver handbook</p> <p>Continue to migrate drivers onto Tacho Card</p> <p>Explore accident reduction options</p>

Project Information

Project name	Procurement review	Project description	Improving the procurement and contract management in Cityclean to deliver value for money and comply with council policies and procedures
RAG status	Amber	Timescales	June 2020 – December 2022
Percentage complete	35%	Modernisation dependencies	<p>Communal bin system</p> <p>Fleet Strategy</p> <p>Food waste</p>
Recent activities	<p>Recruited Procurement & Contract Monitoring Officer</p> <p>Created Cityclean contract register</p> <p>Managed Christmas tree disposal contract in line with regulations and made savings</p> <p>Completed PPE tender to address non-compliance issues</p> <p>Arranged compliant public toilet consumable supplier</p> <p>Purchased replacement communal bins</p>		

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	Established regular contract meetings with clinical waste contractor – to be continued with other suppliers as required Supported Digital Cityclean procurement, including defining the sustainability and social value criteria and setting out contract management arrangements for moving forward		
Risks and issues	Competing priorities Disruption to suppliers	Next steps	Establish regular contract meetings with other suppliers Further refine and deliver work programme

Project Information

Project name	Public toilets: service delivery	Project description	
RAG status	Amber	Timescales	July 2020 – August 2022
Percentage complete	90%	Modernisation dependencies	Customer experience Hollingdean Depot Procurement review
Recent activities	In-sourced cleaning and maintenance service, including staff Kings Road play area added to Cityclean's portfolio		
Risks and issues	Staffing levels Resources – both time and finance	Next steps	Restructure public toilet service in line with council policies and procedures

Project Information

Project name	Public toilets: refurbishment programme	Project description	Improving the city's public toilets
RAG status	Green	Timescales	January 2022 - 2026
Percentage complete	10%		Public toilets: service delivery

Appendix 1: Programme Update

Recent activities	<p>Agreed sites for Phase 1 of Refurbishment Programme: Kings Esplanade, Station Road (Portslade) and Daltons (near the zip wire)</p> <p>Received funding to complete refurbishment of Saltdean Undercliff from Budget Council</p> <p>Started work on refurbishing Park Road, Rottingdean in collaboration with the parish council</p> <p>Received £330,000 funding from Department for Levelling Up, Housing & Communities to increase the number of Changing Places Facilities in the city. These will be located at Stanmer Park (in collaboration with Plumpton College), The Ledward Centre, Wish Park and St Ann's Well Gardens</p> <p>Met with Plumpton College and The Ledward Centre to discuss next steps</p>	Modernisation dependencies	
Risks and issues	<p>Availability of contractors to complete works</p> <p>Supply chain issues</p> <p>Cost of refurbishment exceeds agreed budget due to cost inflation</p> <p>Closure of sites for refurbishment may lead to complaints</p>	Next steps	<p>Prepare designs for four sites to be refurbished</p> <p>Prepare designs for new Changing Places Facilities</p>

Project Information

Project name	Weed management	Project description	Reviewing the effectiveness of manual weed removal techniques following decision by ET&S Committee to end the use of glyphosate in all the city's parks, open spaces, pavements, verges and housing land
RAG status	Amber	Timescales	July 2019 – March 2023
Percentage complete	90%		Customer experience

Appendix 1: Programme Update

Recent activities	Completed review of 2021 weeding season and reported to January meeting of ET&S Committee Started seasonal recruitment (earlier than previous years) and adopted a different approach, including a bespoke recruitment day. Not all posts were recruited to, so recruitment continues Ordered an additional 11 additional strimmers Completed a hot water trial, which was found not to be effective in weed removal	Modernisation dependencies	
Risks and issues	Competing priorities, particularly if posts not filled Lack of resources	Next steps	Continue with 2022 weeding season Continue to look at ways to improve approach to weed removal

Project Information

Project name	Wheelie bin audit and rollout	Project description	Implementing a wheelie bin recycling service to all the streets identified as suitable for this service from the city-wide wheelie bin audit
RAG status	Green	Timescales	September 2019 to September 2021
Percentage complete	100% COMPLETE (this phase)	Modernisation dependencies	Communal bin system Customer experience Food waste Digital Cityclean Managing waste responsibly
Recent activities	Continued to receive feedback from crews about different containers		
Risks and issues	Resources – both time and finance	Next steps	Continue to receive feedback

Project Information

Appendix 1: Programme Update

Project name	Workstyles	Project description	Creating new office space at Hollingdean Depot, incorporating Workstyles principles
RAG status	Amber	Timescales	November 2019 – TBC
Percentage complete	15%	Modernisation dependencies	Health & Safety Hollingdean Depot
Recent activities	Agreed designs to increase meeting room capacity in current accommodation whilst business case is developed Identified additional IT and equipment needs whilst business case is developed Secured funding for new office accommodation		
Risks and issues	Staff working in portacabins which are coming to end of life and do not provide sufficient space, exacerbated since the pandemic Resources – both time and finance	Next steps	Old main office to be demolished Begin to develop business case for depot building refurbishment/replacement

Appendix 2: roads to be added to T Zones

Road	Rationale
Adelaide Mansions	Omitted due to oversight
Albany Villas	Omitted due to oversight
Boston Street	Omitted due to oversight
Buckingham Street	Leading to displacement of bins from within T-zone area
Cavendish Mews	Omitted due to oversight
Coombe Road	Leading to displacement of bins from within T-zone area
Coombe Terrace	Leading to displacement of bins from within T-zone area
Cross Street	Omitted due to oversight
Eaton Road	Omitted due to oversight
Elder Place	Omitted due to oversight
Guildford Road	Leading to displacement of bins from within T-zone area
Guilford Street	Leading to displacement of bins from within T-zone area
Haddington Close	Omitted due to oversight
Hove Place	Omitted due to oversight
Ivy Place	Omitted due to oversight
Kings Esplanade	Leading to displacement of bins from within T-zone area
Kingsbury Road	Leading to displacement of bins from within T-zone area
Kingsbury Street	Leading to displacement of bins from within T-zone area
Lewis's Buildings	Omitted due to oversight
Medina Place	Omitted due to oversight
Medina Villas	Omitted due to oversight
Miles Walk	Omitted due to oversight
Norfolk Place	Omitted due to oversight
Norfolk Road	Omitted due to oversight
Pavilion Street	Omitted due to oversight
Providence Place	Omitted due to oversight
Queens Road Quadrant	Omitted due to oversight
Regent Row	Omitted due to oversight
Rosehill Close	Leading to displacement of bins from within T-zone area
Rosehill Terrace	Leading to displacement of bins from within T-zone area
St Leonards Road	Omitted due to oversight
St Peters Street	Omitted due to oversight
Western Street	Omitted due to oversight
York Hill	Omitted due to oversight

Appendix 3: before and after T Zones

Before

Ann Street



After



Before

After

Farm Yard



Before

After

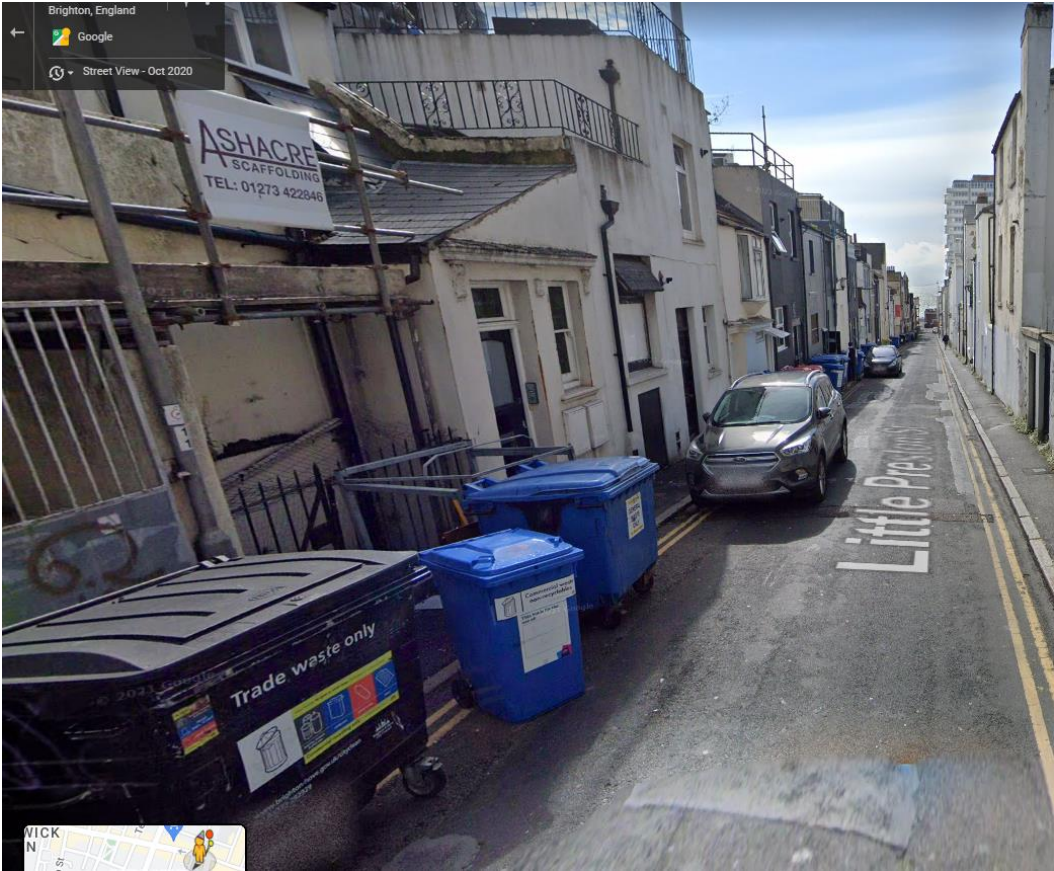
Haddington Close



Before

After

Little Preston Street



Before

After

Steine Street



Before

Wilbury Road



After



Appendix 4: response to government consultation on changes at household waste recycling centres

The information in this paper is an extract of information and questions from:

<https://consult.defra.gov.uk/waste-and-recycling/consultation-on-diy-waste-and-call-for-evidence/>

Introduction

The government believes that local taxpayers deserve a comprehensive waste and recycling service in return for the council tax they pay for local services.

Household Waste Recycling Centres (HWRCs) play an important role in helping people manage the waste they produce in a convenient and sustainable way. They play a key role in supporting kerbside collections and in boosting recycling. They need to be accessible to all residents – both in when they are available, and by not charging fees that some may be unable to afford. They help ensure waste is disposed of in a responsible way, rather than being fly-tipped.

Our Resources and Waste Strategy 2018 commits us to ensuring charging regimes are clear, and to ensuring that householders are not charged for depositing small-scale construction waste (“DIY waste”) at HWRCs.

Position today

Section 51 of the Environment Protection Act 1990 requires councils who are Waste Disposal Authorities to provide residents with a place to dispose of their household waste (usually HWRCs).

The Local Government (Prohibition of Charges at Household Waste Recycling Centres) (England) Order 2015 and The Local Authorities (Prohibition of Charging Residents to Deposit Household Waste) Order 2015 prevent councils in England from charging residents to deposit household waste at HWRCs. Both Orders state that “household waste” has the same meaning as in section 75 of the 1990 Act as read with regulation 3 of, and Schedule 1 to, the Controlled Waste (England and Wales) Regulations 2012 (‘2012 regulations’). The 2015 Orders were passed to clarify the legal position that householders should be able to dispose of their household waste for free.¹

In the 2012 regulations, “Waste from construction or demolition works, including preparatory works” is classified as industrial waste. Despite WRAP guidance to the contrary, some local authorities have continued to interpret this as including not only waste from the professional construction of buildings and their demolition, but also waste from DIY works a householder might undertake to maintain and enhance their property. As a result, in some areas, householders face charges to dispose of DIY waste at HWRCs. This is clearly against long-standing government policy, re-affirmed in 2016² after the passage of the 2015 Orders.

In the 2018 Resources & Waste Strategy, the government stated: “It’s important that local residents are able to dispose of their rubbish in a responsible and convenient manner. We will therefore ensure that charging arrangements in the Controlled Waste Regulations are clear,

¹ DCLG, Preventing ‘backdoor’ charging at household waste recycling centres, March 2015.

² <https://questions-statements.parliament.uk/written-questions/detail/2016-11-23/54659>

especially in relation to waste arising from small scale DIY construction activities carried out by ordinary householders with no specialist skills, which government has been clear should not be charged for. We will review Household Waste Recycling Centre services and the Controlled Waste Regulations and, subject to consultation, will amend them to ensure they remain fit for purpose, charges are fairly applied, and that services are accessible, support high levels of recycling, and deliver value for money" (p.75).

We are therefore consulting on the technical detail of our proposal to amend legislation so that local residents cannot be charged for disposing of DIY waste at their local HWRCs.

New Burdens

The New Burdens Doctrine (NBD) aims to make sure the local government sector gets the support they need.

DLUHC Ministers have decided to waive the NBD in relation to the DIY waste disposal proposal because this policy will ensure householders can dispose of DIY waste free of charge. This supports the government's wider strategy on environmental protection as it will remove a financial disincentive to dispose of waste properly. DLUHC has therefore decided that LAs, which currently charge householders to dispose of DIY waste, will be required to absorb any associated costs.

The NBD is government guidance. DLUHC Ministers have the right to deviate from government guidance if there is a good reason.

Amending the legislation will help ensure DIY waste is disposed of properly, reducing the risk of waste, such as plaster board, being placed in residual waste bins. It will also reduce the potential risk of fly-tipping, littering and backyard burning, creating additional costs for local authorities and causes environmental issues.

Duration

This technical consultation will run for 12 weeks. This is in line with the Cabinet Office's 'Consultation Principles' which advises government departments to adopt proportionate consultation procedures. The consultation opens on 11 April 2022 and closes on 4 July 2022.

Proposed consultation response

About you

Q1. Would you like your response to be confidential?

- ☐ Yes
☐ No

If you answered 'Yes' above, please give your reason.

Q2. What is your name?

Lynsay Cook

Q3. What is your email address?

This is optional, but if you enter your email address you will be able to return to edit your consultation response on Citizen Space at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

Q4. Which of the options below best describes you?

Please tick only one option. If multiple categories apply to you, please choose the one which best describes you and which you are representing in your response.

- ☐ **Local authority**
- ☐ Local householder
- ☐ Waste management company
- ☐ Business representative organisation/trade body
- ☐ Product designer
- ☐ Manufacturer
- ☐ Distributor
- ☐ Retailer
- ☐ Operator
- ☐ Reprocessor
- ☐ Community group
- ☐ Charity or social enterprise
- ☐ Consultancy
- ☐ Academic or research
- ☐ Individual
- ☐ Other (please provide details)

Q5. If you are responding on behalf of an organisation, what is its name?

Brighton & Hove City Council

Proposal

To clarify in legislation when construction waste should be treated as DIY waste and should therefore be classified as household waste. We have set out in Appendix A the types of waste materials that might be included in DIY waste, however, this is a non-exhaustive list.

We consider DIY activities to include any construction work, such as building, decorating, or repairing activities, carried out by householders by themselves in their own homes. This would not include, for example, a whole house renovation, or any work done by a tradesperson, but it might include the householder tiling a kitchen, plumbing in a sink, plastering a room, building and installing shelving, building a raised bed for a garden etc.

The government's policy is clear that householders should not be charged to dispose of DIY waste at HWRCs. We propose that construction waste should be considered DIY Waste and classified as household waste in the 2012 Regulations when it meets certain criteria. We propose that these criteria are:

- The construction waste is produced by householders whilst carrying out construction works themselves at their home. Construction is defined in the 2012 Regulations as including improvement, repair or alteration.
- The construction waste is not produced as a result of commercial activities or by a commercial contractor charging for work in a domestic premises.
- The construction waste is of a volume, which is no greater than 300L (based on the approximate boot size of a family car).

- The construction waste is not produced on a regular basis requiring HWRC visits more frequently than once a week.

The proposed criteria are intended to allow householders to deposit DIY waste for free (as it should be treated as household waste) but for local authorities to still be able to charge for other construction waste, which is classified as industrial waste. For example, if a householder brought more than 300L of construction waste to the HWRC or brought 300L of construction waste to the HWRC on a regular basis, it would not be DIY waste and could be charged for. Equally, if a tradesperson brought any amount of construction waste, it would still be industrial waste.

Q6. Do you agree or disagree with these technical principles when the government amends the 2012 regulations?

- ☐ Agree
- ☒ **Disagree**

If you answered 'Disagree' above, please give your reason.

- **DIY construction waste is not every day, household waste. It is waste produced on an irregular basis as part of renovation projects. It is not unreasonable for homeowners to factor in the costs of disposing of the waste produced from these projects when costing their project.**
- **Brighton & Hove's owner occupier rate is low at 53.3%, compared to 67.6% in the South East and the private rented sector increased by 45.7% between 2001 and 2011 with 28.0% of households now renting their home from a private landlord. Renters, who do not generally undertake renovation projects themselves, should not be subsidising a service they do not use.**
- **Charging encourages residents to think about other uses, including reduce and reuse, before disposing of their waste, contributing to our ambition to be carbon neutral by 2030.**
- **The WRAP report from 2021 concluded that there was no clear direct link between charging for this type of waste and an increase in fly-tipping.**
- **Income generated from this type of activity can be invested in other waste management and circular economy initiatives. If the government funded local government services sufficiently, there would not be a need to look at alternative means to deliver our services.**

Q7. Given the government's stated policy, do you agree or disagree with these tests on whether construction waste should be treated as DIY waste and classified as household waste, and should not be charged for when disposed of at a HWRC, when:

	Agree – this should be included	Disagree – this should be excluded	Not sure / don't have an opinion / not applicable
The waste is produced by householders whilst carrying out small-scale construction or demolition works at their home	<input type="checkbox"/>	Disagree	<input type="checkbox"/>

The waste does not arise from activities that generate an income for the person who carried them out	<input type="checkbox"/>	Disagree	
The waste is not produced on a regular basis requiring HWRC visits more frequently than once a week	<input type="checkbox"/>	Disagree	<input type="checkbox"/>
The volume of waste is no greater than 300L (based on the approximate boot size of a family car)	<input type="checkbox"/>	Disagree	<input type="checkbox"/>

Q8: If you have disagreed with the inclusion of any of the above criteria, please state why, indicating which part of the criteria you are referring to in your response.

- **There is no indication of how the frequency of visits will be recorded and managed. Our sites have hundreds of visitors a day and any system to record this would require funding and staff to implement.**
- **Boot sizes vary in size and whilst a vague limit has been given, it is not clear how this will be assessed at the site. Staff will be required to make an educated guess and any disagreements may lead to conflict.**

Q9: Do you have any other views on the technical circumstances in which construction waste should be considered DIY waste and classified as household waste?

N/A

Call for evidence on booking systems at HWRCs

Government believes that it is important that local residents are able to dispose of their waste in a responsible and convenient manner. As we move away from restrictions caused by the pandemic, it is now important we move back to normality. There is increasing concern that in some cases booking systems are discouraging HWRC use, with a risk of both increased residual waste and fly-tipping as a result.

Our [Resources and Waste Strategy \(2018\)](#) commits to review HWRC guidance. The Environmental Protection Act 1990 requires Waste Disposal Authorities to provide HWRCs which are “available for the deposit of waste at all reasonable times”. This is potentially hard to reconcile with many booking systems, particularly those with a limited supply of appointments, or which seek to place additional burdens on local residents using them.

We are interested to understand the approach your authority intends to take in this respect, any rationale you have for maintaining the use of booking systems in place and any evidence you may have on the impacts on recycling levels in your area. We plan to review the number of booking systems which remain in place later in the year.

Q10: Do you currently have a HWRC booking system in place?

- ☐ Yes
☐ **No**

Q11: What type of booking system do you operate?

- ☐ Residents contact us to book a specific slot
☐ Residents use sites at certain times based on address, number plate, etc.
☐ Other (please specify)

N/A

Q12: Please outline the key reasons why you have a booking system in place.

N/A

Q13: Please outline the key reasons why you do not have a booking system in place.

- Experience suggests the number of slots has to be capped, usually at a number below the standard throughput rate, to account for some residents having a significant amount of waste and therefore taking longer than average to use the sites. As a result, capacity is usually less for sites with a booking system, than those without.
- Restricting access may lead to an increase in fly-tipping of the range of materials that can be taken to sites
- Some bookings will result in no-shows, further reducing the waste deposited at the sites.
- If a site is popular, it may lead to increased complaints as a suitable time slot is unavailable.
- It excludes those who are unable to use technology to make a booking. A phone line will need to be staffed at an additional cost.

Q14: What are your future plans for the booking system?

- ☐ Retain indefinitely
☐ Retain until some point in 2022
☐ Unsure
☐ In the process of removing
☐ Will remove by a certain date
☐ Other (please specify)

N/A

Q15: Please outline any evidence you have on the impacts of booking systems on recycling levels in your area.

N/A

Q16: Please outline what other restrictions, if any, you impose on residents bringing waste to your HWRC? For example, limits on size, or on vehicles type can use.

- Van drivers must provide proof of a Brighton & Hove address with two forms of ID such as a driver's licence, recent utility or Council Tax bill
- If you've hired a van, you must show the rental agreement and the van will need to conform to size restrictions - you must also prove Brighton & Hove residency
- Vehicles with a gross vehicle weight of 3.5 kg or above are not allowed to enter the household waste recycling sites. This is for safety reasons.

- Trailers up to 1.2m (4ft) can access Hove HWRS during normal opening hours.
- Trailers are not permitted at Brighton HWRS at any time.

Q17: Do you use measures such as ANPR or similar approaches at your HWRCs?

Traffic counting loops are in place to monitor usage.

On both issues, the government is of the view that there are no likely significant impacts of the proposals on those who may have protected characteristics under the Public Sector Equality Duty. Any changes will improve the provision of waste and recycling services to the general public.

Appendix A - Materials in scope

The materials listed in the table below are the kinds of materials that would be in scope for DIY waste and therefore, where the criteria for DIY waste has been met, should be accepted at HWRCs free of charge from households in the area.

Waste types in scope	Products in scope
Plastic or fibreglass	Shower trays
	Bath – plastic
	Shower screen
	Guttering
	Drainage and sewer pipes
Other	Insulation material
	Roofing felt
	Carpet & linoleum
Rubble	
Bricks	
Hardcore	
Concrete	Breeze blocks
	Paving slabs
	Lintels
	Mortar and rendering
	Cement board
	Mixed or powder
Glass	Plate/sheet glass
	Shower screen
	Tiles
	Furniture shelving, table tops
Gravel	Construction or landscaping gravel or pebbles
Pottery, ceramic and porcelain	Bath
	Bidet
	Shower tray
	Sink or wash hand basin with pedestal
	Tiles (floor, wall)
	Toilet with cistern
Sand	Drainage and sewer pipes
	Sharp
	Play pit
	Sandbags (used flood defence by householders)
Slate	Roof/slate
Soil	Soil and clay
Stone	Flagstones

Tarmac	
Turf	
Tile	Floor/wall/roof
Plaster and gypsum-based items	

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 9

Subject: Allotments Update

Date of meeting: 21 June 2022

Report of: Interim Executive Director Economy, Environment & Culture

Contact Officer: Name: Paul Campbell
Tel: 01273 294206
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 provides Environment, Transport & Sustainability Committee with an update on the work of the Allotment Service within City Parks. It provides:
- an update on the Allotment Strategy
 - the Brighton and Hove Allotment Federation (BHAF) business case for allotments
 - an update on empty plots and lettings
 - an update on new allotment sites
 - an update on the delivery of the Open Spaces Strategy

2. Recommendations

- 2.1 That the Committee notes the updates contained in this report.
- 2.2 That the Committee notes the 2021 Outline Business Case for Allotments in Brighton & Hove report commissioned by the BHAF which is contained in Appendix 1.

3. Context and background information

- 3.1 In 2014, the Allotment Service worked with BHAF to develop an Allotment Strategy, which identified over 100 actions to develop the service.
- 3.2 In 2017, City Parks produced the Open Spaces Strategy which contained one policy and four actions pertaining to the development of allotments which can be seen in the supporting document links.
- 3.3 On 24 November 2020, an update on the Open Spaces Strategy to this committee recommended that: *the committee approves the initiation of a consultation in relation to a refresh of the Allotments Strategy 2014- 2024 Delivery Plan, to ensure transparency and a refocus on delivery of the objectives of the strategy.*

- 3.4 On the 18 January 2022, a report was presented to this committee in response to a Notice of Motion to look at: the BHAF business case, empty plots and the 'letting' service and potential new sites for allotments.
- 3.5 In February 2022 officers met with the BHAF to discuss several of the topics, the most pertinent being plot lettings. During this meeting, BHAF tabled a process to streamline the letting process for empty plots.

The Allotment Strategy

- 3.6 In 2020, BHAF made representations to the council to ensure the Allotments Strategy 2014 - 2024 was progressed at a faster pace than in the preceding years. As a result, an additional Project Officer was appointed to focus on delivery of the strategy.
- 3.7 As of April 2022, over 60% of the Allotment Strategy actions had either been completed, consolidated or agreed with BHAF that they were obsolete. The remaining actions were re-categorised and complied into the list which can be found in Appendix 2. The list contains 24 actions: four are completed, thirteen are partially completed and the remaining seven have not yet been progressed. It is anticipated that 80% of the remaining actions will be completed by June 2023. Some of the actions not yet progressed may take longer as they require personal data from an Equalities Impact Assessment consultation.

The BHAF Business Case for Allotments

- 3.8 The December 2021 business case commissioned by BHAF explores the wider benefits and roles that allotments play for individuals, communities, and the city. The report identified several key auxiliary policies which allotments supported including:
- Becoming Carbon Neutral by 2030
 - Increasing healthy life expectancy and reduce health inequalities
 - Promoting and protecting biodiversity
 - Reducing, reusing and recycling, and
 - Transitioning to a sustainable economy
- 3.9 It identifies both the physical and mental health benefits that many plot holders experience and considers the biodiversity abundance that allotments create. It is also able to provide hypothetical financial values that allotments have beyond the day-to-day cost and expenditures which councils focus on when assessing the service.
- 3.10 The primary financial conclusion stated that: *'Overall, the council's existing allotment provision benefits the city - including wider council departments - by a minimum of £385,567 each year, alongside food worth an estimated £1.12m.'*
- 3.11 It is worth noting that the figures above are not cash savings but estimated notional or non-cashable savings across the council arising from the wider health and social benefits of allotments.

- 3.12 The report succeeds in opening the debate regarding the values attributed and experienced by those utilising allotments. The challenge for BHAF, and the service, will be ensuring that all plot holders receive a consistent and high-quality experience. Moreover, determining how 2000 plus people on the waiting list, can more expediently access the service given the limited plots available, will also be a challenge.

Empty Plots and Lettings

- 3.13 During the pandemic there was both an increased demand for plots and an increased numbers of plots left untended, often due to people keeping themselves safe or self-isolation. All parties were concerned with the growing waiting list, now containing over 2000 people, and realised that a more concerted effort was needed to clear and occupy empty unlet or under-utilised plots. In February 2022, BHAF presented a proposal to expedite the letting process. This streamlining initiative is currently being implemented by Site Reps across the service, working with City Parks to reduce current vacancies.
- 3.14 There are currently 2675 individual allotment tenancies, and 109 unallocated full plots on the system. Between 17 September 2021 and 25 May 2022, approximately 194 new plots were issued, and 198 plots were terminated.
- 3.15 A key element to improve turn around times and lettings of vacant plots is an improved ICT system which enable a greater degree of self service and provides more information to plot holders and prospective plot holders. This is a priority for BHAF as well as the council and officers are working on a project to implement a new system by the end of the financial year.

New Allotment Sites

- 3.16 Two potential new allotment sites have been identified as future allotments for the city. These options are currently being explored. However, to deliver new sites will require a dedicated project manager and significant capital investment.
- 3.17 Consideration as to the resources required to deliver these will need to be considered through future budget setting processes.
- 3.18 The council continues to review future sites in a dialogue with BHAF and internal stakeholders.
- 3.19 It is recommended that the current focus needs to be on minimising the void rate and turnaround time for empty plots, maximising occupation of existing plots and investing in the infrastructure of existing sites to contribute to those aims.

2017 Open Spaces Strategy policies and actions update

- 3.20 Work is continuing to deliver the allotment-related actions in the Open Spaces Strategy:
- 3.21 Policy 1) Continue to work with the BHAF to become more financially self-sufficient wherever possible and practicable.
Action A) Work collaboratively with the BHAF to identify where savings can be made.
- BHAF were successful in coordinating a voluntary fund for allotments from plot holders that has attracted between £4,000 and £6,000 each year for the service since 2018. City Parks continues to work with BHAF to identify other financially self-sufficient initiatives where possible.
- 3.22 Action B) Review the existing Allotment Strategy principles and objectives to reflect the ongoing dialogue with the BHAF.
- As mentioned earlier in the report, the council is working closely with BHAF to implement the Allotment Strategy.
- 3.23 Action C) Draw up a programme to reduce water leaks at allotment sites.
- The council invested over £50,000 in 2022 to tackle the worst leaks on the largest allotment site – The Weald. Repairs have also taken place in Eastbrook Farm (2019) and South Weald Allotments (2022) which had complete new water system installed, North Nevil, Campsite and St Louis Allotments have had partial replacement to the water systems (2020).
 - North Weald water infrastructure is to be replaced in winter 2022, Cravenvale/Whitehawk, Roedale Valley and Larkhill water systems to be investigated and improvements identified.
 - Leaks are inevitable with such a large portfolio of water infrastructure across 37 sites covering 122 acres of land. Southern Water will be inspecting all BHCC allotment water infrastructure and dictating any works required to adhere to current water regulations.
 - It is anticipated that a review from Southern Water within the next 24 months will expedite the need for City Parks to repair and upgrade the allotment water systems. The review is being anticipated following a similar inspection that took place in Worthing earlier this year for their allotments. It is expected that many allotment sites will need upgrading due to the age of the infrastructure.
- 3.24 Action D) Work with allotment holders to explore water-saving opportunities.
- Work with allotment holders to explore water-saving opportunities is supported by a document BHAF produced. Some of these ideas were featured in Issue 3 of the 2019 'Allotments and Leisure Gardener' periodical. The council is also planning to create a trial garden using a number of water saving interventions to test and promote the water saving concepts. It is anticipated the demo garden [if approved] could be installed by the end of 2023.

4. Analysis and consideration of alternative options

- 4.1 As the report is predominantly an informative update of activity within the allotment service since 2014, there is not a direct requirement to consider and analyse alternative options.

5. Community engagement and consultation

- 5.1 The recent increase in engagement and contact with BHAF, Site Reps and Allotment Associations has helped to strengthen communications with a core part of the service. These interactions will be ongoing to ensure the stable growth and development of the service.
- 5.2 In addition, the recent successful Site Rep training has assisted in bringing new and more experienced volunteers together in a positive environment. It is anticipated that these training events will continue at least annually for all Site Reps.
- 5.3 The Allotment Strategy 2014 – 2024 gave rise to extensive consultations with plot holders to produce the report and accompanying actions.
- 5.4 The Open Spaces Strategy remains one of the most successful consultations attracting over 3500 responses. The document was able to capture the key challenges facing the allotment service within the context of the wider City Parks priorities.
- 5.5 It is anticipated that further consultations will be undertaken with Site Reps, people on the waiting list and plot holders in the coming 6-12 months to ratify the findings and development of the Allotment Strategy. Following on from this work, it is anticipated that an Equality Impact Assessment would also be carried out to ensure accessibility to all of the benefits of allotments and growing projects for the most vulnerable people in the community.

6. Conclusion

- 6.1 The progression of the Allotment Strategy, Open Spaces Strategy, the Notice of Motion and the business case commissioned by BHAF are all contributing to moving the service forward in the right direction. The appointment of an additional Project Officer dedicated to the service has been instrumental in improving outputs and building confidence for all of those involved.
- 6.2 Since the November 2020 committee report, the council has progressed 13 of the remaining 24 strategy actions and completed another four. The team has met with BHAF, Site Reps and Associations to build relationships and improve communication. Crucially, regular meeting held approximately every four months will provide an important interface with BHAF and the Site Reps.
- 6.3 The next 6-12 months and delivering the remainder of the Strategy will be important in strengthening the service so that many more people can benefit from the positive attributes associated with growing food.

- 6.4 The need to repair leaks and proactively support plot holders to conserve water will most likely increase in prominence due to climate change policies, water cost and pressure from Southern Water.
- 6.5 The need to continually improve the lettings process will be a priority so that as many residents who desire a plot can do so within a shortened amount of time. Equally it is hoped that the partnership BHAF will continue to improve as all parties can see the tangible improvements being implemented from the ongoing dialogue linked to the Allotment Strategy.

7. Financial implications

- 7.1 There are no direct financial implications arising from the recommendations of this report.
- 7.2 Should a decision be made in the future to repair and upgrade the water systems within allotments, funding will need to be identified and project included within the Capital Programme.

Name of finance officer consulted: John Lack Date consulted: 24/05/2022

8. Legal implications

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

Name of lawyer consulted: Hilary Woodward Date consulted 25/05/2022

9. Equalities implications

- 9.1 A review of the Allotment Strategy and the actions has identified the need to complete an Equalities consultation to better understand the demographics and needs of the allotment plot holders.
- 9.2 A concerted effort has been made to publicise and utilise the three locations where more accessible raised beds are located for those with greater mobility needs.

10. Sustainability implications

- 10.1 Central to the function of allotments is access to water for plants. City Parks has been working with the Estates Team to address the worst water leaks which are known to officers. In 2022, £50,000 was invested in the Weald to tackle the worst leaks. Previously to this, a further £15,000 was used to fix leaks at other sites.
- 10.2 The BHAF Business case appendix 1 sets out a wide range of benefits in terms of reducing carbon emissions, benefits for biodiversity and for climate change management in addition to introducing more sustainable ways of producing food. All of these factors are significant contributors to the councils ambitions to become Carbon Neutral by 2030. Importantly good

onsite composting and organic growing techniques that happen at Allotment Site provide soil enrichment at a time when concerns are growing about the sterilisation of large parts of commercial farmland.

11. Other Implications

Social Value and procurement implications

- 11.1 Procurement for the recent replacement water main at Weald Avenue was through the BHCC-ESCC Planned Maintenance Framework and jointly funded via the Corporate PMB and s106 funding. Tenders were assessed on a 90% cost / 10% Social Value basis, with the successful contractor donating funds to a local children's centre for IT equipment, as part of their Social Value commitment.
- 11.2 The BHAF Business Case in Appendix 1 sets out a wide range of social value benefits delivered through the provision of Allotments in the city. This is particularly relevant in the current economic climate having the potential to make a significant contribution to reducing food poverty and increasing social inclusion promoting volunteering and community based activities.

Public health implications:

- 11.3 The BHAF business case in appendix 1 reports highlights the multitude of health benefits for plot holders. As mentioned earlier in the report, the development of the service to its full potential will assist both existing and future plot holder in assisting their wellbeing.

Supporting Documentation

1. Appendices

- 1. Outline Business Case for Allotments in Brighton & Hove
- 2. Remaining actions of the Allotment Strategy

2. Background documents

- 1. [Brighton & Hove Allotment Strategy](#)
- 2. [Open Spaces Strategy](#)
- 3. [Open Spaces Strategy Update](#) to Environment, Transport & Sustainability Committee on 24 November 2020 (item 39)
- 4. [Allotments: Response to Notice of Motion](#) to Environment, Transport & Sustainability Committee on 18 January 2022 (item 75)



Brighton & Hove Allotment Federation

www.bhaf.org.uk

An Outline Business Case for Allotments in Brighton & Hove

Authors - Jim Mayor & Santiago Ripoll December 2021.

Context

This study was commissioned and funded by the Brighton and Hove Allotment Federation (BHAF) to examine and quantify the benefits of the allotment estate to the city's residents and to Brighton & Hove City Council (BHCC) as the landlord. BHAF has long been aware of the importance of allotments across a wide range of indicators of mental and physical wellbeing as well as of the environmental significance of allotments to bio-diversity. BHCC also acknowledges that allotments bring wider benefits, both to allotment holders and the city.¹ But a clear and methodologically robust case showing these benefits in value for money terms was lacking. This study fills that gap.

The report that follows summarises our work. It tests the hypothesis that a comprehensive assessment of value, incorporating the strategic and financial impacts of these wider benefits, would show that allotments are a net contributor to the city's finances.

We would like to thank Caroline Cerny (Obesity Health Alliance), and Beth Nicholls and Dave Goulson (University of Sussex) for offering advice to support our work.

Headline Findings

Our findings suggest that allotments make significant - if currently unrecorded - contributions towards the council's ability to deliver a number of the core commitments in the 2020-23 plan, whilst a conservative financial valuation of just a selection of these wider impacts shows that each plot benefits the city by at least £166.84 p/a (excluding the value of food produced). Overall, the council's existing allotment provision benefits the city - including wider council departments - by a minimum of £385,567 each year, alongside food worth an estimated £1.12m.

Challenges associated with the wider consideration of allotment benefits, and how this study seeks to help.

Whilst important, accommodating wider allotment benefits in a Business Case is not particularly straightforward. Although significant numbers of studies have been undertaken to evaluate benefits at individual and thematic levels, we were unable to

¹ Committee reports relating to allotments generally acknowledge sustainability and equalities benefits, for example.

find a comprehensive summary that incorporated all those benefits in one place. The available studies range in scale, scope and suitability to inform decision-making. Whilst Birmingham City Council is notable for having undertaken an in-depth evaluation of the benefits their Parks and Open Spaces provide, perhaps the majority of Local Authorities do not have the resource to pursue similar undertakings.

With the caveat that the comprehensiveness of our initial study has been constrained by both resource and availability of suitable data, in testing our hypothesis we have started the process of redressing these challenges.

The remainder of this report summarises our methodology and findings in more detail.

Stage 1 - Developing an outline Strategic Case for allotments

We undertook a literature review of existing research into benefits provided by allotments and, for ease of reference, arranged these into a framework based on Kate Raworth's Doughnut Economic model (which incorporates social and environmental economic themes). Having also incorporated relevant findings from the Brighton & Hove Allotment Strategy, we then cross-referenced the list of benefits with the council's 2020-23 Plan (and where possible within scope Departmental Plans) to identify the strategic objectives allotments can help deliver at city level.

This process suggests that allotments are particularly important in helping the council achieve its commitments to:

- Become Carbon Neutral by 2030
- Increase healthy life expectancy & reduce health inequalities
- Promote & Protect Biodiversity
- Reduce, Re-Use & Recycle, and
- Transition to a Sustainable Economy

And also contribute, or have potential to contribute towards

- A resilient, integrated water environment
- (Become) A Sustainable City
- Address the impact of poverty
- (Support) Aging Well
- Build Community Wealth
- Improve Access for Disabled People
- Increase Participation in Civic & Community Life
- Identify ways we can increase support for those struggling to afford the cost of housing
- Remain a proud City of Sanctuary

A full list of benefits and their primary associated strategic links is provided as appendix 1.

Stage 2 - Developing an initial Financial Case for allotments

We then applied the MoSCoW² prioritisation method to identify a suitable selection of benefits that would form the basis of the initial financial evaluation required to test our hypothesis.

Key considerations when choosing benefits were relevance to council priorities and suitability of associated research data (larger scale quantitative studies which compared allotment holders with controls were selected over qualitative studies of small samples etc). We also attempted to select a similar number of benefits from each of three benefit themes - Food, Environment and Health.

We then attached indicative financial values to the benefits by matching the best available research data with the most suitable and applicable financial data associated with each benefit identifiable within the limited time available to undertake our initial review.

Whilst we feel it is important to properly acknowledge the financial value allotments contribute to the city, it should be noted that our initial calculations are as conservative as possible within reason, given that:

- a) even the best sources of existing benefit research are of limited scale and applicability to financial valuation,
- b) our initial objective was to gather sufficient evidence to test our hypothesis (i.e. that allotments provide the council / city with currently unrecorded financial benefits that outweigh the CityParks Department's operating deficit),
- c) a number of valuations through necessity rely on assumptions, and
- d) we are aware of the need for the initial work to be viewed as credible by decision makers.

Our headline findings, arranged by theme, suggest that in total, the overall allotment provision in the city (assuming 2311 full size let plots) can be expected to:

Food

- Provide 481 tonnes of produce, with a value of £1.12 million
- Save the local authority from having to process over 878,000 items / 16.8 tonnes of plastic packaging and 62 tonnes of food-waste, which would otherwise cost £14,500 to dispose of.
- Reduce the city's food related carbon footprint by 1050 tonnes, at a financial value of £257,234
- Enable a water footprint saving from the 8,167 Kilolitres of water that would have been required to grow and process the equivalent produce commercially.

² (MoSCoW effectively prioritises potential features of an initial iteration by those that are Must haves, Should ideally haves (if time allows), Could haves (if time allows) and Won't haves just yet)

Environment

- Support between 4 and 54 times more bees and pollinators than other types of council managed land.
- Provide £0.54m worth of food directly attributable to allotment pollinators (included in the overall £1.12m valuation figure in the 'Food' note).
- Have a minimum token Biodiversity value of £6,934 and Storm Water Regulation value of £9,966
- Have soil that stores 578 more tonnes of carbon than grassland, with a value of £519,483

Health

- Reduce levels of self-reported stress, depression and loneliness. If access to allotments prevents just one person from suffering a Stress, Depression or Loneliness related illness, the service has potential to save local health providers and the wider economy £3408, £13,211 and £9,900 respectively
- Reduce obesity related hospital costs by £5613 p/a
- Reduce health inequalities (as health benefits are particularly impactful amongst people who are from deprived areas, unemployed, disabled and / or older).

Summary of initial valuations per plot

Dividing the figures above across 2311 plots indicates each allotment let by the council has potential to contribute a minimum of £651.34 (including) or £166.84 (excluding) food to the local economy. (Note that the total value of soil sequestered carbon has been divided over an assumed 8-year assessment period - a shorter assessment period would lead to the value attributed this benefit increasing).

Area	Benefit	Annual £Value/Plot
Food	1. Non-Pollinator Dependent Food Production	£249.33
Food	2. Reduced Waste Processing	£6.22
Food	3. Food Related Carbon Saving	£111.31
Food	4. Water use reduction (3.534 Kilolitre/plot)	
Environment	5. Pollinator Dependent Food	£235.17
Environment	6. Baseline Biodiversity	£3
Environment	7. Storm-water Regulation	£4.31
Environment	8. Carbon Sequestration	£28.10
Health	9. Reduction in BMI related hospital fees	£2.43
Health	10. Reduced Stress related Healthcare costs	£1.47
Health	11. Reduced Depression related Healthcare costs	£5.72
Health	12. Reduced Loneliness related Healthcare costs	£4.28
Total Saving		£651.34
Total Saving (Excluding Value of Food)		£166.84

A closer review of each benefit and its importance to Brighton & Hove City Council

The final part of this note looks at each benefit selected for financial evaluation in more detail, summarising our evaluation methodology, why we feel each benefit is worthy of inclusion in future council evaluations of the allotment service, and where relevant how we would suggest refining the initial financial values we have applied. Where values are provided, they refer to estimated totals across all current sites in the city.

Our sources for each benefit are attached as Appendix 2.

Where relevant the following calculations assume BHCC's allotment provision to be 2311 full plots across 81.62Ha³.

Food Benefit 1 - Locally Grown Food

Applying the findings of a detailed study of fruit and vegetables produced across 64 allotment plots in Leicester (Edmondson et al 2020) suggests that the 2311 plots in Brighton & Hove could conservatively⁴ be expected to produce a total of 358 tonnes of fruit and vegetables, and 124 tonnes of potatoes each year.

By pricing the equivalent vegetables at Asda, the annual expected produce grown on Brighton & Hove allotments can be given an indicative value of £1.12 million.

***Why is this important for BHCC?** At a high level, increased local food production mitigates growing concerns around national food security. At a local level, allotments enable people to access good quality, organic food that they may otherwise be unable to afford. For example, research undertaken to inform the Brighton & Hove Allotment Strategy found that 'In comparisons across the employment groups it appears that unemployed people perceived greater benefits than employed people in particular for accessing healthy food...(and)...saving money'.*

Access to self-grown good quality food therefore contributes directly towards the council's commitment to 'identify ways we can increase support for those struggling to afford the cost of housing' - money saved on food can help people divert finite available resource to other necessities.

How our initial financial values could be refined.

To test the findings of, and overcome the identified issues with some foods being excluded from consideration in the Edmondson et al study, a citizen science project

³ As there does not appear to be published data on the area of Brighton & Hove's allotment space in Ha (or a breakdown of BHCC's plots by size), an estimated Ha of 81.62 is calculated by dividing Birmingham's allotment space in Ha (259) by plots (7333) then applying the resulting figure to an assumed local plot provision of 2311 full sized plots.

⁴ "The mapping period in Leicester spanned July – September and so bare cultivated soil, where a crop had recently been harvested, was also frequent (58% of plots) and covered nearly 10% of the total cultivated area of the plots, so it is likely that production of some early maturing crops such as spring onions, lettuces and early potatoes, together with some over-wintering crops like purple sprouting broccoli and winter cabbage may have been underestimated as a result" Edmondson et al 2020.

could be undertaken to assess food production over a number of local plots over a full year. The simplest way to undertake this work may be to measure space allocated to plots each month, and convert this into a productivity assumption based on the yield/m² data provided by Edmondson et al where available, supplemented with locally developed equivalents where not.

Food Benefit 2 - Saved Packaging

Comparing the estimated volume of allotment grown food with equivalents purchased from a supermarket also highlighted an expected packaging saving resulting from growing food locally. Overall, had the allotment produce been purchased at the supermarket, it would have required over 1m plastic bags, wrappers and punnets.

Based on weights provided for each packaging / produce type provided by Frankowska et al (2019), this equates to approximately 16.8 tonnes of plastic waste for the local authority to process (along with almost 10 tonnes of cardboard for the retailer to dispose of).

We estimate that the reduction saves the council approximately £3,050 per year in operational costs.

Why is this important for BHCC? Reducing packaging waste contributes directly to the council's aspirations for sustainability (Reduce, Re-Use and Recycle), and produces a direct operational saving by reducing the volume of waste that would otherwise need to be disposed of. (The carbon saving of the packaging is included in the following section, GWP saving).

How our initial financial values could be refined. The Council's Municipal Waste Management Strategy Summary and Action Plan states that the additional cost of waste disposal over recycling / tonne at 2020/21 prices was £107 for Landfill Disposal and £48 for Energy Recovery (at Newhaven). Unfortunately, the document does not appear to provide the comparative baseline cost for recycling a tonne of waste. It was not possible to find details of the PFI contract, or more detailed information from ESCC in the time available to the project, so a baseline figure of £155/tonne has been adopted from the ESCC waste strategy which states that the 'The average East Sussex household still creates around 995kg (almost a tonne) of waste and recycling each year... The cost of dealing with this is around £155 per household per year (as of 2013/14)'. This baseline figure has been updated to £181.66 to reflect 2020 values using the Bank of England Inflation Calculator tool. BHCC would have access to the current costs of dealing with waste, and could apply these in place of the East Sussex derived figure.

Food Benefit 3 - Global Warming Potential (GWP) Saving

Global Warming Potential is a mechanism that converts the heat absorbed by various greenhouse gases to the equivalent mass of carbon dioxide.

Studies by Frankowska et al (2019) set out the GWP for various commercially grown fruits and vegetables throughout their lifecycle⁵.

⁵ The figure Frankowska et al provide for each fruit / vegetable is broken down into its (Commercial) Production, Storage, Processing, Packaging, Transport, Retail, Household and Waste lifecycle stages. Our calculation excludes the proportion of energy used within the home due to cooking etc. as this is unlikely to differ between allotment and commercially grown foods.

By multiplying the anticipated volume and type of allotment grown food by the GWP of the equivalent product grown commercially within the UK and purchased fresh (rather than processed) from a supermarket, we calculate the equivalent Co2 saving of allotment grown food as being equivalent to 1050 Tonnes of Co2 each year.

The financial value of this saving, based on the Government's central carbon value of £245/tCO₂e figure, is £257,234.

Why is this important for BHCC? *By reducing the carbon footprint of the city's overall food consumption, allotment holders contribute towards the council's aspiration to become a carbon neutral city by 2030.*

Food Benefit 4 - Water Footprint Saving

The Frankowska et al (2019) studies also identify the water footprints of the various commercially grown fruit and vegetables through their lifecycles. Using a similar methodology to that used to calculate GWP savings (again excluding the % of water footprint that occurs during the 'Household' stage), we can calculate that producing the equivalent volume and type of fruit and vegetables commercially would require 8168 Kilolitres of water.

Why is this important for BHCC? *Reducing the city's water footprint contributes towards the council's City Plan commitments to 'facilitate change to a resilient, integrated water plan' and 'reduce, re-use and recycle'.*

How our initial financial values could be refined. Whilst we do not currently have access to comparable annual water use across Brighton & Hove's allotments, or the price BHCC is charged for water use, it is likely that the production of food on allotments represents a significant reduction on the city's water consumption - even if water used in commercially produced food occurs beyond the city's boundaries. BHCC would be able to place a financial value on this saving by comparing the volume of water used at allotments with the equivalent associated with commercial production, and applying its commercial water rate to the balance.

Food Benefit 5 - (Non-Packaging) Operational Food Waste Saving

The operational food waste processing saving offered by the allotment grown food is a little harder to estimate precisely, but if it is accepted that allotment holders are less likely to throw unused fruit and vegetables in the bin than people who buy the equivalent produce (it is easier to compost unwanted food at the allotment, and allotment holders are more likely to be in the habit of / have the means for composting) the following reasonable conservative estimate can be made.

The Frankowska et al (2019) studies give a proportion of each type of fruit and vegetable typically discarded as household waste. Wrap (2012) categorise the reasons for fruit and vegetables being discarded as avoidable (just over 50%), possibly avoidable (35.5%) or unavoidable, and show that 83% of all household fruit and vegetable waste is left for the Local Authority to deal with.

The Frankowska data enables us to estimate that 150 tonnes of the allotment grown food would ordinarily be discarded by the household, and the WRAP data suggests that the Local Authority would normally be expected to deal with 83% of this household waste. If we assume that allotment holders are unlikely to throw avoidable, but just as

likely to throw unavoidable or possibly avoidable fruit and vegetables waste in the bin for Local Authority collection, we can estimate that allotment grown food creates 62 less tonnes of refuse for the council to deal with each year than would be the case had it been commercially produced.

We estimate that the reduction saves the council approximately £11,500 per year in operational costs.

Why is this important for BHCC? Along with the reduced volume of discarded packaging, locally grown food can be expected to provide an operational saving for the council as less waste needs processing.

How our initial financial values could be refined. See Benefit 2

Environment Benefit 1 - Bees and Pollinators

We have focussed our initial review of Biodiversity benefits of allotments on Bees and Pollinators.

Baldock et al (2019) found that "Mean bee abundances were between 4 and 52 times higher in allotments and gardens than in other (council owned urban) land uses".

Whilst renowned bee expert Dave Goulson wasn't aware of any work that estimated the financial value allotments provide by supporting elevated pollinator populations, a study he co-authored with Nicholls et al (2020) evaluated the financial value of the insect-pollinated crops coming from Brighton & Hove allotments and home growers. Beth Nicholls kindly shared her methodology, which, when applied to our calculations on estimated food production, suggests that pollinators are directly responsible for producing £.58m of the produce currently grown on Brighton & Hove's allotments.

Why is this important for BHCC? The council's City Plan incorporates a strong commitment to 'promoting and protecting biodiversity'. Locally food grown means the city is less reliant on "current agricultural practices, particularly those associated with large-scale, industrial farming systems, (which) are in fact one of the biggest drivers of environmental damage globally, resulting in massive loss of biodiversity" (Nicholls et al (2020)).

Baldock et al (2019) recommend that one of the primary ways in which Local Authorities can 'improve conditions for pollinators in urban areas' is to "increase the quantity of land favourable to pollinators by converting currently unfavourable land to better quality land uses (e.g., converting parks into allotments)"

Environment Benefit 2 - General Biodiversity

In 2019 Birmingham City Council completed an economic assessment to identify the 'true value of Birmingham's parks and greenspaces'.

Whilst the study only considered the financial value of allotments in terms of the food they produced, other types of council managed land were evaluated on a broader basis, which included a monetised biodiversity value. By applying the financial value / hectare attributed to the least valuable type of land in the Birmingham study (grassland), we can estimate that Brighton & Hove's allotments have a minimum biodiversity value of £6,934.

However, as the previous section on bees and pollinators indicates, the actual biodiversity value of allotment space is likely to be significantly greater than that of grassland.

Why is this important for BHCC? Although we recommend further work be undertaken to evaluate the true biodiversity value of allotment land, we have included this initial nominal figure as a reminder of the role allotments can play in supporting the council's commitment to 'promoting and protecting biodiversity'.

How our initial financial values could be refined. Whilst toolkits for financial evaluations of biodiversity exist, we did not find evidence of their use in an allotment or city park (the typology where quantitative comparison of allotment biodiversity is available) context. However, a future citizen science project focussed on Brighton & Hove's allotments could fill this knowledge gap, bringing local and national benefits.

Environment Benefit 3 - Storm Water Mitigation

Adopting the Biodiversity calculation method to Storm Water Mitigation enables a minimal annual value of £9,966 to be applied to Brighton & Hove's allotment sites. Again, the calculation assumes the value of allotment space is equal to the lowest £/Ha land type of land (grassland) identified in the Birmingham study, and as such is likely underestimated.

Why is this important for BHCC? Although likely to be underestimated in £value, we have included this initial nominal figure as a reminder of the role allotments can play in supporting the council's commitment to 'a resilient, integrated water environment'.

How our initial financial values could be refined. Whilst it is unlikely that the time and cost associated with undertaking a detailed assessment of the precise Water Regulation value that allotments bring to the city would render such an undertaking worthwhile, BHCC (or an external expert) is likely to be aware of whether the current grassland comparison is appropriate, or whether one of the other land typologies in the Birmingham study (or a more relevant local source) would provide a more suitable metric for evaluating this benefit.

Environment Benefit 4 - Soil Carbon Storage

The final part of our study to draw on Birmingham's methodology is a calculation of the Global Climate Regulation benefits provided by allotments. However, in this instance, rather than applying the lowest value Birmingham land type value to Brighton and Hove's allotment space, we can draw on the findings of Edmondson et al (2014), who found that as well as being 'significantly healthier' when "compared to local arable fields", allotment soil's carbon storage "properties compare favourably to those found in semi-natural habitats. For example, when compared to English lowland woodland soils and grasslands of neutral pH, SOC storage was c. 1 kg m⁻² greater"

This equates to 578 tonnes of additional sequestered carbon, with a value of £519,484.

Why is this important for BHCC? *As well as the carbon benefits of locally grown food (outlined in the 'Food' section), allotment soil is especially beneficial in storing carbon, supporting the council's aspiration to become a carbon neutral city by 2030.*

How our initial financial values could be refined. Our annual value per plot calculation assumes (and so divides the overall value of sequestered carbon by) an 8-year assessment period to demonstrate the contribution existing - and potentially additional - plots can make in helping the council achieve its commitment to become carbon neutral by 2030. This evaluation time scale could be increased or decreased to fit alternative assessment periods as required.

Health Benefit 1 - Reduced BMI

Public Health England data states that 49.3% of the city's 18+ population is classified as overweight or obese, whilst the NHS Obesity Related Hospital Admissions Dashboard recorded 2205 obesity related hospital admissions in Brighton & Hove in 2019-20 (excluding admissions for bariatric surgery).

Whilst testing wider health benefits of allotments, Wood et al (2015) found that the BMI of allotment holders aged 50 and above was significantly lower (an average of 25.5 kgm²) relative to a non-gardener control group (who averaged 27kgm²).

O'Halloran et al (2020) provide data on the impact BMI has on reducing the need for, and cost of hospital visits.

If we assume the majority of allotments in the city are only worked by one person (likely a very significant under-estimate), then the current allotment provision of 2311 plots would serve approximately 1% of the city population (290,395 in 2017 according to the council's 2020-23 plan). Applying that 1% to the 2205 obesity related hospital admissions recorded in the city enables us to make a conservative estimation that 22 of those obesity related admissions could be expected to be allotment holders. If we assume these 22 allotment holders are split equally between males and females, applying the 1.5 BMI reduction in the Wood study to the relevant hospital admissions costs provided by O'Halloran et al (adjusted for inflation using the Bank of England Inflation Calculator) enables us to anticipate that allotments enable hospital admission obesity related savings of at least £5613 p/a.

Why is this important for BHCC? *In Brighton and Hove alone, the NHS spends close to £80 million. per year tackling diet-related diseases, and 30% of children aged 10–11 are obese (BHFP 2018). (Nicholls et al 2020)*

How our initial financial values could be refined. Whilst numerous sources link allotments to reduced BMI, the Wood et al study offered the best existing quantitative measurement of impact on which to base an initial estimate of financial value. However, as testing impact of allotments on obesity was not the primary focus of the Wood study (and so did not test for causation rather than association etc), results need to be treated with some caution. A dedicated citizen science study - perhaps comparing BMIs of volunteers on the waiting list with new allotment holders over the course of a year - could provide more robust data to inform better local and national decision making.

Our working assumption that 1% of the population benefit through access to an allotment is also undoubtedly underestimated - a survey of allotment holders could

better ascertain the numbers of people working each plot directly, and also benefiting indirectly.

In addition, the scope of our initial study meant that we limited our assessment of financial benefit to reduced costs of hospital admissions. Given BHConnected identified the localised costs of obesity to the NHS as being £78.1m p/a in 2013, this initial metric is evidently just a fraction of the real cost of obesity in the city.

Health Benefit 2 - Decreased Stress & Anxiety

27.1% of the population surveyed in Brighton and Hove reported having high anxiety. The estimated prevalence of Common Mental Health Disorders (depression, anxiety, panic disorder, obsessive compulsive disorder, phobias and post-traumatic stress disorders) at the Brighton Clinical Commissioning Group is 19% (PHE Public Health Outcomes).

Hawkins et al (2013) found allotment gardeners had significantly lower stress levels than a control group who took part in indoor exercise classes, and lower stress levels than controls engaged in other outdoor activities associated with stress relief (walking and home gardening).

The reported stress reduction impact was even higher amongst allotment gardeners from areas with higher levels of deprivation. (Notably, research undertaken to inform the Brighton and Hove allotment survey showed a high proportion of allotment holders in the city (43%) had a household income of less than £15,000 a year; a figure below the minimum living wage. 38% of respondents were either unemployed (11%), retired (10%) or partially employed (17%). Unemployed respondents rated their health as the poorest of all employment groups, but rated the importance of allotments as being an important factor in their health and happiness especially highly).

Savings due to reduced anxiety and stress due to allotment gardening are likely to decrease demands on the NHS. According to the King's Fund the average health service costs to support someone with stress for people in treatment or where their condition is recognised is £1,580 (in 2020 prices). If we including lost employment costs, this brings the total to £3,408.19 per person (in 2020 prices) (Kingsfund 2008).

Why is this important for BHCC?

Stress and anxiety reduction through the promotion of allotment gardening contributes to the council's commitment to "work to prevent mental health problems and to identify and treat them as early as possible", which in turn contributes to the 2020-23 Plan commitment to 'increase healthy life expectancy and reduce health inequalities'. Access to allotment gardening means people are less likely to require care or medical attention related to stress and anxiety, and allotments provide a great asset for the council and mental health charities to utilise for social prescription. The higher stress-relieving impacts of allotment gardening on lower income, disabled or unemployed people also highlight the potential for addressing and reducing health inequalities.

How our initial financial values could be refined. Whilst existing data supports the benefit of allotments on reducing stress, and the impact stress has on local health resources, it was not possible to ascertain the direct relationship between the two within the scope of our study. Therefore, our initial evaluation assumes just one allotment holder a year avoids a stress related illness due to their access to an allotment. This assumption could be tested and refined through a dedicated piece of research (including consideration of the extent of decreases in stress and anxiety required to

reach particular thresholds in negating the need for, or reducing the extent of, associated health provider support), which would bring local and national benefits.

Health Benefit 3 - Improved mood and reduced depression

Brighton and Hove has one of the highest prevalence rates of depression in the country. 11.7 percent of adults in Brighton and Hove were on GP registers for depression 2019/2020.

Although further investigation is needed, there is robust evidence of significant reductions in depression attributed to allotment gardening. Wood et al found that allotment gardeners had a better self-esteem, reduced mood disturbance and fewer breaks in normal psychological functioning than non-gardeners.

This study is also interesting because it shows that improvements in mood have a similar magnitude regardless whether participants had been allotment gardening for long term periods or only for a short time. This means that the mood related benefits from allotments are gained even in sporadic interactions or short sessions of gardening in allotments.

It is expected that improvements in depression prevalence will lead to saved costs to NHS and council services. The average service costs per person in a year are £2,958 (2020 prices), whilst the average cost of lost employment to depression was £13,211 (2020 prices) (King's Fund 2008).

Why is this important for BHCC? *The role allotments play in reducing depression contributes towards the council's commitment to 'increase healthy life expectancy and reduce health inequalities', reduces strain on local health providers and benefits local economy.*

How our initial financial values could be refined. As with our stress value, it was not possible to ascertain the direct relationship between the beneficial impacts of allotments on levels of depression, and the extent of impact on local health providers within the scope of our study. Therefore, our initial evaluation assumes just one person a year avoids a depression related illness due to allotments. Testing and refining the assumption through a dedicated piece of research, considering the need to establishing a clearer understanding of linkages between allotment related benefits and the thresholds and types of depression, and the mental health and care services impacted, would bring local and national benefits.

Health Benefit 4 - Decreased Social Isolation/Loneliness

The latest research by the ONS shows that loneliness impacts 7.61 % of adults in Brighton & Hove.

The beneficial role allotments can play in helping reduce loneliness and social isolation are well established, as evidenced by the National Lottery Community Fund supporting projects such as 'Growing Well'.

Wood et al (2015) found that 'the opportunities for social interaction offered by allotment gardening might be particularly important as the development of

relationships promotes social capital. Social capital increases life expectancy, while a lack of social capital embodied by loneliness has the equivalent risk to health as consuming 15 cigarettes daily and is twice as harmful as obesity' (Wood et al 2015: e341).

The positive impact allotments play in combating loneliness is most evident in the case of older allotment gardeners. Gardeners over 62 years old would be significantly less likely to feel lonely than neighbours of their age who did not have an allotment (Van der Berg 2010).

Research undertaken to inform the current Brighton and Hove allotment strategy showed that 75.7% of local plot holders agreed or strongly agreed that allotments were good places to socialise with people of different ages and backgrounds, 100% of respondents felt their allotment site was a friendly place and 72.1% felt they belonged to a community on their site (allotment strategy).

If access to an allotment only prevented one plot-holder from suffering severe loneliness that would reduce the impact of loneliness in terms of wellbeing, health and productivity of approximately £9,900 a year (Peytrignet et al 2020).

Why is this important for BHCC? Reducing social isolation, and so the negative mental and physical health impacts of loneliness, enables allotments to contribute towards the council's commitment to 'increase healthy life expectancy'. As older people are more likely to be impacted by loneliness, and most likely to feel the positive impacts of socialisation, allotments also support the 'ageing well' commitment.

Reducing levels of loneliness impacts positively on demands for finite council and healthcare partner resources in the city, and the local economy.

How our initial financial values could be refined. Despite toolkits existing for evaluating financial impacts of, and dedicated projects securing national funding to tackle, loneliness, we were not able to undertake a detailed assessment of the full financial value allotments contribute locally within the scope of our study. Therefore, we have again erred on the side of caution in our initial evaluation, assuming local allotments only prevent one person a year from requiring loneliness related support.

A dedicated piece of work, likely incorporating gathering of more detailed local user data, could provide a more detailed local value, and likely form a useful contribution to the national knowledge base.

Authors

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CONCLUDING COMMENTS FROM THE BRIGHTON AND HOVE ALLOTMENTS FEDERATION (BHAF)

Why is a fuller consideration of the value of allotments important?

BHAF commissioned this study from two local experts in evaluation methodologies for estimating monetary value of public infrastructure. The aim of this study was to contribute to a clearer understanding of the social and monetary value of BHCC's allotments estate in the three domains of food, environment and health benefits. It has established that even on conservative assumptions allotments make a significant contribution to the city's finances. It also shows where allotments are contributing positively to progress in achieving many of the Council's corporate objectives. However, the majority of these benefits do not appear to have been recorded, leading to allotments being undervalued as a public resource.

The study has important implications for the way in which these kinds of benefits which cut across departmental and organisational budgets can get omitted in standard forms of accounting. BHAF recognises that amidst ever increasing budget pressures, Local Authorities must make difficult decisions on how to ensure available resources achieve best value for money. The Council's CityParks Department may well be subsidising the allotment service. But this study shows that it is subsidising other internal departments and external agencies that benefit financially and strategically from the benefits allotments unlock. We hope, therefore, that this work will stimulate further thinking among the key stakeholders about how to assess the value of allotments and reflect this in future financing.

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BHAF Chairman Mark Carroll

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Appendix 1 - Allotment Benefits arranged by Theme and link to BHCC Objectives

Subcategory	Benefit	BHCC Objective
Social Economic Foundations		
Social Economic Theme - Health		
General Health	Better Perceived General Health	Increase healthy life expectancy & reduce health inequalities
	Reduced GP Consultations	
	Self-Reported Chronic illnesses	
	Reduced Acute Health Complaints	
Mental Wellbeing	Reducing behavioural issues	Increase healthy life expectancy & reduce health inequalities
	Stress reduction	
	Improved happiness / mood	
	Enhanced Self Esteem / Reduced Depression	
	Improved mental health (general)	
	Sense of identify and purpose / belonging	
	Tackling Loneliness	
	Improved sense of body image	
	Improved vigour / reduced fatigue	
	Exposure to benefits of being in nature	
	Healthy Aging	
General prevention		
Sense of purpose		
Physical health benefits		
Improved Independence		
Reduced Falls		
Dementia Care / Reducing Cognitive Decline		
Physical Wellbeing	Self-Rated Physical Health	Increase healthy life expectancy & reduce health inequalities
	Reduced Obesity	
	Enhanced Physical Activity	
	Reduced Physical Constraints	
Environmental	Particulate pollution reduction	Increase healthy life expectancy & reduce health inequalities
	Noise pollution reduction	
Social Economic Theme - Food		
Redressing Inequality	Access to Healthier food	Increase healthy life expectancy & reduce health inequalities
	Potential to help tackle food poverty	
Healthier Diet	Access to organic food	
	Access to Healthier Food	
Social Economic Theme - Income		
Food	Saves on £cost of food	We will identify ways we can increase support for those struggling to afford the cost of housing
Social Economic Theme - Resilience		
Community	Provides a sense of community	Increase Participation in Civic & Community Life
	Provides volunteering opportunities	
National	Enhanced Food Security	Transition to a Sustainable Economy
Operational	Reduces cost of managing food waste	Reduce, Re-Use & Recycle

	Land management shared by community	Transition to a Sustainable Economy
	Re-use of waste materials (wood chippings etc)	Reduce, Re-Use & Recycle
Social Economic Theme - Jobs		
Jobs	Opportunity for Vocational Development	Build Community Wealth
Social Economic Theme - Social Equity		
Local	Strengthens bond between fathers and children	Address the impact of poverty
	Increased benefits for disabled people	Improve Access for Disabled People
	Increased benefits for unemployed people	Address the impact of poverty
	Reduced inequity related health impacts	Increase healthy life expectancy & reduce health inequalities
	Some groups less likely to access benefits associated with green spaces	Increase participation in community life
	Can support health and wellbeing of refugees	Remain a proud City of Sanctuary
	Redresses numbers of people with no access to gardens	Create and Improve Public Spaces
Global	Redresses Social Injustice	Transition to a Sustainable Economy
Social Economic Theme - Gender Equality		
Local	Increased benefits for women	Increase participation in community life
Ecological Ceilings Economic Foundations		
Ecological Ceilings - General		
Awareness	Increased Environmental Awareness	Become Carbon Neutral by 2030
Ecological Ceilings Theme - Climate Change		
Local	Urban Heat Island Mitigation	A Sustainable City
	Storm Water Regulation	
Carbon	Reduced Greenhouse Gas Emissions associated with commercial food production	Become Carbon Neutral by 2030
	Enhanced Soil Carbon Storage	
Ecological Ceilings Theme - Nitrogen Cycle		
Healthier Diet	Reduced fertiliser impact of commercially grown food	Transition to a Sustainable Economy
Ecological Ceilings Theme - Chemical Pollution		
Local	Reduced Environmental impact of food packaging	Reduce, Re-Use & Recycle
Ecological Ceilings Theme - Biodiversity Loss		
General	Reduces Biodiversity impact of commercially produced food	Promote & Protect Biodiversity
Habitat Provision	Provides a habitat for Biodiversity	
Pollinators	Supporting Pollinators	
Pesticides	Reduces dependency on food produced with pesticides	

Appendix 2: Benefit Evaluation Sources

Food

- Asda website - accessed 28th Sept 2021
- Bank of England Inflation Calculator
- Brighton & Hove Allotment Strategy
- Brighton & Hove City Council Plan 2020 to 2023
- Brighton & Hove City Council Municipal Waste Management Strategy Summary and Action Plan 2011
- Department for Business, Energy and Industrial Strategy - VALUATION OF ENERGY USE AND GREENHOUSE GAS (GHG) EMISSIONS Supplementary guidance to the HM Treasury Green Book on Appraisal and Evaluation in Central Government - 2021
- Edmondson et al - Feeding a city – Leicester as a case study of the importance of allotments for horticultural production in the UK - 2020
- East Sussex Joint Waste Strategy 2014-25
- Frankowska et al - Life cycle environmental impacts of fruits consumption in the UK - 2019
- Frankowska et al - Life cycle environmental impacts of vegetables consumption in the UK - 2019
- Nicholls et al - The contribution of small-scale food production in urban areas to the sustainable development goals: a review and case study - 2020
- Waitrose website - accessed 28th Sept 2021
- WRAP - Household Food and Drink Waste in the United Kingdom 2012

Environment

- Baldock et al - A systems approach reveals urban pollinator hotspots and conservation opportunities - 2019
- Bank of England Inflation Calculator
- Birmingham Health Economic Assessment & Natural Capital Accounts - Revealing the True Value of Council-managed Parks and Green Estate (2019)
- Brighton & Hove City Council Plan 2020 to 2023
- Carey et al - Countryside Survey: UK Results from 2007. NERC/Centre for Ecology & Hydrology - 2008
- Edmondson et al - Feeding a city – Leicester as a case study of the importance of allotments for horticultural production in the UK - 2020
- Edmondson et al - Urban cultivation in allotments maintains soil qualities adversely affected by conventional agriculture - 2014
- Nicholls et al - The contribution of small-scale food production in urban areas to the sustainable development goals: a review and case study - 2020

Health

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- Brighton & Hove Allotment Strategy
- BHConnected ([https://www.bhconnected.org.uk/sites/bhconnected/files/jsna/jsna-7.3.2-Healthy-weight-\(adults-&-older-people\)1.pdf](https://www.bhconnected.org.uk/sites/bhconnected/files/jsna/jsna-7.3.2-Healthy-weight-(adults-&-older-people)1.pdf))
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- NICE - Indicator Development Programme (QOF). Depression and Anxiety Disorder - National Institute for Health and Career Excellence - 2015.
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- Office of National Statistics - Mapping loneliness during the coronavirus pandemic - 2021.
- Public Health Outcomes Framework - Public Health England
- van den Berg et al - Allotment gardening and health: a comparative survey among allotment gardeners and their neighbours without an allotment - 2010
- Wood et al - A case – control study of the health and well-being benefits of allotment gardening - 2015

Appendix 2: Remaining actions from the Allotment Strategy

ACTION	STATUS
1a. Allotment provision for both the population as a whole and for vulnerable groups, to be regarded as an effective intervention for the prevention of ill health, and evidence of the health benefits cited in the allotment plot holder's survey to be incorporated into the city's Joint Strategic Needs Assessment and decision making about public health.	Partially complete Action requires EIA. No data collected on Colony system; this will change with intro to Orkastrate in May 2022. IT are changing the waiting list sign up form to capture this data.
1b. Analyse the survey findings to demonstrate the health benefits of having an allotment	Complete BHAF completed survey
1c. Work to be undertaken on the Social Return on Investment of the allotment service for the city looking at if participation by certain groups can lead to savings in health / social care costs.	Partially complete Action requires EIA. No data collected on Colony system; this will change with intro to Orkastrate in May 2022. IT are changing the waiting list sign up form to capture this data.
1d. As part of the equalities impact assessment, access to the service to be reviewed to ensure that those that those who most benefit would participate including:	Equality Impact Assessment to be completed to progress this work
1e. Information about allotments to be included on the city's Information Prescription website and include in any future work on social prescribing	Equality Impact Assessment to be completed to progress this work
1f. With 1 in 20 people in Brighton & Hove having a disability (and strong evidence of the benefits of allotments for people with disabilities) more to be done to promote allotments to them via disability support organisations. To include detailed information about the options – easy access, limited mobility, co-working, and community plots. Site Reps and the Allotment Officer to monitor the demand for limited mobility and easy access plots. Limited mobility plots at all sites to be promoted to people on the waiting list who have indicated that they are interested in a limited mobility plot (rather than just the site they are waiting for).	Complete Formal links have been made Possability People. Weald accessibility has four applicants now. BHCC comms team will be promoting accessibility plots via stakeholders.
1g. Greater diversity amongst the plot holder community to be encouraged and barriers to this identified and addressed.	Equalities data not currently available to understand gaps in diversity amongst plot holders
1h. The City Council's public health team to consider if there is scope for public health budgets funding some of the concessions thereby in the long-term moving the subsidy for this concession away from plot holders towards health and wellbeing budgets.	Equality Impact Assessment to be completed to progress this work

ACTION	STATUS
1j. Opportunities for Site Reps to take part in training about accessibility issues (including for example understanding mental health or physical access) could be provided. These courses are often run by the voluntary and community sector and Site Reps could be signposted to them or they could be run for Site Reps as part of an ongoing programme of training. Some courses may be free for others there may be a small charge for which funding would need to be found.	Partially complete All site reps will be signed up as volunteers with BHCC training. City Parks completed two successful training days with site reps. More to be booked in for 2022
1k. Promote opportunities for people on the waiting list to learn about organic growing for example at BHOGG and the Whitehawk Community Food Project, co working opportunities & open days.	Complete BHOGG is doing this. Awaiting a response from Whitehawk community food project.
2a. The <u>Governance: How Allotments are managed</u> section includes reference to work to make the governance structures of allotments more representative of the demographics of plot holders. Site rep elections -Training & Support -Formal processes for complaints, disciplinary. - The Site Rep role to be clarified, supported, and strengthened -Encouraging diversity amongst the site rep community	Partially complete Seeking new site reps at Tenant Down & Lark Hill to carry out elections trial (using online voting portal). Training- All site reps will be signed up as volunteers with BHCC training & First aid training
2b. Site Associations to be encouraged to make formal links with the Allotment Federation, ensuring the Federation's accountability. A sense community to be fostered, with shared ideas and learnings to better improve the allotment community.	Partially complete With reintroduction of the allotment forums every four months there is an opportunity to make formal connections with BHAF.
2c. At least one, and ideally 2-3 sites to pilot self-management (see also <u>Participation and Self-Management</u>) to explore whether this model could be more cost effective.	Incomplete Option was explored with the Weald association but have elected to remain under the council for the time being.
2d. Greater diversity within the site rep community to be encouraged and barriers to this identified and addressed.	Equalities data not currently available to understand gaps in diversity amongst site reps
3a. The Allotment Liaison group will oversee implementation of the allotment strategy and track progress.	Partially complete Handover has been started by Project Officer.
3b. Rules to be clarified and streamlined – with an emphasis on overarching key principles but allowance for: • a degree of site-specific flexibility, as some rules are needed for some sites but not for others	Partially complete Allotment rules will be amended to reflect the community protection notice. No further rule changes have been identified as yet.

ACTION	STATUS
<ul style="list-style-type: none"> • different styles of growing • Enforcement • Three-year review of rules by allotment forum • Different rules for community groups? • A clear delineation between which rules are enforced by the council, and those to be looked after by the Site Reps. A hierarchy of rules to be considered. • The Allotment Rules to be subject to a 3-year review, led by the Allotment Forum (if necessary informed by a working group) to ensure that rules are up to date with current policy and that they are enforceable on a practical level. 	
<p>3c. Site representatives have an important role in helping new plot holders choose appropriate size plots at the letting stage, ensuring that people are aware of the time commitments for different sized plots; and in future facilitating when people choose to upsize or downsize. The Allotments Officer to hold a workshop for site representatives to explain the new processes for both large and small sites.</p>	<p>Partially complete Waiting for graphic team to design plot sizes with info on time, water usage. To be shared with site reps for letting events. April 2022</p>
<p>3d. A clear policy to be developed on what happens to someone's waiting list position if they refuse a plot they are offered; or if they don't show up.</p>	<p>Partially complete Site reps at training said three strikes and out. Will need to update the website to reflect this information</p>
<p>4a. Plot turnover efficiency to be improved, to reduce the number of vacant plots, how long plots are vacant and increase income. This can be achieved through: -support for site reps. (see Appendix</p>	<p>Partially complete With the introduction of Orkastrate in May 2022 site reps will have access to vacant plots, plot under notice, be able to update a plot's status via Orkastrate. This will increase visibility. New plot holders will be given graphics on plot sizes, hours required etc. This should promote new plot holders selecting plot that's right for them.</p>
<p>5: Recommendations on the role of Site Reps – further detail) -enforcement of rules by BHCC -Mentoring for new plot holders - The figures which the council allotment service compile on number of vacancies at different sites to be shared with Site Reps via the allotment forum.</p>	<p>New plot holders will be given graphics on plot sizes, hours required etc. This should promote new plot holders selecting plot that's right for them.</p>

ACTION	STATUS
4b. Work to identify sites where the worst problems are for water leakage in order that any maintenance work can be prioritised.	Partially complete Weald water project TBC May 2022. Southern Water will commence inspections of all sites and make requests for immediate repairs required to be compliant with water regulations.
4c. A new ICT system implemented which would streamline the waiting list management and allotment service in time savings.	Partially complete Allotments service will switch to Orkastrate system in May 2022. (training required for all site reps that wish to use the system).
4d. Information on being safe to be included in the new plot holder's pack and on BHAF's website.	Not started – will be delivered by June 2023
4e. Reviewing the billing and invoicing process. Making direct debits, paperless invoicing the norm to use less paper and seamless payments.	Partially complete Central payments will update invoices to promote sign up to DD. Creation of customer portal for allotment holders, will allow users to pay and view bills online (waiting for other departments to sign up).
4f. Opportunities for people who want to volunteer (not just by joining committees) to be established for example helping with open days, mentoring new "allotmenters" or taking part in routine maintenance.	Partially complete BHOGG offer mentoring program to people on the waiting list and continue to receive support from the allotment service
4g. At least one pilot to look at how some elements of site management and maintenance could be undertaken more cost effectively by plots holders or site associations, for example fence maintenance or rubbish removal (without full self-management).	Unable to identify volunteers who can carry out self-maintenance. Further discussion with BHAF and Site Reps required to take this forward.

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 10

Subject: Tree Planting Plan and Ash Dieback Action Plan

Date of meeting: 21 June 2022

Report of: Executive Director – Economy, Environment & Culture

Contact Officer: Name: Peter Small
Email: Peter.small@brighton-hove.gov.uk

Ward(s) affected: All

For general release

1. Purpose of the report and policy context

- 1.1 This report presents Committee with the Tree Planting Plan and Ash Dieback Action Plan (“ADAP”). Both documents set out a clear strategy for managing Brighton & Hove’s tree population.
- 1.2 The Tree Planting Plan will be consulted on and then represented to this Committee and to Housing Committee in autumn 2022.

2. Recommendations

That Environment, Transport & Sustainability Committee:

- 2.1 notes the draft Tree Planting Plan, that it will be subject to consultation and that a further report will be brought to the Environment, Transport & Sustainability Committee and to Housing Committee with the results of the consultation.
- 2.2 adopts the Ash Dieback Action Plan and grants delegated authority to the Executive Director of Economy, Environment & Culture to make minor amendments to the Plan.

3. Context and background information

Tree Planting Plan

- 3.1 The Tree Planting Plan is in Appendix 1 and sets out the council’s ambition to replace and extend the tree cover in Brighton & Hove, whilst diversifying woodlands to ensure the long-term sustainability of the city’s tree stock and maximise opportunities to increase biodiversity and meet with our declared Climate and Biodiversity Emergency and 2030 Carbon Neutral programme. This includes:

- Increasing canopy cover, ensuring the right tree is planted in the right place for the longevity of the specimen
- Creating a diverse tree stock that has greater resilience to the threats of future pests and diseases
- Engaging residents in improving their local communities and local food production through the process of tree planting and tree care
- Supporting the city's adaptation to a changing climate through nature-based solutions.

3.2 The Plan sets out:

- The current situation, highlighting two big threats to the city's tree stock, as a result of tree disease and climate change
- How the vision will be delivered
- How the council wants to work with communities
- The benefits of trees
- Historic tree felling activities
- Tree stock data
- 2021/22 tree planting statistics

3.3 Delivery of the Tree Planting Plan has been funded by:

- £0.200m capital funding for tree planting for the street scene (i.e. a tree stump replacement scheme)
- £1.000m funding for the next 5 years (inclusive of initial maintenance costs) from the Carbon Neutral Fund for street tree planting and new woodland creation
- Approximately £0.162m external funding secured from Forestry Commission Treescapes bid in FY2021-22 to match fund street scene tree stump replacement scheme
- Approximately £0.074m external funding secured from Forestry Commission Green Recovery Challenge Fund, in partnership with Trees for Cities and Plant Your Postcode, in FY2021-22 to plant trees in areas of high deprivation/low tree cover

3.4 The council will continue to seek external funding to deliver the Tree Planting Plan. There is a risk that tree canopy cover across the city will decline if recent investment in tree planting were to cease and/or not meet the demand.

3.5 £1.00m funding for Tree Planting was allocated from the Carbon Neutral Fund at Policy and Resources Committee in October 2021. It is intended that this funding will be split equally between street tree planting and the planting of new woodlands. This will enable planting of 200 – 300 street trees and anywhere between 800 and 150,000 parkland and woodland trees. The reason for the breadth of range reflects the disparity in costs between planting a street tree, a standard tree in a park or grassed area and a tree whip. The decisions on which type of trees to be planted will depend on land availability for new woodland planting

3.6 The council has already invested in staff resources to support the delivery of the Tree Planting Plan and the ADAP by recruiting additional staff, including:

- A full-time Arboriculture Manager who has been in post since March 2020 and is the lead for the Arboriculture department
 - A full-time Arborist Team Leader who has been in post since October 2021 and is the operational lead for the team of BHCC Arborists (aka Tree Surgeons)
 - A full-time Statutory Tree Officer who has been in post since January 2020 and reviews planning applications with respect to Arboricultural matters and manages Tree Preservation Orders (TPOs)
 - A full-time Tree Planting Officer who has been in post since February 2021 and coordinates, plans and procures all tree planting schemes plus leads on bids for external funding and works alongside community groups to deliver new planting schemes
 - A part-time Tree Surveying Officer who has been in post since January 2021 and supports the Tree Planting Officer by surveying planting sites, arranging donation trees and facilitates community schemes.
 - A full-time Ash Dieback Coordinator who has been in post since November 2021 and coordinates the council's response to ADB by identifying, prioritizing, planning, procuring, and monitoring all ADB works, applying for felling licenses, engaging with stakeholders and the public and delivering the replanting commitments for the woodland areas affected
 - A full-time Housing Tree Officer who has been in post since October 2021 and provides technical arboricultural support to HRA to manage their entire existing tree stock appropriately and proactively, and also to advise HRA and liaise with the Tree Planting Officer to deliver tree planting upon HRA land
 - A full-time Tree Enforcement Officer, which is a new permanent post, funded for recruitment in financial year 2022-23 to work with the Statutory Tree Officer to improve TPO protection is yet to be filled
- 3.7 Prior to this team being in place the council did not have the financial or staff capacity to undertake large scale tree planting. The council allocated a budget of approximately £0.015m to new tree planting annually which was supplemented by community donations and volunteer labour. In the 5 years prior to 2021/22 the number of new trees planted averaged at 80 trees per annum.
- 3.8 In 2021/22 with the Tree Planting Officers in place and the wider arboriculture team, 425 trees and 2530 whips were planted:
- 93 trees planted to replace street tree stumps
 - 112 trees planted on council housing land (includes green space and street scene planting)
 - 30 trees planted through parks donations
 - 190 trees planted through resident, community and Green Spaces Forum-led schemes (includes street scene and parks planting)
 - 2400 whips planted to create new woodland
 - 130 whips planted as replacement Highways screening
- 3.9 The council intends to maintain this level of new tree planting annually as a minimum but as more land is identified for woodland planting the numbers of

trees planted could greatly exceed this. Over an above this we will be replanting where we have lost trees to Ash Die Back disease. It should be noted that as new tree planting increases resources are needed to care for them and ensure that they thrive. This will need to be factored in future resource allocation.

- 3.10 Brighton & Hove City Council declared climate and biodiversity emergencies in December 2018 and have responded to these by developing the Carbon Neutral 2030 programme which is a corporate priority. Implementing nature-based solutions for adapting to and mitigating the impacts of climate change and enhancing the resilience of the city's biodiversity is a key element of the programme, with tree planting identified as an essential tool to deliver this.

Ash Dieback Action Plan

- 3.11 The ADAP is in Appendix 2, setting out the challenges in relation to the loss of tree stock and how the council will address it. The two main objectives of the Plan are to:
- Reduce the risk to the public and property because of Ash Dieback
 - Replace the trees that are removed due to Ash Dieback
- 3.12 The council will be removing trees which may look healthy to the public, and some residents may be concerned by the works, but all trees have been surveyed by a professional Arboriculturist. The disease is not only affecting ash trees in Brighton & Hove, but also killing ash throughout the country, with the worst affected areas being in the south-east where major works have already taken place, removing hundreds-of-thousands of trees.
- 3.13 This approach allows the council to effectively manage the risk to public safety posed by diseased ash trees across the city via a programme of large-scale tree felling. It also ensures the regeneration of council-owned woodlands and areas with ash trees affected by the disease via an extensive replanting and on-going maintenance programme to improve tree species diversity, resilience and general biodiversity
- 3.14 Elm disease is also a problem, and the council is tackling this too by continuing with the long running programme of identifying and disposing of any infected elm trees, regardless of ownership, within the city as well as other control measures such as root trenching.
- 3.15 Delivery of the ADAP and the on-going control of Elm Disease during the current financial year 2022-23 is funded by £0.600m one-off funding which will be used primarily for tree felling operations.
- 3.16 The council has also invested in resources to support the delivery of the ADAP through an Ash Dieback Officer. Their role incorporates the delivery of the regeneration of sites affected which includes the planning, arranging and delivery of the extensive replanting requirements in our woodlands also applying for any available grants to assist the council financially in managing ADB.

- 3.17 In 2021/22, diseased trees at six sites were removed, including: Abinger Road, Mouslecoomb Way (Stage 1). Three Cornered Copse (Stage 1), Westdene Woods, Wild Park Woods (Stage 1) and Withdean Park (Stage 1). Table 3 in Appendix 2 details the planned works for 2022/23.
- 3.18 Appendix 3 sets out the actions that will be taken to deliver both plans.
- 3.19 The purpose of this report and the associated documents is to identify and clarify how we propose to meet these challenges but also what level of on-going funding is expected to be required, based on current forecasts, to achieve the recommendations considered as beneficial for the city, its residents and the council.

4. Analysis and consideration of alternative options

Tree Planting Plan

- 4.1 Alternatives for not continuing with the scale of tree planting, as detailed within the Plan, will result in a steady decline in tree canopy cover as tree loss continues year on year. A decline in canopy cover will result in a loss of ecosystem service benefits which trees provide such as cooling effect, pollution capture, carbon capture, soil erosion protection, wildlife habitats etc., a loss of amenity and social benefits and a change in character of the city. There is a risk that tree canopy cover across the city will decline if recent investment in tree planting were to cease and/or not meet the demand.

Ash Dieback Action Plan

- 4.2 Given the location of most the city's ash trees is within woodland type areas, alternatives were discussed during the planning of the large scale works which have been completed so far. These included a non-intervention approach which would result in allowing infected ash trees to collapse over time. This would require no public access to all affected woodland areas, with extensive fencing/barrier infrastructure required to mitigate the risk to the public. This was considered not feasible given the open access nature of almost all of the city's woodland, the impact to residents in not having access to these spaces for multiple years, and also the inability to regenerate areas via replanting within a reasonable timeframe.
- 4.3 Furthermore, much of the early Ash Dieback felling works relate to high risk areas along the boundaries of woodland where roads and properties are under threat from declining ash trees. There is no other feasible option other than tree felling to mitigate the risk to substantial static structures and key pieces of infrastructure.

5. Community engagement and consultation

- 5.1 Working with the community, resident and expert volunteers is critical for the council to manage the challenges and to achieve the objectives set out in the Tree Planting Plan and Ash Dieback Action Plan.

- 5.2 Consultation with council teams, cited within the Tree Planting Plan, has been incorporated within the Plan. Tree planting schemes led by City Parks do impact and involve many other teams/departments. Where potential resource / cooperation requirements have been identified from other teams, this has been presented for comment which has been largely positive, in principle.
- 5.3 Consultation on the Tree Planting Plan itself will primarily take place through the Tree Forum and will also involve Housing consultation forums.
- 5.4 Engagement and consultation with community groups, Councillors and volunteers is on-going with regards to tree planting. Tree planting days involving volunteers and Councillors are arranged during the planting season for appropriate schemes. Larger scale planting schemes have been funded and delivered in partnership with Plant Your Postcode and Trees for Cities through the Green Recovery Challenge Fund. Consultations regarding placement of trees and species selection are undertaken for community driven schemes in partnership with Plant Your Postcode. Discussions with respect to planting specifications, constraints and where trees can be planted, with all stakeholders, both internal and external, are ongoing and an important aspect of the engagement as this can be complex and limit where we can plant trees sustainably.
- 5.5 External engagement with regards to the council's management of ADB has been improved with the appointment of the dedicated ADB Coordinator. Although the management of ADB is not considered appropriate for consultation given the public safety implications, community groups, Councillors and members of the public are effectively responded to with details for individual sites when information is sought. Furthermore, information regarding upcoming works and details of Felling Licenses are published which includes tree species selected for any replanting conditions, as part of the Forestry Commission felling licenses issued prior to felling trees, which will apply to the majority of the ash to be removed.

6. Conclusion

- 6.1 The Tree Planting Plan has been developed to ensure the council can deliver on its ambitions to be carbon neutral by 2030 by having an extensive tree planting programme to enhance the benefits the city's trees provide (which include environmental, financial, societal, ecological and cultural) by ensuring tree canopy cover does not cumulatively decrease annually for future generations.
- 6.2 The Ash Dieback Action Plan ensures the council is meeting its duty of care to the public by managing the risk of diseased trees to public safety and preventing canopy loss through the woodland regeneration programme of replanting lost ash trees.

7. Financial implications

- 7.1 The draft Tree Planting Plan is supported through a series of funding streams outlined in section 3.3 of this report. Costs associated with the consultation for the Tree Planting Plan will be contained within existing City Parks Budgets. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.
- 7.2 The Ash Dieback Action Plan is funded from £0.600m one-off service pressure allocation in 2021/22 and 2022/23 respectively. The service pressure funding covered Ash and Elm Disease management. With the Ash Dieback Action Plan setting out works into 2023/24 additional one-off funding may be required and raised as part of the councils budget setting process. Costs of the Ash Dieback Action Plan in the current financial year (2022/23) will need to be managed within the approved funding. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.
- 7.3 Costs associated with the Ash Dieback Action Plan in relation to Housing Revenue Account owned land would be funded from existing resources within the HRA.

Name of finance officer consulted: John Lack Date consulted: 07/06/2022

8. Legal implications

- 8.1 As noted in the report, licences will be required for the felling of the majority of the ash trees. These licences are issued under the provisions of the Forestry Act 1967, section 9 of which states that save where statutory exemptions apply a felling licence is required for the felling of growing trees.

Name of lawyer consulted: Hilary Woodward Date consulted: 24/05/2022

9. Equalities implications

- 9.1 There are no equalities implications arising from this report.

10. Sustainability implications

- 10.1 The sustainability benefits arising from appropriate tree planting are numerous, including:
- Removing CO₂ to create a carbon sink
 - Improving air quality
 - Providing support to wildlife and increasing biodiversity
 - Creating valuable nature corridors between areas of green space
 - Moderating temperatures
 - Reducing damage by tree roots to infrastructure
 - Intercepting rainwater to help prevent localised flooding
 - Increasing resilience to future pest and diseases
 - Improving biodiversity and habitat creation

- 10.2 The Tree Planting Plan will create a diverse tree stock that has greater resilience to the threats of future pests and diseases, making it more sustainable.

11. Other Implications

Social Value and procurement implications

- 11.1 The social value benefits of trees are extensive and set out in Appendix 1 of the Tree Planting Plan.
- 11.2 The council is aiming to grow the in-house arboriculture service and reduce reliance on contractors over time. Apprenticeship posts have been built into the Cityparks Service.
- 11.3 However, given the volume of work, seasonal fluctuations and some of the specialist work required some contracted services will be required. The council is currently in the process of reprocurring the arboriculture works contract and the council's Social Value Procurement Framework will inform the contract specification.

Public health implications

- 11.4 Trees provide a positive impact on mental health and wellbeing, especially as they can be the only connection with nature in some built up areas of Brighton & Hove. Trees also help improve air quality, reducing the chances of asthma and other respiratory conditions by removing harmful particles. Trees also provide shade, which can help reduce the risk of skin cancer.
- 11.5 The reduction of the heat island effect provided by the shade and insulation trees provide especially in urban areas with large amounts of hard surfacing which reflects and also stores then releases solar heat; will become an ever more important benefit to public health as extremes in temperatures are predicted to become more common as the planet warms. Trees can also insulate buildings to lessen the effects of low temperatures, where present. More frequent extreme temperatures can negatively affect many with health vulnerabilities, especially where fuel poverty issues are a factor.
- 11.6 The wider health benefits of Tree cover are extensive and set out in Appendix 1 of the Tree Planting Plan.

Supporting Documentation

Appendices

1. Tree Planting Plan
2. Ash Dieback Action Plan
3. Tree Action Plan

Planting Trees for Our Future

Brighton & Hove City Council Tree Planting Strategy 2022 - 2027

Introduction and Background

This Tree Planting Strategy sets out Brighton & Hove City Council's tree planting vision for Brighton & Hove.

Residents who responded to the Open Spaces Strategy consultation in 2017 indicated that trees as the most important asset within the city's open spaces – they are arguably one of the most positive subjects which the public are strongly connected to and protective of.

It could also be argued that trees are the most valuable, cost effective and loved asset that the council manages. Trees are valued by most stakeholders and this strategy sets out a plan of action for preserving this asset. Managing this asset is extremely important, not just for the city, but also its residents, visitors and wildlife.

The successful management of a tree population is by, its very nature, a long-term process and this Strategy reflects this. The approach needs to be iterative, responding to changing environmental factors, new research and new technologies. However, it also needs to look to the long-term future of planning to preserve and expand the city's tree stock. The plan will be subject to a full review every five years.

Adoption of this plan will ensure trees gain the recognition and protection they deserve for being, both individually and collectively, highly valuable and beneficial contributors to the local environment. They provide many invisible yet crucial ecosystem services that make our city liveable e.g. creating healthy soils, cleaning our air, providing shade and cooling against the urban heat island effect and providing habitats and food source for our local wildlife populations to name just a few.

Evidence clearly shows that connection with nature such as trees in our landscape contribute significantly to improving our mental and physical health "*reducing depression and anxiety, especially when combined with exercise..... decreasing... levels of the stress hormone cortisol and increases people's sense of wellbeing.*"¹. The benefits provided by trees to the community should not be underestimated. A list of some of the main benefits provided by trees in an environment such as Brighton & Hove can be found in Appendix 1.

In the face of tree diseases, such as Ash Dieback (ADB) and Elm disease, the challenge to replace and extend our tree stock is significant. To illustrate this, the average loss of trees per year, since 2016 has been 421 (see Appendix 2). This excludes ADB. The council has invested in the Arboriculture Team, in tree preservation and tree planting.

In 2021/22 425 new trees were planted alongside 2400 whips. The council plans to accelerate planting further over the coming years with a view to a net gain in tree cover over time. However, this will be very challenging to achieve considering the level of tree disease that the city is currently faced with.

¹ [Celebrating our trees, parks and green spaces for World Mental Health Day | Trees for Cities](#)

Vision

The vision for tree planting vision is to increase canopy cover whilst ensuring the right tree is planted for the right place, securing the long-term protection of the tree's natural life cycle. The aim is to create a diverse tree stock that maximises biodiversity, connects up the city's landscape, and has greater resilience to the threats of climate change and future pests and diseases. Trees play a pivotal role in helping the council achieve its 2030 carbon neutral programme objectives and helping sustain a liveable planet.

The council wishes to engage residents in improving their local communities and local food production through the process of tree planting and tree care.

This vision will be achieved by:

- Preserving trees and maintaining their health and longevity as far as is possible.
- Reversing the decline in street tree numbers by planting more trees than are removed
- Removing and replacing existing street tree stumps with new trees where possible and appropriate
- Increasing tree numbers in areas of low tree cover and high deprivation
- Planting the right tree for the right location
- Preserving our National Elm Collection by continuing to plant elm trees where appropriate
- Increasing our tree stock resilience to pests, diseases, and climate change
- Increasing biodiversity
- Linking up habitats through creating corridors aligned to nature recovery networks and landscape scale recovery
- Maximising the ecoservice benefits of the trees we plant which includes prioritising the planting of large growing, shade trees where appropriate
- Increasing community engagement in planting trees
- Investing in fit-for-purpose tree pits and innovative tree planting solutions, allowing health growth of trees whilst preventing damage to street infrastructure.
- Effective aftercare with three years of watering and maintenance for all newly planted trees
- Thoughtful and well-considered planting in the city's parks as part of a larger landscape design strategy aligning to connectivity for people and nature
- Creating new woodland and seeking additional woodland opportunities where appropriate, utilising the best available data to maximise secondary benefits such as enhancing ground water quality and minimising unintentional risks such as impacting on local water catchments or releasing stored soil carbon
- Aligning with Ash Dieback Action Plan to regenerate all woodland areas affected by ash tree removal
- Allocating land for fruit and nut tree planting where appropriate, assisting with food security issues

Where are we now?

The council is currently managing two major tree diseases that have led to an on-going decline in tree numbers throughout the city.

Elm Disease

Elm Disease is a major cause of elm tree losses and has led to a significant reduction in the council's elm stock since it was introduced to the UK. Over the last six years, an average of 189 elm trees (Appendix 2.2) were lost per year, with 2020 being especially bad resulting in 496 elm trees lost.

Many of the elm trees lost on the highway are large and have caused extensive root damage to our streets and pavements. The high cost associated with removing these trees and repairing the damage to the highway, as well as budget constraints, has prevented the council from being able to replace lost trees immediately resulting in many stumps remaining in situ.

One-off funding has been made available to specifically tackle stump removals, replacing them with new tree planting in 2020/21 and 2021/22. However, the year-on-year tree stump count on the city's streets continues to rise at present as the number of tree removals required has exceeded on-street tree replanting capacity.

Ash Dieback

Ash Dieback is a significant health issue to our native ash trees and has led to large numbers of trees being removed from our woodlands for public safety reasons.

The recovery from Ash Dieback is outlined in the Ash Dieback Action Plan (ADAP) and includes a tree planting strategy specifically for woodlands affected by Ash Dieback. Tree losses due to Ash Dieback will be counted in the thousands unfortunately, and this will be the main cause of canopy loss in our woodlands. The impact of this, and the recovery, will be managed and resourced as part of the wider Ash Dieback programme whereby all woodland affected will have a bespoke plan to improve these areas in terms of diversity of species, habitat/biodiversity and resilience.

Other challenges

In addition to the challenges presented by major tree diseases, tree management in Brighton & Hove faces several other issues, including:

- Limited footway widths in the city preventing new street tree planting
- Competition for space with underground utilities and services
- Proximity to buildings
- The need to conserve rare habitats such as chalk grassland over new woodland planting
- The exposed south westerly aspect of Brighton & Hove which prevents many salt and wind intolerant trees from thriving in the city's coastal locations
- Brighton & Hove's high PH chalk soil which prevents the planting of many alkaline intolerant species

Delivery of the vision

The challenging conditions limit the variety of trees that will thrive in this city. As such, the choice of species needs to be carefully considered if the council is to maximise the benefits our trees provide. Choosing the 'right tree for the right location' is vital for maximising the lifetime benefits gained from a tree.

Resilience in our tree stock should be a major consideration when deciding upon a species for any given location. As has been seen historically from the large numbers of trees lost in a relatively short period of time to Elm Disease or Ash Dieback, maintaining a tree stock with a bias towards a single family, genus or species can result in vulnerability to pests and diseases. Therefore, to protect against the impacts of "new" pathogens or outbreaks of "old" pathogens, the council's urban forest should aspire to contain no more than:

- 30% of trees from any family
- 20% of trees from any genus
- 10% of trees from any species

(NB: Family/genus/species are identification classifications used to describe how all organisms have evolved, how they are genetically connected and are a family tree of sorts)

The current approach is for all new street and parks/green spaces trees to consist of no more than 20% elm. Over time, this will gradually reduce the proportion of elm trees managed (see Appendix 3.3) to improve resilience to potential future pathogens and assist more effective control of Elm Disease to protect the collection as a whole. Practices such as planting trees from an alternative genus, to elm, upon streets lined with elm trees helps to 'break the chain' of root grafts. This prevents Elm Disease from quickly infecting multiple trees in one location, all of which would require immediate removal and disposal.

Ways of increasing biodiversity gains and ecosystem service benefits are important considerations when deciding which trees to plant where. The council is committed to finding the best possible tree planting solutions to mitigate biodiversity loss, restore nature, and maximise ecosystem benefits in a responsible way.

Biosecurity is a major consideration when importing trees from outside of the city limits for planting within. The Council advises that biosecurity assessments should be carried out on all nurseries providing tree stock to the city and all contractors, residents and businesses planting within Brighton & Hove should make biosecurity a priority.

Street trees

Tree planting on an urban street has a unique set of challenges that need to be considered for such a planting programme to be successful. The street environment is an extremely hostile place for establishing trees with conditions such as drought, root constriction, light deprivation, urban wind tunnel effect and elevated pollution levels being the norm.

Suitable species selection and tree sizes, healthy rooting environments, and sufficient aftercare are important factors in establishing newly planted trees, especially street trees.

Street trees are the most expensive trees planted in the city. They may require: the previous tree stump to be fully ground out, the highway root damage to be repaired and reinstated, as well as a new tree pit to be constructed. However, these trees are in highly populated areas where the benefits (see Appendix 1.0) they can provide to the community over their lifetime are most effective.

Brighton & Hove has many valuable, large, historic elm trees situated on its streets; and as such our street tree numbers have been heavily affected by Elm Disease. Elm trees are often shallow rooted, and the root system can be extensive, so damage to the highway caused by these trees can be acute. The costs associated with replacing these trees has meant the council has historically been unable to plant new elm trees on the streets to equal those that have been lost annually; and an on-going yearly depreciation in tree numbers on the highway has been experienced.

A major barrier to planting on the highway is pavement width. Many of Brighton & Hove's pavements are not a sufficient width to allow the passage of all pedestrians past a street tree within a suitably sized tree pit, so either replacing removed trees or planting in new locations in those areas is not possible. The assessment of the suitability of any given footway, with respect to width and existing underground services, where tree planting has been proposed is performed by City Transport.

A set pricing model for street tree planting is being explored for the various scenarios following recent extensive planting schemes. It is likely that providing a set price for tree planting in hard surfacing, rather than bespoke quotes as has been done recently, will increase the current average cost to account for difficulties that occasionally happen regarding excavations and working close to underground services plus costs for all civils type work are expected to rise due to the current economic forecast. Providing a range of possible costs for the more complex operations (i.e. tree pits in hard surfacing) may well provide best value to the council and potential donors alike, followed by specific quotes from contractors for specific schemes once confirmed as feasible.

Set prices for planting into soft surfaces (such as grassed verges) may be more appropriate and possible to provide to those wanting to raise funds. All future costing models for tree planting will need to include planting, tree/sundry purchasing, tree pit installation and initial maintenance (including watering) costs given the recent increased scale of tree planting and the resources needed to ensure trees are given the best chance of establishment.

To maintain tree numbers on the city's streets, the following principles will be adopted:

- All trees removed on the highway should be replaced, where there is space to do so
- Investigating alternative solutions where pavement width prevents new tree planting, such as 'build outs'
- Investigating and trialling solutions to mitigate future damage to highways infrastructure
- Creating effective and innovative tree pit designs that meet highways best practice guidelines
- Ongoing identification and assessment of new planting locations on the public highway (and carriageway) that meet Highway best practice guidelines

- Tree pits must at least 1m² due to pavement width requirements and the proximity of underground services (i.e. electrical, gas, water, telecoms)
- Continued delivery of programmes of stump removals and highway reinstatements, in-line with budget provisions

Trees in parks

Park trees should be considered as part of a citywide, contiguous, design process. Successional planting is vital to ensure the city's tree canopy cover is future-proofed for years to come as older, larger trees are lost due to safety concerns or disease.

The council will continue to deliver and support tree planting in our parks by:

- Administrating the memorial and donation tree scheme and organising planting ceremonies, where appropriate
- Collaborating with friends' groups to greater engage volunteers and communities with tree planting in our parks
- Working towards increasing biodiversity, connectivity (Nature Recovery Networks) and resilience in our tree stock by managing species choices and locations centrally via our dedicated Tree Planting Officers
- Advising on biosecurity best practice for new planting schemes.

Trees in woodlands

Creating new woodland complex sites is an essential part of the plan to deliver the tree planting vision. The following principles will be adopted to achieve successful new woodland creation:

- Encouraging natural regeneration under low grazing pressure to produce the best woodlands in the long term, with some planting to provide seed sources for native species that would not otherwise easily colonise the site
- Maintaining a balance between closed canopy, shrub and scrub layer, and open glades is important (not all of the sites should be planted, light grazing helps with this), along with a diversity of species and age structures.
- Where possible, planting woodland edges with smaller understory species such as hazel, yew, elder, holly, hawthorn, blackthorn
- Including fruiting species, particularly where members of the public might be likely to forage
- Including a variety of native species to maximise benefits to local wildlife species, with consideration also given to those that may not cope well with climate change.
- Including species that are not native but might better cope with climate change (as long as they don't have the potential to be invasive) and assuming they provide same nutritional value for wildlife and equivalent biodiversity benefits.
- Including a good variety of species as insurance against future diseases.
- Avoiding plantation monocultures of trees, and age / habitat structure.
- Valuing of dead wood resource for biodiversity

The recovery from Ash Dieback is going to be one of the greatest challenges of the plan but it is also where the council has the greatest chance of improving and changing the landscape of the city's woodlands. The council aims to increase the biodiversity across all the woodlands, creating areas of enhanced habitat structure and species richness of greater resilience, safeguarding the city's woodlands for the future.

Trees on housing land

Trees on housing land are managed and funded by Housing, with assistance from Cityparks. The Housing Department funds the maintenance of their tree stock which includes tree removals and replacement tree planting.

Trees on housing land are often located in areas of high deprivation and therefore new tree planting can be well placed to offer multiple positive social benefits.

The council was successful in applying for external funding to plant over 100 trees in these deprived areas in 2021-22 (see Appendix 4) and will continue to apply for funding as it is made available.

To achieve the tree planting vision, the council aims to:

- Increase tree numbers in areas of high deprivation low tree cover where appropriate
- Utilise the wellbeing advantages associated with trees through greater community engagement
- Plant trees to encourage interest in food production such as orchards and help raise awareness of biodiversity and nature connection.

Tree planting and new developments

Tree planting in new developments within Brighton & Hove should be designed in-line with the guidance set out in Brighton & Hove City Council's Local Development Framework SPD 06. The Framework aims to improve standardised tree planting specifications.

The Framework guidance states the following in relation to tree planting on new developments:

- *Landscape design should be considered an integral part of urban design, as the appearance and treatment of spaces between and around buildings is often of comparable importance to the buildings themselves.*
- *Developers should anticipate the need to accommodate trees and shrubs within a development, whether through the retention of existing trees and shrubs, the planting of new trees or shrubs or through the provision of private space for future occupiers to carry out their own planting of the same.*
- *Developers are encouraged to produce layouts and master plans for discussion, prior to the submission of details at the application stages. Such plans should be prepared with professionally qualified Arboricultural and landscape design input. Noting ecological expertise is also key.*
- *If developments are to achieve the high standards of design required by the Brighton & Hove Local Plan, an early survey of the proposed development site is essential, particularly if the design is to successfully integrate existing trees, shrubs and new planting into the landscape and character of the area. The design and*

layout of a proposed new development should flow from a detailed assessment of the trees and other natural features existing on the site.

- *British Standard 5837 (2005): 'Trees in Relation to Construction – Recommendations' provides extensive advice on planning for trees and development. It sets out guidance on the identification of trees suitable for retention, their protection during construction and on the successful integration of existing and newly planted trees within the development. It also provides detailed information on the potential impact of development on trees, and of trees on buildings, and gives guidance on how to minimise that impact. Developers, their design team and builders are strongly advised to familiarise themselves with this British Standard.*

The Environment Act 2021 brings in new requirements including mandating the requirement for measurable Biodiversity Net Gain to be delivered through new developments. Tree planting can be a suitable tool for developers in delivering Biodiversity Net Gain. The council has produced the [Biodiversity & Nature Conservation SPD](#) to help guide developers.

Local Nature Recovery Strategies (LNRS) are also a new mandatory system of spatial strategies for nature established by the Environment Act 2021. They are designed as tools to encourage more coordinated practical and focused action and investment in nature. Again, well placed and considered tree planting and woodland creation should form a key part of this strategy.

Tree Preservation Orders (TPO) and tree loss

The council has approved funding of a Statutory Tree Enforcement Officer, primarily to bolster and strengthen the council's response and enforcement of TPO legislation. This will enable the council to investigate, challenge and ensure breaches of the legislation involving the loss of these special trees are better dealt with and any replacement tree planting is consistently enforced and completed. This would also extend to the replacement of TPO trees lost due to valid reasons such as safety concerns or disease, which is permitted within the legislation if specific conditions are met.

Working with communities to make a difference

The council will continue to engage with councillors, residents, communities, volunteers and local businesses, to raise, coordinate and deliver funding bids for new tree planting.

The council is currently working with the following groups:

Plant your Postcode (PYP)

- PYP is a not-for-profit organisation that assists local residents, communities and businesses with raising external funding for planting projects within the city.
- The council has successfully completed planting projects throughout the city made possible by PYP collating funding from multiple sources for each project.

- The council will continue to work in partnership with PYP and streamline processes further to ensure funding is efficiently matched to tree planting opportunities, where possible.

CPRE Sussex

- The CPRE Sussex and the council have worked together on raising funding bids with Trees for Cities for planting new trees on BHCC land in areas of high deprivation and low tree cover.
- Our partnership will continue into the 2022/23 with raising further funding bids to support tree planting in the areas of the city that need it most.
- The council will work with CPRE Sussex to engage local businesses in funding further tree planting projects.

The Tree Forum

- The council will continue to facilitate tree planting discussions and engagement via the Tree Forum between internal and external stakeholders and the council.
- This group is a subgroup of the Green Spaces Forum specifically dedicated to sharing tree planting ideas and best practice.

Brighton Permaculture Trust

- The council is now working in partnership with The Brighton Permaculture Trust to facilitate the planting of community orchards throughout the city.
- The aim is to utilise their expertise in community orchard planting.
- The council is committed to raising joint external government funding bids in the future.
- The aim is to engage local communities in tree planting and tree care, as well as increase local food growing sustainability within communities.

Friends Of Groups

- The council continues to work with Friends of Groups to facilitate externally funded tree planting projects where the council's long term landscape design plans for the specific site or parks are incorporated within the proposals.

Memorial and donation tree scheme

- The council continues to offer planting services for memorial and donation trees in specified council run parks through the Tree Donation Scheme managed and delivered through City Parks.

Whip planting volunteer sessions

- The council continues to work with volunteers and residents to plant whips at new woodland and hedgerow creation sites.
- The council is currently completing the Carden Hill woodland creation scheme and will continue to look for new locations to plant with volunteers and local community groups.

Community planting days

- Where external funding has been made available, the council will continue to run local community volunteer tree planting days.
- NB: Community planting days are only suitable for parks and green spaces located away from the highway, and only following the completion of service searches and health and safety checks conducted by the council

Governance and Review

This is a live document which will be constantly reviewed and updated in light of changing information, tree management methods, environmental pressures and changes in the needs of the city and feedback from residents, visitors, community groups and staff.

The council will also review the performance and practices of other similar cities and their approaches to managing tree planting both in the UK and abroad.

Delivery of the strategy will be monitored by quarterly reviews of the action plan.

Appendix 1: the benefits of trees

Environmental benefits

1. Trees remove CO₂ to create a carbon sink:
 - *“Trees act as a sink for carbon dioxide (CO₂) by fixing carbon during photosynthesis and storing excess carbon as biomass. CO₂ sequestration refers to the annual rate of CO₂ storage in above- and below-ground biomass. Increasing the number of trees can therefore slow the accumulation of atmospheric carbon, a contributor to climate change” (FCRP026.pdf (forestresearch.gov.uk))*
2. Trees support wildlife and increase biodiversity.
 - *For example, Brighton’s Elm collection is valuable habitat for the rare Hairstreak butterflies.*
3. Trees create valuable nature corridors between areas of green space
4. Trees moderate temperatures:
 - *“Through a combination of reflecting sunlight, providing shade and evaporating water through transpiration, trees serve to limit the ‘urban heat island’ effect.”. The Forestry Commission - A Case For Trees*
5. Trees intercept rainwater helping to prevent localised flooding (see below for more details)

Health benefits

1. Trees provide a positive impact on mental health and wellbeing, especially as they can be the only connection with nature in some built up areas of Brighton and Hove.
 - *“Wooded environments are known to calm people, relieve stress and provide a spiritual value that supports improved mental health and wellbeing. When they can see trees from their beds, patients’ recovery times are faster as well”. The Forestry Commission - A Case for Trees*
2. Trees help to decrease the urban heat island effects
 - *During heat-waves the increase in urban temperatures can not only cause people to feel uncomfortable but for vulnerable groups such as young children and the elderly, it also poses a serious health risk which may lead to health problems such as exhaustion, respiratory illness, and heat stroke.*
 - *As our climate changes, it is expected that in the UK, heat-waves will happen more often, last longer, and be more intense. It is therefore important that we take action now to reduce the intensity of the Urban Heat Island.*
 - *Healthy urban trees are known to have a cooling benefit. They do this through the release of water vapour, in the process of evapotranspiration. Trees also provide cooling through the provision of shade and because they reflect more solar radiation and store less energy than many artificial surfaces such as concrete and asphalt.²*
3. Trees help lower risk of skin cancer by providing shade.

² [What do we know about how trees can cool our towns and cities? - Forest Research](#)

- “Shading from harmful ultraviolet (UV) radiation is another benefit attributed to street trees. This could be expected to reduce eye cataracts and morbidity and mortality from skin cancer” Health Benefits of StreetTrees (forestresearch.gov.uk)
 - “...where many large street-tree crowns block much of the sky, high level protection from UV is achieved for pedestrians, even in spots with direct sun through gaps between crowns” Health Benefits of StreetTrees (forestresearch.gov.uk)
4. Trees help improve air quality reducing the chances of asthma and other respiratory conditions by removing harmful particles.
 5. “Trees absorb considerable quantities of airborne pollutants and the resulting cleaner air cuts asthma levels” From The Forestry Commission - A Case for Trees
 6. Increasing exercise participation.
 - “The presence of trees often encourages people to exercise, thereby reducing the incidence of heart attacks and Type 2 Diabetes”. From The Forestry Commission - A Case for Trees

Social benefits

1. In a recent consultation of 3,500 residents in Brighton and Hove (Future of our parks and open spaces (brighton-hove.gov.uk)) trees were voted highest value asset in front of grassy open spaces in survey.
2. Trees provide a heightened sense of pride in a place.
3. Trees provide seasonal interest through their flowers, fruit, autumn colour and dormancy.
4. Trees provide an educational resource.
5. Digital geo-spacial mapping and labelling is currently work in progress but will help improve knowledge about BHCC street trees
6. Trees have been credited in United States to have reduced crime in some towns.
 - Environment and Crime in the Inner City: Does Vegetation Reduce Crime? - Frances E. Kuo, William C. Sullivan, 2001 (sagepub.com)
7. The preservation of a unique Elm collection in the UK of which many can be found on the streets of Brighton and Hove.
 - National Elm Collection (brighton-hove.gov.uk)

Economic benefits

1. Fuel poverty:
 - “*Trees moderate local microclimates – urban areas with trees are cooler in summer and warmer in winter and can help to alleviate fuel poverty. Well-positioned trees also improve the environmental performance of buildings by acting as a buffer or 'overcoat', reducing thermal gain in summer*” From The Forestry Commission - A Case for Trees
2. Contributing indirectly to local economies (From The Forestry Commission - A Case for Trees)
3. Trees can increase the desirability of business to locate within a city.
4. Retail areas with trees perform better.

5. The presence of Street trees can increase property values by up to 15%.
6. Urban trees improve the health of local populations, reducing healthcare costs.
 - *“The general health dividend provided by trees has been scientifically proven – Dutch research shows neighbourhoods with good tree cover are, statistically speaking, significantly healthier than less green urban areas”*
(From The Forestry Commission - A Case for Trees)

Stormwater flooding mitigation

1. Brighton is ranked number eight in the country regarding flood risks.
2. In the UK two thirds of flooding was as a result of surface water run-off
3. A Guardian investigation revealed that raw sewage had been pumped into English rivers via storm overflows more than 200,000 times in 2019. In November, Surfers Against Sewage (SAS) published data showing that untreated wastewater was discharged on to English and Welsh beaches on 2,900 occasions in a year.
4. In 2019 Brighton seafront was one of the worst-affected areas, with 220 reported spills from five overflows.
5. The Guardian reported that the health impact is highlighted in 153 reports of sickness from people using the bathing waters affected in 2020. The worst locations were in Southern Water areas, including at Hove Lawn beach, where water quality is supposed to be “excellent”. (Raw sewage dumped into English and Welsh beaches '2,900 times this year' | Water | The Guardian)
6. In Brighton, the rise in impermeable surfaces such as roads, pavements and driveways reduce the ability of rainfall to infiltrate into the soil and increase the speed at which it moves over the surface. This increases surface water runoff and peak discharge rates and raises the likelihood of flood events. Urban trees and woodlands regulate stormwater by intercepting and storing rainfall on their leaves, which either subsequently evaporates, or reaches the groundwater more slowly as a result of gradual release as throughfall. (FCRP026.pdf forestresearch.gov.uk)
7. Trees are known to reduce surface water run-off compared to asphalt by up to 80% (figures taken from Woodland Trust www.woodlandtrust.org.uk/trees-woods-and-wildlife/british-trees/flooding).
8. **Conclusion:** Street trees in fit-for-purpose tree pits can help to manage surface water run-off and ultimately mitigate instances of raw sewage leaking into the sea. This can help protect residents from illness ultimately caused by surface water run-off.
9. Pollution prevention and supporting the health of the ground water aquifer.
10. All of the city’s potable water comes from the aquifer within the South Downs that also extends into the city. Trees can reduce the amount of pollution found in surface water that would otherwise impact the aquifer and our city’s water supply. For further detailed information refer to: [The Aquifer Partnership](#).

Appendix 2: Tree Felling Data

2.1 Breakdown of the number of trees removed by Brighton & Hove City Council per year

NB: This does not include woodland trees felled due to Ash Dieback as the replanting for this is to be dealt with via the Ash Dieback Action Plan

NB: Elm disease has been split into a separate category

	2016	2017	2018	2019	2020	2021	Average
HIGHWAY TREES	100	73	48	69	89	133	85
NON-HIGHWAY TREES	83	71	86	550	289	175	209
ELM DISEASE HIGHWAY	27	34	25	35	67	42	38
ELM DISEASE NON-HIGHWAY	44	53	31	67	268	64	88
TOTAL ALL TREES	254	231	190	721	713	414	421

** This data includes trees removed on BHCC land only*

** Fells are for all work specs created within those years*

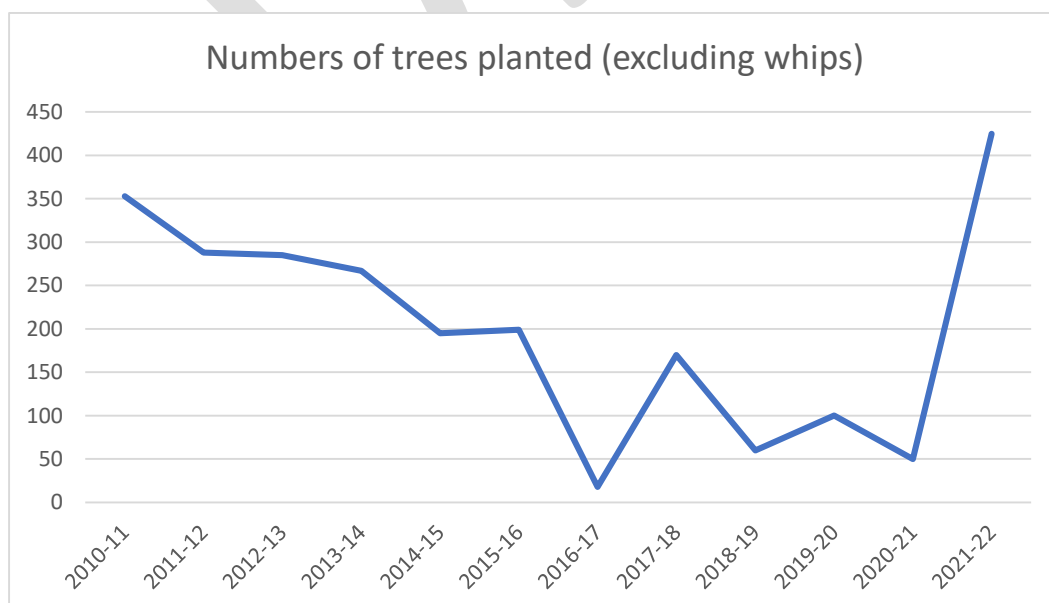
** Data compiled from current Arbortrack records*

** Elm disease fells are taken from analysis of EDRS system of logging elm disease and NOT Arbortrack*

- Elm disease loses in the city over the last six years

	2016	2017	2018	2019	2020	2021	Average
All	79	102	91	153	496	211	189
BHCC	71	87	56	102	335	106	126

2.2 Standard Trees Planted by Brighton and Hove (excludes whip trees)



Appendix 3: Tree Stock Data 2021-22

- Current number of recorded trees outside of woodlands: **28496**
- Current number of trees on the public highway: **12809**
- Breakdown of BHCC tree genus in Brighton & Hove 2020-21

Genus	Number	Percent
<i>Ulmus</i> spp	9116	32%
<i>Acer</i> spp.	4795	17%
<i>Prunus</i> spp.	2453	9%
<i>Sorbus</i> spp.	1638	6%
<i>Fraxinus</i> spp.	954	3%
<i>Tilia</i> spp.	919	3%
<i>Aesculus</i> spp.	798	3%
<i>Betula</i> spp.	700	2%
<i>Crataegus</i> spp.	671	2%
<i>Malus</i> spp. & cvs.	663	2%
<i>Fagus</i> spp.	588	2%
<i>Quercus</i> spp.	510	2%
<i>Platanus</i> spp.	509	2%
<i>Alnus</i> spp.	460	2%
<i>Ilex aquifolium</i>	370	1%
<i>Pyrus</i> spp.	280	1%
<i>Sambucus nigra</i>	253	1%
<i>Corylus</i> spp.	239	1%
<i>Cupressus</i> spp.	190	1%
<i>Taxus</i> spp.	179	1%
<i>Carpinus</i> spp.	173	1%
<i>Cuprocyparis</i> spp.	169	1%
<i>Populus</i> spp.	146	1%
<i>Pinus</i> spp.	143	1%
All others	1576	6%
Total	28492	

Appendix 4: Tree planting stats 2021/22

- Street tree stump replacements: **93 Trees**
- BHCC Housing Land: **112 trees**
- Parks donation trees: **30 trees**
- Resident/Community/Green spaces forum-led schemes: **190 trees**
- New woodland creation whip planting: **2400 whips**
- **Total: 425 trees, 2400 whips**

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Brighton and Hove City Council Ash Dieback Action Plan (ADAP)

Document Title	BHCC Ash Dieback Action Plan
Version	Version 0.1
Author	Christopher Sumnall
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Further copies from	

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1. Executive Summary

Brighton and Hove City Council have created this document which lays out the council's Ash Dieback Plan. Ash Dieback (ADB), *Hymenoscyphus fraxineus* (formerly known as *Chalara fraxinea*), is going to lead to one of the most significant environmental episodes affecting the UK's trees since Elm Disease (*Ophiostoma novo-ulmi*) <https://www.brighton-hove.gov.uk/content/leisure-and-libraries/parks-and-green-spaces/elm-disease>, in the 1970's. ADB has the potential to cause death to *Fraxinus excelsior*, Common ash and other *Fraxinus* species with little resistance being observed across Europe. This could equate to the loss of two billion trees here in the UK

Here in Brighton and Hove we believe we will possibly lose 35,000 to 40,000 ash trees which will have a significant effect upon the landscape, existing trees and woodlands across the city. Our woodlands here provide a wide range of services including regulating ecosystems, providing habitat for multiple species and providing social spaces with connection to nature. This Ash Dieback Plan (ADBP) will outline the council's intention in dealing with ADB and look at the opportunity to enhance and re-create areas affected. BHCC will be using the Tree Council Toolkit to help create our plan and preparing for the future effects of ADB.

We have already identified several areas of ash which are dangerous and estimated that we have removed over 5,000 ash trees, due to ADB, in our city which posed either a current or a foreseeable significant risk to the public or property. It has been predicted that in removing ash trees affected will have an economic impact on our normal business in our city. This plan outlines a methodology to deal with this situation and we hope to minimise disturbance as much as possible. BHCC will also be engaging with private landowners, stakeholders, and other local authorities to help achieve this plan and review and recover from this situation. We will also be working with other organisations to find the best way to reduce the impact on the biodiversity and create new and improved habitats which will benefit all the residents and visitors of the city.

The risk from ash infected with ADB is increasing as more infected trees become hazardous and from our recent ADB survey within the city the infection rate has progressed across the city and little resistance is visible. This plan outlines the risk-based approach to each site with ash trees present and the management plan for woodlands and open spaces. Individual trees will be assessed, removed, and replaced with a suitable alternative if the location is suitable. The ADB management plans for each site will be devised using internal and local knowledge as well as guidance from other organisations. This will help to create bespoke site plans for each with detailed future management plans covering the next 5, 10, and 50 years. Training and developing local groups, City Parks staff and other agencies has already taken place, and this will be ongoing throughout the delivery of the ADBP, and an Ash Dieback action group will be formed. In the next section of the plan, we will set out how BHCC will monitor, assess and prepare for the future. All significant replanting schemes will require Forestry Commission approval.

2. Ash Dieback Plan (ADAP) Aims and Objective

BHCC's ADB plan will outline the main aims and objectives giving a clear understanding how the Council are going to manage the challenges ADB presents. Two of our main aims and objectives are to reduce the risk to the public and property and replace trees we remove to meet with our declared climate and biodiversity emergency and 2030 carbon neutral programme.

We will be removing trees which may look healthy to the public, and some residents may be concerned by the works, but all trees have been surveyed by a professional Arboriculturist. The ADB fungal infection will cause a decline in tree health and condition resulting in a public safety risk. The disease is not only affecting ash trees in Brighton & Hove, but also killing ash throughout the country, with the worst affected areas being here in the south-east of England where major works have already taken place removing 100,000s of trees.

With an estimated 95% of Ash trees throughout the country expected to die within the next five to 10 years, we must accept that our woodlands will look very different as a result. As more detailed assessments are carried out on our woodlands our initial estimates of 20% of our woodland trees being ash look low and this figure could be as high as 35% which equates to as many as 40,000 trees.

This will result in a significant change to the city, however, there is the opportunity of a new start and a chance to replace the lost ash. A main aim of the plan will be regenerating the areas affected by increasing biological diversity in the city through species selection and age, structure etc.

3. Brighton and Hove City Council's ADAP Objectives and Aims

- Surveying and identifying the areas and trees affected by ADB to control future risk and to provide the information for the ADAP
- Identify the environmental, landscape and biodiversity loss/gain from the ADAP
- Aim to replace all canopy cover lost by the removal of ash where appropriate.

We have multiple different habitats across the city and the planting will be designed to protect valuable soils and improve the biodiversity in these woodlands by planting over 35,000 - 40,000 trees in woodland areas whilst actively encouraging ground/herb and shrub layer structure and open glades etc.

- It's unknown how much natural regeneration will occur across the woodlands so replanting with whips will help improve habitat and widen the biodiversity

where appropriate taking into account herb / ground and shrub layer regeneration

- Create a ADB Forum which will discuss any current issues and up and coming events e.g., tree removal and regeneration plans
- Identify high risk ash in woodland and other areas, prioritise tree removal based on those considered high risk first. Those trees that pose a lower risk will be managed to an appropriate timescale
- Produce forecasts and identify budget requirements to deal with infected ash and to replant
- We may find areas of woodlands where public access is limited, or the woodland can be secured to allow the ash to decline and woodland to naturally regenerate noting the importance of dead wood resource for biodiversity. These areas will be limited because of the open access to our woodlands however surveying is ongoing to identify possible sites.
- Reviewing previous records of individual trees and areas of ash to identify risk and to inform management decisions after re-establishment measures have taken place.
- Estimating the cost and then evaluating the recovery from the financial and environmental effects ADB has had on the city.
- Building resilience for the future of the city's woodlands and enhancing the valuable open spaces we have already
- Engaging community groups and residents in the regeneration of the woodlands affected, where possible, and improving the on-going management of our woodlands

4. All about Ash *Fraxinus excelsior* and Ash Dieback *Hymenoscyphus fraxineus*

Ash Dieback is a fungal disease *Hymenoscyphus fraxineus* affecting common ash (*Fraxinus excelsior*) and other *Fraxinus* species, formerly known as *Chalara fraxinea*.

Common ash is the third most prevalent woodland species in the United Kingdom and within BHCC woodlands here in the city. They are present in high numbers throughout the city's approximate 500 hectares of woodlands.

In Brighton and Hove there are relatively few ash trees in street settings, some exist in parks and open spaces and, where prominent, their loss would create a significant impact upon the local visual amenity of the area, alongside other beneficial ecosystems services.

The symptoms first become visible during early June when the leaves are first emerging. These show themselves as wilting and dark discoloration on the leaves with elongated lesions developing on the smaller branches. Eventually the whole crown will become infected with a characteristic 'crown die-back' developing over the next few years.

There is no way to contain the disease and all the city's ash trees has been /will be exposed to it.

The action the council takes to control Elm disease by sanitation felling is not appropriate for ADB, it cannot be contained, or the spread controlled. We will only act where ash trees become a danger, to reduce the risk of falling parts which could cause injury or damage to persons and property. Where appropriate, we will replace trees with other trees suited to the woodland conditions.

The disease spreads via spores caught in the wind from tiny mushrooms born from the main leaf stalk and can spread within a ten-mile radius within one year. Over longer distances the risk of disease spread is most likely to be through the movement of diseased ash plants and foliage.

The movement of infected ash timber is not restricted and where possible felled ash timber will be removed. Where we leave timber on site this is due to limited access for extraction and for the creation of dead wood / habitat piles / dead-hedges to improve biodiversity. The decisions for which methods to employ will be based on the specific locations and woodland conditions. Further information on the disease is available from the Forestry Commission website.



5. General management advice

Other tree species in the areas affected may require removal during these works due to poor condition or over exposure to wind following the removal of adjacent ash trees. Furthermore, any elm trees which pose a threat to existing elm disease controls will also be removed, where necessary, as part of the ADB works.

Our basic management proposals are:

- Restrict the pace of landscape changes where possible, and as appropriate, planting replacement trees as quickly as is safely possible
- Work with the Forestry Commission on licence and restocking
- Identify any individuals or groups with possible genetic resistance to the disease
- Applications for works to ash trees under a Tree Preservation Order (TPO) will be considered as per the current legislation with respect to disease and life expectancy
- Identifying effect on budget, timescales and costs more effectively
- Working in line with our current Elm disease management
- Minimising disruption and risk to the city's residents during tree felling operations
- Replanting where appropriate to protect soils, improve habitat structure and diversity of species

6. Landscape and biodiversity

- Review available historical wildlife and management records to inform regeneration plans relating to ADBP.
- Identify where tree loss will cause /create fragmentation of habitats, and replant trees accordingly so as to maintain connectivity and wildlife corridors
- Identify where tree loss will increase noise and decrease visual screening and replant trees accordingly
- Identifying any areas where tree loss will affect the prevention of flooding or soil stability

- Working in line with current wildlife laws and legislation such as Env Act 2021, NERC 2006 Act, Wildlife and Countryside Act 1981 etc, the UK Government's Biodiversity Plan and the BHCC Local Biodiversity Action Plan by identifying and considering areas and species of interest.

7. Local landowners, land managers and homeowners

Here at BHCC we have identified that Ash Dieback will not only be felt by BHCC but by many local organisations and others in our communities. Within the BHCC ADAP we outline some of problems in trying to work with these other bodies and agencies. We will be identifying these areas and making sure that the other agencies understand the impacts that this problem may have on them.

8. Potential impact of Ash Dieback on our organisation

Health and safety impacts

- Areas of the city's woodlands and parks to be deemed as unsafe for public use due to declining ash trees
- BHCC staff and contractors working with an increasing risk when removing ash trees
- Increased health and safety issues because of declining ash trees on roads, owned and managed land such as in woodland and parks, housing estates, schools, cycleways, bridle paths and footpaths.
- Desire lines or unmarked path / cycle ways will not be prioritised as these are not publicly maintained. Designated footways only will be cleared first and then within the future management new pathways maybe cleared and created.
- Method of tree removal increasing in risk to contractors as trees become more hazardous, which will also increase costs to remove

Economic and social impacts

- Increased liabilities in cases of property damage and injury because of ADB related incidents.
- A shortage of suitable contractors coupled with recruitment difficulties may lead to inflated costs for work
- Increased direct and indirect costs caused by ADB such as additional staff, additional management activities and the impacts this may have on other services and budgets

Reputational impacts

- Political and reputational risks because of negative press and/or public criticism of ash dieback management.

- Potentially strained relationships with landowners and managers as ash dieback spreads and increased costs fall on the private owners' Environmental impacts.
- Landscape changes with impacts on recreational opportunities.

Environmental Impacts

- Loss of Fraxinus excelsior Ash trees for our Cityscape including multiple ecosystems services such as cultural, provisioning etc
- Loss of Ash woodland habitat and protection to other woodland species
- Possible changes / effects in environmental conditions within surrounding areas. Other tree species being affected due to new environmental changes (e.g., predation and loss of companion shelter).
- Cumulative impact on wider city's biodiversity from loss of particular species and general loss / fragmentation of habitats.
- Loss of species particularly associated with Ash trees. The JNCC identifies 44 species (of which 29 are invertebrates) that only occur on Ash trees - (<https://data.jncc.gov.uk/data/1352bab5-3914-4a42-bb8a-a0a1e2b15f14/JNCC-Report-483-FINAL-WEB.pdf>). Also 255 lichen species – info here [The value of different tree species for insects and lichens \(countrysideinfo.co.uk\)](#) and other known species records here [BRC - Database of Insects and their Food Plants](#)

9. The Delivery and Action Plan

The BHCC felling program and works are being planned for the next 3 years which will remove the high-risk ash from the highest risk areas. There will be more works to be undertaken for a possible 5-10 years to clear the remaining low risk ash and re-stock where appropriate. It has been identified that extra resource / staff and funding will be needed to achieve these goals, and for all the woodland across the city for the near future where maintenance work is needed. The plan will be reviewed and developed in terms of the on-going effectiveness of the ADBP and other site management plans that are already in place. The negative effect of ADB has already been mentioned but its larger impact will need to be reviewed in order to change what we are doing and how long this will take to achieve the end goal. Here are some of key factors in achieving the plan.

- In house team of inspectors, from City Parks, to identify and risk assess
- In house Arboriculture service team for any immediate tree issues arising from ADB
- GIS use and other surveying technology to help analyse and predict changes
- Training to in-house staff, and commissioning of other stakeholders / consultants to survey and observe the changes e.g., tree sapling and wildlife / ecological surveys

Activities required to ensure the Action Plan is effective

- Ash dieback surveying and Tree risk management / public safety focused methods to be used.
- In some instances ecological surveys to ensure legal compliance
- Create an Ash dieback group to deal with increase safety risk and discuss the future management.
- Review legal practice, creating partnerships with local Universities to aid with scientific studies around the resistance and theories in dealing with ADB.
- Carry out immediate removal of trees identified within ADB survey 2020-21. Focus public on public safety and communication networks (e.g., ash trees along public roads, public rights of way and railways; ash trees near overhead cables; ash trees away from road, cables etc) and longer-term risks to the environment e.g., biodiversity impacts; landscape restoration.
- Producing a communications strategy and public information updates on the latest ADB news page.
- Developing an ash dieback recovery review timetable and bespoke site management to assists in a sensitive but efficient recovery.

10. Recovery from Ash Dieback

The recovery from ADB is going to be one of the greatest challenges of the plan and where we have the greatest chance of increasing and changing the landscape of the city's woodlands. We aim to increase the biodiversity across all the woodlands safeguarding soils and existing seedbanks, improving species and structural diversity, creating areas of new habitat, and protecting these areas for the future.

Here at BHCC we plan to replant/regenerate all the woodlands where ash has been removed due to ADB. In nearly all sites the need for a Forestry Commission licence demands a replant strategy and species list before the licence to remove the trees can be granted. There are 8 categories of recovery from ADB. Replant felled area, restock by natural generation, restock with individual trees, restock with coppiced trees are the main four methods we will be using across the city's woodlands. The main method in dealing with ADB will be to replant felled areas with some woodland sites left to regenerate naturally, dependant on existing tree species diversity and Forestry Commission felling licenses. The density and the species will be selected based on limitations and site conditions.

The limitations to replanting can be proximity to property or highways and site conditions e.g., species, age, soils, shading, and density of remaining trees. The BHCC inspectors will be carrying out site visits with a Forestry Commission officer to discuss and agree the correct method of removal, and also

working with Ecologists other local stakeholders, such as community groups, to identify areas of interest. Native trees of local provenance will be prioritised to restock the woodland, non-native species maybe used in the future for resilience against pest and diseases, seed genetics strengths and future resilience to a changing climate. We are in dialogue with multiple agencies who are involved in woodland regeneration plus local and national tree nurseries /suppliers to secure stock and adhere to plant health safety.

Most of the replanting will be carried out by the City Parks department, contractors and in-house staff, but we will be using voluntary groups and residents we have here in the city to help to achieve this. The design of the replanting plan is simple and is outlined in the Forestry Commission licence with spacing and density is measured pre-felling. We are only required to replant areas of lost canopy as part of the licencing and the available grants which we will be applying for.

The removal and recovery will also affect the wildlife and impact on the biodiversity of the city's woodlands. BHCC hope with the sensitive methods of removal and the restocking plan the impact to wildlife and residents will be at a minimum.

However, the safety of the public is our main concern which must be at the forefront of deciding when all ADB works begin which allows the recovery phase from ADB to be planned and delivered in a strategic and phased context.

11. ADB Planting List 2021-2022

Table 1 comprises mainly of native trees known for their value to biodiversity¹. Any non-native trees have been added due to their characteristics and habitat value. Woodland edge trees have been selected for these characteristics and their lower final growth height 5m-12m. This group will be used to line the edge of the woodland paths and boundaries to properties, to create new habitats and improve the structure of those woodlands affected. Woodland centre trees have been selected for the characteristics and their final growth height 9m-22m. This group will be used to restock the central areas of the woodlands and different species percentages will be used in restocking due to the already resident species diversity. E.g. 15 % of beech in woodland – Restock percentage 5 % beech. This method will ensure not to restock a larger percentage of one species possibly forming future monocultures.

Table 1. Ash Replacement Tree Selection 2022-23

Habitat Type	Common Name	Scientific Name	Habitat Type	Common Name	Scientific Name
Woodland Edge	Blackthorn	<i>Prunus spinosa</i>	Woodland Centre	Western Red cedar	<i>Thuja plicata</i>
	Cherry Plum	<i>Prunus cerasifera</i>		Scotts Pine	<i>Pinus sylvestris</i>
	Common Buckthorn	<i>Rhamnus cathartica</i>		European Lime	<i>Tilia x europaea</i>
	Damson	<i>Prunus domestica</i>		Field Maple	<i>Acer campestre</i>
	Dog Rose	<i>Rosa canina</i>		Holly	<i>Ilex aquifolium</i>
	Dogwood	<i>Cornus sanguinea</i>		Hornbeam	<i>Carpinus betulus</i>

¹ [The value of different tree species for insects and lichens \(countrysideinfo.co.uk\)](http://countrysideinfo.co.uk)

Habitat Type	Common Name	Scientific Name	Habitat Type	Common Name	Scientific Name
	<u>Elder</u>	<u><i>Sambucus nigra</i></u>		<u>Silver Birch</u>	<u><i>Betula pendula</i></u>
	<u>Bullace</u>	<u><i>Prunus domestica</i></u>		<u>Walnut</u>	<u><i>Juglans Nigra</i></u>
	<u>Guelder Rose</u>	<u><i>Viburnum opulus</i></u>		<u>Wild Cherry</u>	<u><i>Prunus avium</i></u>
	<u>Hawthorn</u>	<u><i>Crataegus monogyna</i></u>		<u>Willow</u>	<u><i>Salix sp.(S. capraea)</i></u>
	<u>Hazel</u>	<u><i>Corylus avellana</i></u>		<u>Yew</u>	<u><i>Taxus baccata</i></u>
	<u>Wild Honeysuckle</u>	<u><i>Lonicera periclymenum</i></u>		<u>Alder</u>	<u><i>Alnus glutinosa</i></u>
	<u>Juniper</u>	<u><i>Juniperus communis</i></u>		<u>Yew</u>	<u><i>Taxus baccata</i></u>
	<u>Medlar</u>	<u><i>Mespilus germanica</i></u>		<u>Hornbeam</u>	<u><i>Carpinus betulus</i></u>
	<u>Spindle</u>	<u><i>Euonymus europaeus</i></u>		<u>Beech</u>	<u><i>Fagus sylvatica</i></u>
	<u>Wayfaring Tree</u>	<u><i>Viburnum lantana</i></u>		<u>English Oak</u>	<u><i>Quercus robur</i></u>
	<u>Whitebeam</u>	<u><i>Sorbus aria</i></u>		<u>Box</u>	<u><i>Buxus sempervirens</i></u>
	<u>Wild Crab Apple</u>	<u><i>Malus sylvestris</i></u>		<u>Wild Service Tree</u>	<u><i>Sorbus torminalis</i></u>
				<u>Walnut</u>	<u><i>Juglans Nigra</i></u>
				<u>Silver Birch</u>	<u><i>Betula pendula</i></u>
				<u>Small Leaved Lime</u>	<u><i>Tilia x cordata</i></u>
				<u>Wild Cherry</u>	<u><i>Prunus avium</i></u>
				<u>Willow</u>	<u><i>Salix sp.(S. capraea)</i></u>
				<u>Yew</u>	<u><i>Taxus baccata</i></u>
				<u>Alder</u>	<u><i>Alnus glutinosa</i></u>
				<u>Yew</u>	<u><i>Taxus baccata</i></u>
				<u>Hornbeam</u>	<u><i>Carpinus betulus</i></u>
				<u>Beech</u>	<u><i>Fagus sylvatica</i></u>
				<u>English Oak</u>	<u><i>Quercus robur</i></u>
				<u>Box</u>	<u><i>Buxus sempervirens</i></u>
				<u>Wild Service Tree</u>	<u><i>Sorbus torminalis</i></u>

12. Future Costs, Estimated costs

Below is a table of costs which shows the spent total on ADB last Autumn/Winter season 2021-2022 (Table 2.) and the predicted costs for the next two years 2022-23 (Table 3.), 2023-24 (Table 4.). The amount will need to be adjusted each year due to rising costs as already contractors are increasing costs due to operating overheads. It is also predicted the ash removal across the city may take another 3-5 years, this will not be on the same scale but with large, isolated pockets of ash across the city and Estate properties the removal will need to be continued.

The tree planting, maintenance and monitoring of the woodlands will also need to be incorporated into the future budget for ADB works. The maintenance is a major part of the licencing from the Forestry Commission, and we will be inspected on the re-stocking and management conditions. We are also looking at government schemes and grants to help with financing the removal, protection and replanting. This will all be extra strain to the council's budgeting and any financial help we could gain from the Tree Plant Health Grant Scheme will assist in the removal and replanting program.

Table 2. 2021-22 Complete Ash Dieback Works and Final costs

Site Name	Cost. £	Date of Start – Finish
Abinger Road	43,900	01.22 – 03.22

Site Name	Cost. £	Date of Start – Finish
Moulescoombe Way (Stage1)	15.200	01.22 – 03.22
3Corner Copse (Stage 1)	29.900	02.22 – 04.22
Westdean Woods	36.8800	01.22 – 02.22
Wild Park Woods (Stage1)	31.500	01.22 – 02.22
Withdean Park (Stage 1)	36,000	02.22 – 03.22
Total	193.3900	

Table 3. 2022-23 Planned Ash Dieback Works and Estimated costs

Site Name	Estimated Cost. £	Planned start Date
Wild Park Stage 2	100,000	2022-23
Woodvale Cemetery Stage 1	25,000	2022-23
Extra Memorial Cemetery Stage 1	25,000	2022-23
Cooney Hill Stage 2	16,000	2022-23
North and south woods Ovingdean.	15,000	2022-23
Ditchling Road	16,510	2022-23
A293	25,000	2022-23
Withdean Stadium Woods Stage 1	25,000	2022-23
Easthill Park Woodland	In house	2022-23
Bersted Woods Stage 1	25,000	2022-23
Hollingbing Woods Stage 1	30,000	2022-23
Jevington Drive Stage 1	17,000	2022-23
Coldene Woods Stage 2	30,000	2022-23
Withdean Park Woods Stage 2	15,000	2022-23
3 Corner Copse Stage 2	10,000	2022-23
Heath Hill/Wild Bank wood Stage 1	30,000	2022-23
Total Estimate	404,510	

Table 4. 2023-24 Planned Ash Dieback Works and Estimated costs

Site Name	Estimated Cost. £	Planned start Date
Wild Park Stage 3	100,000	2023-24
Woodvale Cemetery Stage 1	70,000	2023-24
Extra Memorial Cemetery Stage 2	70,000	2023-24
Jevington Drive Stage 2	30,000	2023-24
Heath Hill/Wild bank wood Stage 2	25,000	2023-24
Cooney Hill Stage 2	17,000	2023-24
Cooney Hill Stage 3	25,000	2023-24
Coldene Woods Stage 2	25,000	2023-24
Stanmer Park Stage 2	100,000	2023-24
Stanmer Park Stage 3	100,000	2023-24
Stanmer Park Stage 4	50,000	2023-24
A293	45,000	2023-24
Standean Farm	30,000	2023-24
Withdean Stadium Woods	15,000	2023-24
Bersted Woods Stage2	35,000	2023-24
Hollingbing Woods Stage 2	45,000	2023-24
Total Estimate	£782,000	

TREE ACTION PLAN

What	Who	Success measure	Target date	Progress update
Deliver the Ash Dieback Plan	Head of Operations, City Parks	Plan delivered by December 2030	Felling completed within next three years Replanting completed within the next five years ¹	Replanting is subject to funding being available
Recruit Tree Enforcement Officer	Arboriculture Manager	Officer in post	December 2022	
Establish role of Tree Enforcement Officer, including relevant training and developing work programme	Arboriculture Manager	Officer inducted and delivering work programme	March 2023	
Develop and implement enforcement process	Arboriculture Manager	Enforcement process agreed by Committee	May 2023	
Develop elm spotter plan, including identifying resources to spot and relevant training	Arboriculture Manager	Increased number of trained elm spotters	October 2022 And ongoing	
Develop and implement process for managing diseased elms that have been spotted	Arboriculture Manager	Process agreed and in action	October 2022 And ongoing	
Design and install elm disease signage	Arboriculture Manager Communications Officer	Signage prepared Signage installed in relevant locations	September 2022 And ongoing	Signage has been used previously. This needs to be reviewed and updated.
Improve education and communication on elm disease	Arboriculture Manager Communications Officer	Web pages updated Regular communications published	September 2022	Educational activities have been used previously. These need to be reviewed and updated.
Develop and deliver a programme of tree surveying	Arboriculture Manager	All trees identified All trees surveyed	December 2025	Tender for surveying of trees in parks to be issued in 2022

¹ A 10 year maintenance programme is required for replanted trees, funding is required to enable this. Following this, after a further 10 years it can be maintained as woodland

TREE ACTION PLAN				
What	Who	Success measure	Target date	Progress update
				This action is linked to the procurement of a new tree management system
Recruit Tree Surveyor to survey trees on HRA land	Arboriculture Manager	Surveyor in post	Completed	Surveyor is in post
Develop and deliver a programme of tree surveying on HRA land	HRA Tree Surveyor	All trees identified All trees surveyed	March 2023	Surveying has started
Procure a new tree management system	Head of Strategy & Service Improvement	Business case approved System procured	March 2023	
Establish role of Tree Planting Officers	Arboriculture Manager	Increase in new trees planted across the city	December 2022	Two officers in post; one full-time, one part-time Roles developing as the planting season progresses
Identify options for planting new woodlands	Arboriculture Manager	Sites identified	December 2022 And ongoing	New sites dependent on approvals from Downland Advisory Panel, Asset Management Board and Environment, Transport & Sustainability Committee
Plant new woodlands	Arboriculture Manager	New woodlands planted	December 2023 And ongoing	Dependent on funding
Increase street tree planting	Arboriculture Manager	Increase in new trees planted across the city	Ongoing	
Increase tree planting on HRA land	Head of Tenancy Services	Increase in new trees planted across the city		
Continue to plant trees in the city's parks	Head of Operations, City Parks	Increase in new trees planted across the city		Dependent on further donations and external funding bids
Identify more diverse and sustainable species for tree planting	Arboriculture Manager	More diverse trees planted across the city	Ongoing	There is a need to break the chain between on-street elms with other tree genus to stop transmission of elm disease This will be managed on a site-by-site basis e.g. planting alternative salt resistant species to elm species closer to the sea front, looking for appropriate sites for tolerant coniferous options such as Kingsway to the Sea

TREE ACTION PLAN				
What	Who	Success measure	Target date	Progress update
Establish review process to understand the impact of more diverse and sustainable tree planting	Arboriculture Manager	Successes identified and replicated	Ongoing	Dependent on planting and time to understand impact / success
Identify and apply for grant funding	Tree Planting Officer	Existing levels of grant funding maintained	Ongoing	
Consider options for tree planting using the Community Infrastructure Levy (CIL)	Tree Planting Officer	CIL funding obtained	Ongoing	
Continue to work with and formalise tree planting partnerships	Tree Planting Officer	Increase in new trees planted across the city through partnerships and community groups	Ongoing	
Work with The Woodland Trust to improve policies in relation to trees, including enforcement	Arboriculture Manager	New policies agreed	December 2023	City Parks will be meeting with The Woodland Trust to discuss how they have supported other Local Authorities on the issue of planning and preservation of green infrastructure City Parks have also expressed their interest to The Woodland Trust in seeking assistance to improve the council's policy documentation with respect to trees
Review process for obtaining tree planting approval and communicate to the city	Tree Planting Officer	Process followed Reduced unauthorised tree planting	December 2022 And ongoing	
Increase size of mowing and strimming areas around all trees	Head of Operations, City Parks	Fewer trees damaged	Ongoing	
Explore options for protecting trees during street works	Arboriculture Manager	Fewer trees damaged	Ongoing	Some staff in City Transport are being trained in arboriculture matters

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 11

Subject: UNESCO Periodic Review of The Living Coast Biosphere

Date of meeting: 21 June 2022

Report of: Interim Executive Director Economy, Environment & Culture

Contact Officer: Name: Sarah Dobson
Tel: 01273 294720
Email: Sarah.dobson@brighton-hove.gov.uk

Ward(s) affected: All

For general release

1. Purpose of the report and policy context

- 1.1 The Brighton & Lewes Downs UNESCO Biosphere – known as The Living Coast – was designated as a Biosphere Region by UNESCO in 2014. UNESCO periodically review these designations every 10 years and The Living Coast designation will be due for review in 2024.
- 1.2 Brighton & Hove City Council is the lead partner of The Living Coast Biosphere Partnership.
- 1.3 The purpose of this report is to ask the committee to confirm their support for The Living Coast to complete the periodic review process and concurrently develop the next 10-year management plan required for the designation for the period 2024 – 2034 and, in their role as lead partner, make available sufficient resources as detailed in paragraph 3.17 to successfully undertake this work.

2. Recommendations

- 2.1 That the Committee agrees to support the UNESCO periodic review process to confirm the World Biosphere Region designation for The Living Coast and the development of the next 10-year management strategy.
- 2.2 That the Committee notes that Brighton & Hove City Council as the lead partner for The Living Coast will make available from existing Sustainability Team core budgets necessary resources as detailed in paragraph 3.17 of the report to support the UNESCO review and strategy development process.

3. Context and background information

- 3.1 The Living Coast is Brighton & Lewes Downs UNESCO World Biosphere Region.

The Biosphere is both a spatial designation – [view the online map](#) – recognising the global importance of our local natural environment, and a regional environmental partnership. Brighton & Hove City Council is the lead delivery partner of The Living Coast Biosphere. The Living Coast is the UK's only urban Biosphere, and one of only 3 Biosphere designations in England.

- 3.2 Biospheres are designated by UNESCO to be demonstration areas for sustainable development. They are the spatial designation of UNESCO's Man and the Biosphere programme - which is an intergovernmental scientific programme that aims to establish a scientific basis for enhancing the relationship between people and their environments. The programme combines the natural and social sciences with a view to improving human livelihoods and safeguarding natural and managed ecosystems, thus promoting innovative approaches to economic development that are socially and culturally appropriate and environmentally sustainable.
- 3.3 The World network of biospheres that support the Man and the Biosphere programme is also designed to be representative of all major natural and semi-natural ecosystems. Our biosphere is designated as an excellent example of a predominantly chalk ecosystem. Our designation is focused on what is known as the Brighton Chalk Block, between the River Adur in the west and the River Ouse to the east, up over the Downs to the Northern boundary of the South Downs National Park and stretching 2 miles offshore to encompass our coast, chalk reef and the marine conservation zone of Beachy Head West, with the urban environment of Brighton & Hove and surrounding towns and villages at its heart.
- 3.4 The environmental partnership of the Biosphere represents around 40 organisations and groups from the community to the national level. These include Adur & Worthing District Council, Lewes District & Town Councils, South Downs National Park, Southern Water, Sussex Inshore Fisheries Conservation Authority, University of Brighton, University of Sussex, Brighton & Hove Buses, Environment Agency, Natural England, Fabrica Gallery, ONCA Gallery, Public Health, Visit Brighton, Shoreham Port Authority, RWE Renewables as well as wider third sector organisations. The partnership comes together to better care for, enhance and enjoy our special local environments of countryside, coast and urban areas at a landscape scale.
- 3.5 The UNESCO Biosphere designation is a global brand, endorsement and symbol representing the innovative approach to sustainable development and globally important natural environment The Living Coast region has. The UNESCO periodic review process provides the opportunity for this to be reaffirmed and progress against the Biosphere objectives & functions recognized. Collaborative development of a new 10-year management strategy provides the opportunity for the diverse partnership to come together at a landscape scale to set the shared environmental priorities for the region.

- 3.6 In line with UNESCO requirements the Biosphere Partnership is non-campaigning and politically neutral.
- 3.7 At ETS Committee in July 2013 the application for Brighton & Lewes Downs to become a UNESCO Biosphere Region received cross party support and was strongly endorsed by the committee.
- 3.8 Brighton & Hove City Council declared a climate and biodiversity emergency in December 2018 and becoming Carbon Neutral by 2030 is a corporate priority. The Living Coast programme supports the delivery of the Carbon Neutral programme and vice versa, with the Carbon Neutral programme contributing to the regional, national and international objectives of the Man and the Biosphere programme. The Living Coast programme enables collaborative, longer-term strategic regional development focused on innovation for sustainable development. Climate change mitigation and adaption underpinned by a resilient natural environment is at the heart of the global biosphere programme and are key strands of the Carbon Neutral 2030 programme.
- 3.9 The UK Government has recently passed into law the Environment Act which aims to protect and enhance our environment for future generations. There are now predictions that the 1.5°C safe global warming limit will be breached within the next 5 years. Addressing local, national and international ambitions on climate change and biodiversity loss require fast paced working at scale, and regional environmental partnerships are a key mechanism for delivering on these ambitions.
- 3.10 At a global level UNESCO's Man and the Biosphere programme is directed by the [Man and Biosphere Strategy 2015 – 2025](#) and corresponding [Lima Action Plan 2016 - 2025](#) and mapped against the [UN's Sustainable Development Goals](#).
- 3.11 Nationally the programme is governed by the [UK UNESCO National Commission](#) and UK Man and the Biosphere Network National Committee on behalf of the UK Government.
- 3.12 Locally The Living Coast Biosphere delivers a programme of projects under the [Biosphere Management Strategy](#) with Biosphere partners that deliver on the 3 global biosphere functions:
- **Conservation** of natural resources: landscapes, ecosystems, species and genetic diversity both on a regional and global scale
 - **Development** – economic and social development which is culturally and ecologically sustainable
 - **Logistics** – knowledge, engagement, environmental education, research and training to test, demonstrate and communicate innovative approaches to conservation and sustainable development.
- 3.13 To date some of the key successes of the Biosphere partnership have been:

- To develop a catchment scale partnership to protect and enhance the groundwater aquifer serving the population of the wider Brighton region (now known as [The Aquifer Partnership](#))
 - Working with the regional visitor economy to increase the value of tourism whilst reducing its environmental impact through the [BioCultural Heritage Tourism Project](#)
 - Creating opportunities for the regional creative community through [The Living Coast Artist Residencies](#)
 - Enabling low impact travel across the region via [The Living Coast by Bike](#)
 - Celebrating our regional maritime heritage in the [Homeward Bound Festival](#)
 - Developing and delivering a landscape scale restoration project for the eastern South Downs as part of the [Changing Chalk Partnership](#)
 - Creating a [business network](#) to support the transition to more sustainable business practices for our regional SMEs
 - Enabling impactful [research](#) within the Biosphere and global biosphere network
 - Using creative engagement to help school children learn about the water cycle via the use of Minecraft in the Our Water Matters schools outreach programme
 - Innovative approaches to flood management through the use of nature-based solutions in the Portslade Rain Gardens project
 - Enabling accessible engagement with the underwater environment of our Marine Conservation Zone via virtual reality in the Living Coast Undersea Experience
 - Engaging communities with the natural environment through collaborative and creative partnerships such as '[Home](#)' sculptures on the Undercliff Walk
 - Softer benefits such as improved nature connection opportunities for our communities such as via the [England Coast Path](#), the [City Nature Challenge](#), supporting [schools](#) particularly via the Brighton & Hove Environmental Education project, as well as benefits from wider partnership working across the region such as in the development of Sussex Bay.
- 3.14 The UNESCO designation is not resourced by the UK government or UNESCO. The Living Coast partnership make voluntary contributions to fund the Biosphere Programme Manager post (1 FTE), 50% of which comes from the city council (£25,000 per annum). The city council also host the Biosphere Programme Manager post within the International & Sustainability team, contributing additional in-kind staff support (IT, HR etc.). All additional core costs and project development and delivery costs are funded either by the delivery partners, grant funding or a combination of both. Since designation The Living Coast has directly enabled project & research funding to the region of over £1million and supported the achievement of significantly more funding amongst the wider partnership.
- 3.15 The Biosphere Programme Manager's core role is to facilitate and develop The Living Coast Partnership & programme as set out in The Living Coast Role Descriptions (**Appendix 1**). Whilst the Biosphere Programme Manager

leads the development of strategic documents on behalf of the Biosphere Partnership, there is insufficient capacity in the role to maintain and develop the existing Biosphere programme whilst also undertaking the development work required for the UNESCO Periodic Review and new 10-year management strategy. Additional resource is required to support ongoing programme delivery, the periodic review process and strategic development.

- 3.16 In addition to capacity, the periodic review process will require the contribution, collation and presentation of data from the city council, the Biosphere Partnership and wider local and national stakeholders relating to the three functions of the Biosphere region: conservation, development and logistics, as well as in eco-system services, governance, management and co-ordination of the Biosphere Region. Obtaining, collating and presenting this data will also require additional capacity and expertise.
- 3.17 It is anticipated that a resource of approximately £80,000 will be required for external expertise over a 12 - 18 month period from autumn 2022, to support the redesignation process and development of the new 10-year management strategy. Whilst partnership discussions are at an early stage, it is envisaged that the city council, as lead partner, will contribute at least 50% of this cost, so £40,000, and this would be covered through existing budgets (a combination of the council's Sustainability team budget and Carbon Neutral programme budget).
- 3.18 It is also anticipated that a similar democratic process will be undertaken amongst Living Coast partner local authorities in regards to the Biosphere redesignation and strategic development processes.

4. Analysis and consideration of alternative options

- 4.1 The periodic review process and development of a management strategy for the designation are UNESCO requirements and therefore not able to be considered optional.
- 4.2 Alternative options to resource the review and strategic development process would be as follows:
- Manage the process through existing resource – not recommended as the Biosphere Programme Manager is already at capacity in delivering the current biosphere programme and is therefore not able to deliver these additional processes.
 - Resource the process through external partnership funding – not recommended. As lead partner of the biosphere, the city council have the responsibility of taking the lead role in supporting and developing the designation. It is expected that external partners will be contributing to the resource required to deliver these processes in partnership with the city council.
 - Resource the process through external fundraising – not recommended. There would be a significant resource and timescale impact to develop the necessary applications for external funding streams, as well as

significant risk in this approach in not achieving the required level of funding.

5. Community engagement and consultation

- 5.1 The UNESCO periodic review and management strategy development process will require engagement and consultation both across the wider Biosphere partnership, internal and external stakeholders and members of the local community. This engagement and consultation will be planned and delivered within the brief for the external expertise over the 12 - 18 month period from Autumn 2022.

6. Conclusion

- 6.1 As the lead partner in The Living Coast Biosphere the city council undertakes the lead role in supporting and developing the Biosphere programme. In order to continue the development of the Biosphere, the partnership is required to undertake the periodic review and strategic development processes.
- 6.2 To successfully complete these processes, the Biosphere requires the additional support from the city council and wider Biosphere partnership as detailed within this report, and therefore it is recommended that the city council makes available from the existing Sustainability Team and Carbon Neutral programme budgets necessary resources as detailed in paragraph 3.17 of the report to support the UNESCO review and strategy development processes.

7. Financial implications

- 7.1 The Living Coast review will require external expertise estimated to cost £80,000. As lead partner, the Council will support 50% of the costs, whilst working with others in the partnership to find the remaining £40,000. Should that not be successful, the Council would need to provide further funding. The Council's share of £40,000 can be funded by the Sustainability revenue budget (EVN012) and given that the review is estimated to take 12-18 months, may straddle two financial years.

Name of finance officer consulted: Jill Scarfield Date consulted: 07/06/22

8. Legal implications

- 8.1 If external support is procured, officers will need to comply with the Council's Contract Standing Orders.

Name of lawyer consulted: Alice Rowland Date consulted: 01/06/22

9. Equalities implications

- 9.1 The periodic review process requires us to report on multiple socio- cultural measures including: networks to connect diverse groups across the

community, promotion of local culture & heritage, cooperation across local population, indigenous peoples, community language, tangible and intangible heritage, the role of women, as well as the use of traditional and local knowledge in the management of the Biosphere.

- 9.2 A full equalities impact assessment will be completed as part of the development of the next 10-year management strategy.
- 9.3 Climate change impacts are anticipated to disproportionately effect the most vulnerable members of society, both locally and globally. The Biosphere programme seeks to provide mitigation for and adaptation to the changing climate, in order to reduce inequality in line with the sustainable development goals.

10. Sustainability implications

- 10.1 Biospheres are designated by UNESCO to be demonstration areas for sustainable development. They are the spatial designation of UNESCOs Man and the Biosphere programme - which is an intergovernmental scientific programme that aims to establish a scientific basis for enhancing the relationship between people and their environments.
- 10.2 The programme combines the natural and social sciences with a view to improving human livelihoods and safeguarding natural and managed ecosystems, thus promoting innovative approaches to economic development that are socially and culturally appropriate and environmentally sustainable.

11. Other Implications

Public health implications:

- 11.1 Improving public health outcomes by enhancing the resilience of our natural environment has been and is anticipated to remain a key objective of The Living Coast Biosphere programme.
- 11.2 A Public Health consultant currently represents the public health sector on the Biosphere Board.

Supporting Documentation

Appendices

- 1. The Living Coast Role Descriptions



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- Lead the development of required strategic documents such as The Living Coast Management Strategy, the Communications, Engagement and Marketing Strategy, and the 10 yearly UNESCO Periodic Review;
- Support partners and Board members in and occasionally lead the development of external funding applications for project proposals, and fundraise for operational delivery costs to enable programme implementation and management, and be responsible for the financial management of funding directly received;
- represent The Living Coast Biosphere programme and partnership at meetings with local, national and international organisations & stakeholders;
- be the technical expert on biospheres locally to advise on policy and project development by partner organisations to seek to incorporate Biosphere objectives and help to deliver desired outcomes for collective benefits;
- Work to develop and co-ordinate the monitoring of programme and partner activities, outputs and impacts that seek to contribute to the Biosphere objectives, to evaluate progress according to The Living Coast Management Strategy and UNESCO application;
- oversee and support the delivery of The Living Coast communication and engagement activities to target audiences.
- Where capacity allows support partner organisations in project development and delivery that support Biosphere objectives.

The Living Coast Delivery Board members

The role of a board member is to provide strategic direction to The Living Coast programme by representing a key sector or consortium of partner organisations on The Living Coast Delivery Board. Each member is expected to act as a conduit to embed the value of the designation and the global Biosphere objectives within their organisation or sector to enable the collaborative delivery of the Biosphere programme through relevant organisational or collaborative projects. Board members are expected to proudly promote The Living Coast Biosphere as part of their daily work, both within and outside their partner organisations.

Collectively Board members are responsible for overseeing the effective delivery of the Biosphere work programme to meet the requirements of the designation by UNESCO and to act in accordance with The Living Coast Delivery Board Terms of Reference

Member organisations also contribute financially to the core costs of The Living Coast including but not limited to the staffing cost of the Biosphere Programme Manager role, in accordance to the organisational contribution levels set out in The Living Coast Annual Funding Contributions table. Member organisations may also be approached to provide in kind support to The Living Coast, in the form of skills, expertise or other resources on a need by need basis.

Each board member acts in a voluntary capacity and there is no time limit to the lengths of membership of the board. If Board members become inactive the process of reviewing Board membership is defined in The Living Coast Board Terms of Reference. If individual members within organisations wish to transfer their position to a colleague, then one month's formal notification to the Chair is needed to ensure that a clear transition between members can take place. If member organisations wish to withdraw from the Board then they must give three months' notice to the Chair of an intention to step down.

Chair of The Living Coast Delivery Board

The Chair of the Delivery Board supports strategic development to deliver on the global Biosphere objectives and is responsible for the effective functioning of the Board, through ensuring that a suitable governance structure is in place and that process is effectively applied. This governance

comes directly from the Biosphere Delivery Board 'Terms of Reference' and the focus is on encouraging effective collaboration and participation of partners and board members. The Chair also supports the work of the Biosphere Programme Manager to ensure The Living Coast delivers its agreed UNESCO objectives. The position of Chair is entirely voluntary, and performance is evaluated on how effectively the Board functions.

The position involves serving for a two-year period, which is reviewed after a twelve-month period and that may be renewed for a maximum of 3 consecutive terms with approval from the Board. The Chair must give three months' notice of an intention to step down at which point nominations for a new Chair will take place from The Living Coast Board and partner organisations.

Vice Chair of The Living Coast Delivery Board

The role of Vice Chair exists to support the Chair in delivering the Chair's objectives as well as deputise for the Chair at Biosphere Board Meetings when needed, and to support the overall governance structure. The position of Vice Chair is entirely voluntary and involves serving for a two-year period, which is reconfirmed after a twelve-month period. The Vice Chair must give six weeks' notice of an intention to step down at which point nominations for a new Vice Chair will take place from The Living Coast Board and Partner organisations. Elections for the role of Vice Chair will take place no earlier than 12 months after elections for the Chair role has taken place.

The Living Coast Delivery Board Co-ordinator

This position acts as administrator for The Living Coast Delivery Board and involves the scheduling of Board meetings and other meetings as required. In addition, this role is responsible for the taking of minutes at meetings and general support for the Board and supporting officers. The Co-ordinator is also responsible for supporting the financial administration of The Living Coast, contributing to the creation and maintenance of communications and engagement materials such as The Living Coast website and newsletter, communicating with Board members and Partners as required and maintaining circulation lists. .

This position is held by a member of staff at Brighton & Hove City Council and forms part of Brighton & Hove City Council's support of The Living Coast as lead partner.

Brighton & Hove City Council

Environment, Transport & Committee

Agenda Item 12

Subject: Flood Risk Management Plan (2021-2027) Local Approval

Date of meeting: 21 June 2022

Report of: Interim Executive Director Economy, Environment & Culture

Contact Officer: Name: Andy French
Tel: 01273 291919
Email: andy.french@brighton-hove.gov.uk

Ward(s) affected: All

For general release

1. Purpose of the report and policy context

- 1.1 This report seeks approval for the Brighton & Hove City Council's (in its capacity as a Lead Local Flood Authority [LLFA]) input to the Environment Agency's South East River Basin District Flood Risk Management Plan [FRMP] covering the period 2021-2027.
- 1.2 Under the Flood Risk Regulations 2009 there is a duty on both the Environment Agency [EA] and on LLFAs to produce a Flood Risk Management Plan and for these plans to be reviewed at least every 6-years commencing in 2015 (2015, 2021, 2027 etc) and a new Plan produced.
- 1.3 There is agreement that the EA will produce this document on a River Basin District basis and compile input from each LLFA to combine with their own sections to cover all forms of flood risk. The review was carried out in 2021 as part of the process of updating the new Plans and in accordance with the regulations.

2. Recommendations

- 2.1 That Committee approve the local content to the Flood Risk Management Plan as detailed in Appendices 1 and 2 of this report for issue of the final version by the Environment Agency.

3. Context and background information

- 3.1 The Consultation Draft content was previously approved at ETS Committee on 21 September 2021.
- 3.2 A 3-month public consultation on the draft FRMPs for 2021 to 2027 ran from 22 October 2021 to 21 January 2022 which was hosted on the Environment Agency's Consultation Portal.

- 3.3 The Council ran a parallel consultation on our own portal which was advertised to provide information and linked to the Environment Agency consultation to encourage members of the public and stakeholders to take part.
- 3.4 Feedback collated by the Environment Agency has resulted in minor alteration to text and clarification of measures. There were very few specific references to the measures and text for Brighton and Hove.
- 3.5 Alterations have been made by the Environment Agency with agreement from Council Officers. The Brighton and Hove final version content is attached in Appendices 1 and 2 of this report.
- 3.6 The 'National Once Measures', which are included in the EA FRMP to cover day to day rather than specific measures and were presented to ETS Committee with the draft BHCC input for context in September 2021, are attached in Appendix 3 and are unchanged.
- 3.7 In addition to our process of democratic approval as a policy document and prior to publication of the final document, the Environment Agency requires confirmation by end of June 2022 of local approval of the input provided by each LLFA.

4. Analysis and consideration of alternative options

- 4.1 The alterations from feedback collated by the Environment Agency when applied to the Brighton and Hove information and measures were minor and do not alter any material aspect of the measures.
- 4.2 No alternative options needed to be considered as part of agreeing the minor alterations following the consultation.

5. Community engagement and consultation

- 5.1 The consultation exercise was successfully completed end January 2022 and responses have been collated by the Environment Agency. A summary of responses is published by the Environment Agency and a link is included in the Background Documents.
- 5.2 Our consultation obligation under the Flood Risk Regulations is fulfilled by hosting a joint consultation which we advertised by press release, social media posts and newsflash / links on our webpages.
- 5.3 All proposed measures which involve physical interventions will undergo consultation processes as part of the project management process and will receive democratic approval to spend public monies prior to commencement.

6. Conclusion

- 6.1 The consultation exercise conducted by the Environment Agency and advertised and signposted by the Council locally drew responses from major stakeholders and the public.
- 6.2 The recommended course of action is to approve the measures and reporting which make up the Council's input to the Flood Risk Management Plan (2021-2027) as appended to this report.

7. Financial implications

- 7.1 All costs associated with updating the Flood Risk Management Plan will be funded from existing Flood Risk Management revenue budgets. It is anticipated that any financial implications expected to arise from complying with and implementing elements of the updated Local Strategy will be funded from existing revenue budget and earmarked reserve.
- 7.2 The ongoing revenue budget will be used to fund the cost of local consultation on the flood schemes, studies, ongoing maintenance costs of flood defence structures, preparation of further statutory flood risk management plans and staff costs. Bids for more expensive capital projects will be submitted to the Environment Agency for funding from DEFRA Grant in Aid, which will involve partnership funding from a range of sources potentially including the Local Levy fund, private funding from Southern Water or CIL monies and a necessary proportion of local funding from the Council.

Name of finance officer consulted: John Lack Date consulted: 03/05/2022

8. Legal implications

- 8.1 As noted in the body of the report, the duty to produce a Flood Risk Management Plan (FRMP) is found in the Flood Risk Regulations 2009. Regulation 27 states that a FRMP is a "a plan for the management of a significant flood risk" and which must include details of objectives for the purpose of managing the flood risk and the proposed measures for achieving those objectives.
- 8.2 The Regulations provide that the Environment Agency's first review must be completed before 22 December 2021, and that a lead local flood authority's first review must be completed before 22 June 2021. A revised flood risk management plan must be prepared following the review, which must (inter alia) include an assessment of progress made towards implementing the measures in the previous plan and, if relevant, a statement of the reasons why any measures have not been implemented.
- 8.3 Relevant bodies listed under Regulation 36(3) of the Flood Risk Regulations 2009 and the public must be consulted on the proposed content of a FRMP. This occurred as part of the joint Environment Agency / Local Authority consultation process.

- 8.4 The Council in its role as Lead Local Flood Authority undertakes flood alleviation projects as part of strategic management of flood risk under the Flood and Water Management Act 2010.

Name of lawyer consulted: Hilary Woodward Date consulted: 28/4/22

9. Equalities implications

- 9.1 The measures within the FRMP benefit the whole City and any properties protected by proposed measures would be selected entirely on a risk and cost benefit basis targeting areas of highest risk and worst impact whilst maximising value. There is no equalities implication for the reporting element.
- 9.2 No specific Equalities Impact Assessment has been carried out for the local input from this Authority. For the same reasons no assessment was published by the Environment Agency.

10. Sustainability implications

- 10.1 Flood risk management and any measures to alleviate flooding help create a more sustainable city in terms of addressing adaption to climate change.
- 10.2 There are no negative sustainability impacts or implications associated with the proposed FRMP measures and reporting.

11. Other Implications

- 11.1 None.

Supporting Documentation

1. Appendices

1. BHCC Specific Flood Risk Management Plan (2021-2027) Measures
2. BHCC Flood Risk Management Plan (2021-2027) Reporting
3. Environment Agency Flood Risk Management Plan (2021-2027) National Once Measures.

2. Background documents

1. [21 September 2021 ETS Committee Report Agenda Item 39](#)
2. [Consultation Draft South East Flood Risk Management Plan: 2021 - 27 GOV.UK](#)
3. [Consultation Draft Strategy Environmental Assessment 2021 - GOV.UK](#)
4. [Environment Agency Summary of responses Document](#)

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<i>Required</i>	<i>Required</i>	<i>Required</i>	<i>Required if measure scale set to Flood Risk Area, otherwise optional</i>	<i>Required if measure scale set to Strategic Area, otherwise optional</i>	<i>Required if measure scale set to Management Catchment, otherwise optional</i>	<i>Required</i>	<i>Required</i>
Measure description	Measure location	Measure scale	Flood Risk Area	Strategic Area	Water Framework Directive Management Catchment	River Basin District	Measure outcome
update the Local Flood Risk Management Strategy	Brighton and Hove	Flood Risk Area	City of Brighton and Hove, South East (RoFSW)			South East - 07	manage flood risk
update the Surface Water Management Plan	Brighton and Hove	Flood Risk Area	City of Brighton and Hove, South East (RoFSW)			South East - 07	identify and address flood risk from surface water
conduct a City Wide Property Flood Resilience Scheme	Brighton and Hove	Flood Risk Area	City of Brighton and Hove, South East (RoFSW)			South East - 07	increase resilience of properties to surface water flooding
produce a written protocol to respond to reports of flooding and investigate flood events	Brighton and Hove	Flood Risk Area	City of Brighton and Hove, South East (RoFSW)			South East - 07	be able to respond in a timely manner to any flood reports, and have a structured process for investigating flood events
implement a surface water management scheme, incorporating principles of sustainable drainage or wider catchment solutions as appropriate,	the Preston Park area	Flood Risk Area	City of Brighton and Hove, South East (RoFSW)			South East - 07	protect properties and infrastructure
complete a groundwater and telemetry study	Brighton and Hove	Flood Risk Area	City of Brighton and Hove, South East (RoFSW)			South East - 07	investigate the requirement for further telemetry in order to improve flood investigation and warning

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	Required	Optional	Optional	Required	Required
Measure	Detailed spatial element	Plan owner name	Plan name	Statutory or non-statutory	Type
Between 2021 and 2022, Brighton and Hove City Council will update the Local Flood Risk Management Strategy in Brighton and Hove to manage flood risk in the City of Brighton and Hove, South East Flood Risk Area.	No	Brighton and Hove City Council	Brighton and Hove City Council Local Flood Risk Management Strategy	Statutory FRMP	Individual
Between 2021 and 2022, Brighton and Hove City Council will update the Surface Water Management Plan in Brighton and Hove to identify and address flood risk from surface water in the City of Brighton and Hove, South East Flood Risk Area.	No	Brighton and Hove City Council	Brighton and Hove City Council Surface Water Management Plan	Statutory FRMP	Aggregated
By 2026, Brighton and Hove City Council and the Environment Agency will conduct a City Wide Property Flood Resilience Scheme in Brighton and Hove to increase resilience of properties to surface water flooding in the City of Brighton and Hove, South East Flood Risk Area.	No			Statutory FRMP	Individual
By 2022, Brighton and Hove City Council will produce a written protocol to respond to reports of flooding and investigate flood events in Brighton and Hove to be able to respond in a timely manner to any flood reports, and have a structured process for investigating flood events in the City of Brighton and Hove, South East Flood Risk Area.	No			Statutory FRMP	Individual
By 2024, Brighton and Hove City Council and Southern Water and the Environment Agency will implement a surface water management scheme, incorporating principles of sustainable drainage or wider catchment solutions as appropriate, in the Preston Park area to protect properties and infrastructure in the City of Brighton and Hove, South East Flood Risk Area.	No			Statutory FRMP	Individual
By 2023, Brighton and Hove City Council will complete a groundwater and telemetry study in Brighton and Hove to investigate the requirement for further telemetry in order to improve flood investigation and warning in the City of Brighton and Hove, South East Flood Risk Area.	No			Statutory FRMP	Individual

	Objectives Met - Select 'Yes' or 'No' to indicate if the measure meets a specific objective or not.																		Automatic	Automatic	Required
Required																			Objectives met	Objective categories met	Review process
Source of flood water	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
Multi-source	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18	Likelihood, Health, Environmental, Economic	Annual review of the Brighton and Hove City Council Local Flood Risk Management Strategy
Surface water flooding	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18	Likelihood, Health, Environmental, Economic	Annual review of the Brighton and Hove City Council Local Flood Risk Management Strategy
Surface water flooding	No	Yes	Yes	No	No	No	Yes	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	2, 3, 7, 15, 16, 17, 18	Likelihood, Health	Annual review of the Brighton and Hove City Council Local Flood Risk Management Strategy
Multi-source	Yes	No	No	No	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	1, 14, 15, 16, 17, 18	Likelihood, Health, Economic	Annual review of the Brighton and Hove City Council Local Flood Risk Management Strategy
Multi-source	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1, 2, 3, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18	Likelihood, Health, Environmental, Economic	Annual review of the Brighton and Hove City Council Local Flood Risk Management Strategy
Groundwater flooding	Yes	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No	1, 3, 15, 16, 17	Likelihood, Health	Annual review of the Brighton and Hove City Council Local Flood Risk Management Strategy

<i>Required</i>	<i>Optional</i>	<i>Optional</i>	<i>Optional</i>	<i>Optional</i>	<i>Required</i>	<i>Optional</i>	<i>Required</i>
Implementation status	Success criteria	Support organisations	Cost range	Cost benefit	Will the measure be screened in or out of the detailed SEA, and why?	Screened out of SEA assessment - covered by existing SEA	Why the action has been screened in or out of the cumulative SEA
Not started - agreed	Publication of Document	None	less than £100,000		Out. No details available regarding potential on the ground physical activities that may be included in the updated Strategy.		In. Proposed / new measures will be assessed as part of the cumulative Strategic Environmental Assessment.
Not started - agreed	Publication of Document	None	less than £100,000		Out. No details available regarding potential on the ground physical activities that may be included in the updated Strategy.		In. Proposed / new measures will be assessed as part of the cumulative Strategic Environmental Assessment.
Not started - proposed	50+ properties protected	None	£100,000 to £500,000		Out. Insufficient information about whether works will involve physical activities on the ground.		In. Proposed / new measures will be assessed as part of the cumulative Strategic Environmental Assessment.
Not started - agreed	Completion of document	None	less than £100,000		Out. Improving information, action will not involve physical activities on the ground.		In. Proposed / new measures will be assessed as part of the cumulative Strategic Environmental Assessment.
Not started - agreed	Completion of physical works	None	£100,000 to £500,000		Out. No details available regarding potential on the ground physical activities that may be carried out as part of this scheme.		In. Proposed / new measures will be assessed as part of the cumulative Strategic Environmental Assessment.
Not started - proposed	Completion of document	None	less than £100,000		Out. Measure carried over from the first cycle Flood Risk Management Plan not yet implemented, that has not changed significantly and will have already been included as part of the previous Strategic Environmental Assessment.		In. Transitional measure will be assessed as part of the cumulative Strategic Environmental Assessment.

Optional		Optional	Optional	Required	At least one type of built and historic environment must be selected					Required	Required
Relevant WFD assessment	Relevant HRA assessment	Was the plan that contains the action subject to IROPI?	Protects the built and historic environment	Conservation area	Ancient monument	World heritage site	Registered park	Garden and battlefield	Listed building	Conserves and protects the natural environment	Delivers the Nature Recovery Network
			Yes	Yes	No	No	Yes	No	Yes	Yes	Yes
			Yes	Yes	No	No	Yes	No	Yes	Yes	Yes
			Yes	Yes	No	No	No	No	Yes	No	No
			No	No	No	No	No	No	No	No	No
			No	No	No	No	No	No	No	Yes	Yes
			No	No	No	No	No	No	No	No	No
				No	No	No	No	No	No		

At least one prote

Required		At least one conservation or protected site must be specified			Required	Required	Required	Optional	Required	Optional	Required	
Maintains or restores nature conservation protected sites	Special Area of Conservation	Special Protection Area	Site of Special Scientific Interest	National Nature Reserve	Contributes to biodiversity net gain	Includes or requires nature based solutions	Creates or enhances non-riverine habitats	Area of non-riverine habitat created or enhanced (in ha)	Contributes to objectives within the River Basin Management Plan	Waterbodies associated with objective achievement in the RBMP	Contributes to the protected area objectives of river basin planning	Natura 2000 sites
Yes	Castle Hill		Castle Hill, Brighton to Newhaven Cliffs	Castle Hill	No	1-25%	No		Yes	Adur and Ouse Catchment Area	Yes	No
Yes	Castle Hill		Castle Hill, Brighton to Newhaven Cliffs	Castle Hill	No	1-25%	No		Yes	Adur and Ouse Catchment Area	Yes	No
No					No	No	No		No	Adur and Ouse Catchment Area	No	No
No					No	No	No		No		No	No
No					No	26-50%	No		Yes		Yes	No
No					No	No	No		No		Yes	No
												No

ected area must be selected (please select "Yes" or "No", do not leave blank); **nam**
the area is optional.

				Required	Required	Optional	Required	Required	Optional
Drinking Water Protected Areas	Drinking Water Protected Area Name	Bathing Water Protected Areas	Bathing Water Protected Area Name	Contributes to improving or maintaining water quality	Enhances river or stream habitat	Length of river or stream habitat protected (in km)	Contributes to maintaining flow or reduced abstraction	Helps to control or reduce the spread of non-native invasive species	Other comments
Yes	Brighton Chalk Block	Yes	Brighton Central & Brighton Kempton	Yes	No		Yes	No	
Yes	Brighton Chalk Block	No		Yes	No		Yes	No	
No		No		No	No		No	No	
No		No		No	No		No	No	
Yes	Brighton Chalk Block	No		Yes	No		No	No	
Yes	Brighton Chalk Block	No		No	No		No	No	
No		No							

The City of Brighton and Hove Surface Water FRA



Flood Risk Area: City of Brighton and Hove, South East



- Flood Risk Area: Surface Water
- River Basin Districts



0 2 4 6 Kilometres

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Figure 1: a map showing the boundary of the City of Brighton and Hove Surface Water Flood Risk Area

Introduction to the City of Brighton and Hove Surface Water FRA

The City of Brighton and Hove Flood Risk Area (FRA) has been identified as an FRA because the risk of flooding from surface water is significant nationally for people, the economy or the environment (including cultural heritage). This location was also identified as an FRA in the first cycle Flood Risk Management Plan (FRMP).

Brighton and Hove City Council take the lead on the development and delivery of the FRMP for this FRA. They're the Lead Local Flood Authority (LLFA) responsible for managing flood risk from 'local' sources. For Brighton and Hove, these local sources of flooding are surface water and groundwater. There are no rivers within the FRA.

Southern Water is the water and sewage company that owns, operates and maintains the sewerage network and wastewater treatment infrastructure in the FRA.

The City of Brighton and Hove FRA covers the urban district of the City of Brighton and Hove. The urban area includes:

- residential
- business
- amenity

The FRA is in the Adur and Ouse management catchment. It's surrounded to the north by a green belt of farmland and the South Downs National Park. To the south of the city is 14km of coastal frontage and amenity beach. Within the FRA, there are parks and several listed buildings at risk of flooding. The boundary of the FRA is shown in



Flood Risk Area: City of Brighton and Hove, South East



Flood Risk Area: Surface Water
 River Basin Districts



Kilometres
 0 2 4 6

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The geology in the FRA is extensively chalk downland, with isolated pockets of clay, silt and sand in the south-west. The chalk downland acts as an aquifer, providing the city with its main water supply. The highly permeable nature of this bedrock significantly contributes to flood risk within the FRA, through over land flow when rising groundwater levels reach the surface.

During periods of prolonged rainfall, groundwater is known to emerge in locations on the northern edge of the urban area, such as in Portslade and Patcham. A series of earth embankments provide cut-offs and diversions for the main overland routes in the northern part of the city.

Over time, development of the city has resulted in several historic watercourses being culverted and then built over. These comprise the main Victorian sewers, which continue to provide drainage routes beneath roads through the city to the coast. In the upper catchments, there are separate surface water and foul sewers. In the lower, flatter part of the catchment, the sewer system is combined. A large modern storm water tunnel, or drain, runs along the coastal frontage of the city.

The existing soakaway and sewer system can cope with rainfall events that have less than about a 3% chance of occurring each year. However, in more extreme rainfall events, it can become overwhelmed. This is a particular issue in the Preston Park area, due to the combined effects of a reduction in sewer size and low-lying ground.

Flooding is made worse when the chalk aquifer also reaches capacity, resulting in combined surface water and groundwater flooding.

The risk of flooding from the sea within the FRA is not significant. Brighton and Hove City Council continue to work with Lewes District Council, Adur and Worthing Councils and the Environment Agency to manage the risk of coastal erosion and flooding.

Current flood risk

Since 2015, surface water flooding of properties and services has occurred in isolated locations including:

- Patcham
- Portslade
- Central Hove

These areas were identified as being at risk of flooding in the first cycle FRMP and measures have since been implemented to help manage this risk.

The [Flood Risk and Hazard Maps for Surface Water in England](#) provide data on the likelihood and consequence of flooding for the City of Brighton and Hove FRA. This data is from December 2019. It considers the presence and condition of defences.

The [Flood Risk and Hazard Maps for Surface Water in England](#) show that in the City of Brighton and Hove FRA, 46,293 people live in areas at risk of flooding from surface water. Of these people, 9% are in areas of high risk.

Also shown to be in areas at risk of flooding from surface water are:

- 2,571 non-residential properties
- services - including hospitals, schools and colleges and public utilities
- 9.2km of A-roads - including parts of the A27, A23 and A259
- 8km of railway
- 36ha of agricultural land
- 107 listed buildings
- parks and gardens
- water abstraction points

Based on this information, Risk Management Authorities (RMAs) have concluded that further steps should be taken to reduce the likelihood of flooding and the current and future impact it could have on the FRA.

How the risk is currently managed

Brighton and Hove City Council manage the surface water risk in collaboration with Southern Water and work with other partners including the Environment Agency.

The Southern Regional Flood and Coastal Committee (RFCC) provides a link between the Environment Agency, LLFA and other RMAs to build an understanding of flood and coastal erosion risk in their area. To ensure that flood and coastal erosion risk management work represents value for money and benefits local communities, the RFCC encourage investment that's:

- efficient
- targeted
- risk-based

The long-term strategy for managing local flood risk is set out in the Brighton and Hove 'Local Flood Risk Management Strategy' and 'Surface Water Management Plan'. These can be found on the [flood and drainage policies](#) section of Brighton and Hove City Council's website and will both be updated in 2022.

Flood risk maps are published based on the outputs from mathematical modelling to inform:

- the public and business of their flood risk
- potential developers and local planning authorities
- the assessment and design of flood risk management work

In 2018, Brighton and Hove City Council introduced planning guidance for Sustainable Drainage Systems (SuDS) for all future development within the planning authority boundary.

Brighton and Hove City Council manage and maintain most of the permanent flood risk assets within the FRA. These include several earth embankments and open channels. Southern Water are responsible for the storm water tunnel along the coastal frontage of the city. Flood risk assets installed as part of Property Flood Resilience (or Property Level Protection) Schemes within the FRA are maintained by the homeowner.

The following flood risk improvements have been carried out in the FRA since 2015:

- 'Patcham Flood Alleviation Scheme'
- 'Central Hove and Portslade Property Level Protection Scheme'
- 'Warmdene Road Property Level Protection Scheme'
- 'Carden Avenue Sustainable Drainage Systems Scheme - Phase 1'
- Wolseley Road earth embankment and drain

A surface water management scheme, potentially incorporating the principles of sustainable drainage has been identified at Preston Park, by a flood risk management group comprising:

- Brighton and Hove City Council
- Southern Water
- the Environment Agency

The scheme will reduce the risk of surface water and combined sewer flooding to:

- homes
- small businesses
- transport links into the city

Brighton and Hove City Council are also reviewing the potential for implementing a city-wide programme for installation of Sustainable Drainage Systems. This would help to deliver multiple benefits throughout the city and is identified as an objective in their draft Local Flood Risk Management Strategy.

Southern Water are developing a '[Drainage and Wastewater Management Plan](#)' for the Adur and Ouse management catchment. This will help identify further opportunities to reduce flooding and improve drainage systems.

Information on groundwater levels (including at the Ladies Mile borehole) and rainfall data is collected by the Environment Agency. This data is used to issue flood

warnings to a groundwater flood warning area in the Patcham area. Rainfall data is also collected at further sites across the city that are managed and maintained by the University of Brighton. This data is used by Brighton and Hove City Council to inform their flood incident response and reporting activities.

You can find more information about the routine day to day work that all LLFAs carry out in the national-level measures in the [Flood Plan Explorer](#), an interactive mapping tool.

The impact of climate change and future flood risk

As rainfall intensity increases, it means that surface water flooding will become more frequent as higher rainfall totals will be seen more often. Please refer to the '[Climate change and the South East RBD](#)' section for more information on what we know is likely to be the implications of climate change for flood risk in the South East River Basin District.

Objectives and measures for the City of Brighton and Hove Surface Water FRA

Measures have been developed that apply specifically to the City of Brighton and Hove FRA.

You can find information about these measures, including which national objectives each measure helps to achieve, in the [Flood Plan Explorer](#), an interactive mapping tool.

LLFA National once measures for second cycle Flood Risk Management Plans

Final as agreed with ADEPT 15/09/20

These set out day to day business as usual work undertaken by LLFAs. They have been developed with the ADEPT Flood and Water Group who represent LLFAs.

The measures have been split into the four categories of prevention, protection, preparedness and recovery and review to align with the 2009 Flood Risk Regulations. They have been written in a specific measurable achievable realistic and timebound (SMART) format so that they are consistent with other measures in flood risk management plans.

These link to existing legal powers and duties as set out in the Flood and Water Management Act (2010) and other relevant policy, legislation and guidance. Hence they should not place any undue burden on LLFAs.

The notes in italics below are for context and do not form part of the measure wording itself.

Please direct any questions or feedback on these to your local flood risk management plan (FRMP) lead at the EA (or your normal Partnership and Strategic Overview team contact if you are not sure who this is). The Environment Agency will discuss any further feedback on these from LLFAs with the ADEPT Flood and Water Management Group prior to consultation on the draft flood risk management plans in 2021.

Prevention

1. Between 2021 and 2027, lead local flood authorities will maintain, keep under review, apply and monitor a local flood risk management strategy in their area to prioritise local flood management approaches.

Note: covers local flood risk management strategies

2. Between 2021 and 2027, lead local flood authorities will implement relevant government guidance on taking climate change into account for flood risk decision making in their area to mitigate the effects of climate change.

Note: covers climate change guidance

3. Between 2021 and 2027, lead local flood authorities and other risk management authorities will start implementing steps to work towards net zero carbon in the river basin to mitigate the effects of climate change.

Note: covers working towards net zero emissions (legal government target for 2050)

4. Between 2021 and 2027, lead local flood authorities will work in partnership with other risk management authorities in the river basin to reduce the risk of flooding from all sources.

Note: covers partnership working

customer service line 03706 506 506

incident hotline 0800 80 70 60

floodline 03459 88 11 88

Page 1 of 3

5. Between 2021 and 2027, lead local flood authorities will inform spatial and infrastructure planning, development and regeneration in the river basin to manage the current and future risk of local sources of flooding.

Note: covers spatial planning

6. Between 2021 and 2027, lead local flood authorities will act as a consultee for planning applications in their area to promote sustainable surface water drainage arrangements in new developments.

Note: covers responding to planning applications

7. Between 2021 and 2027, lead local flood authorities will work with other risk management authorities to maintain and update where necessary flood maps in their area to better understand the risk of flooding.

Note: covers keeping flood maps e.g. surface water mapping up to date

Protection

8. Between 2021 and 2027, lead local flood authorities will work with other flood asset owners and riparian owners to ensure a programme of maintenance is delivered to improve asset and channel performance in their area to reduce the risk of flooding from all sources.

Note: covers working with landowners to maintain assets and watercourses

9. Between 2021 and 2027, lead local flood authorities and other risk management authorities will identify a programme of nature based approaches in their area to reduce the risk of flooding from all sources.

Note: covers implementation of the 25 Year Environment Plan

10. Between 2021 and 2027, lead local flood authorities may designate third party flood risk assets and maintain a register of designated flood risk assets in their area to manage the risk of flooding from local sources.

Note: covers schedule 1 of the Flood and Water Management Act (designation of third party assets)

11. Between 2021 and 2027, lead local flood authorities will take a risk based approach to develop and maintain a register of flood risk assets/features in their area to manage the likelihood of local flood risk.

Note: covers section 21 of the Flood and Water Management Act relating to an asset register

12. Between 2021 and 2027, lead local flood authorities will regulate the condition of and third party activity on ordinary watercourses, where it may pose a flood risk, and support new works in ordinary watercourses in their area to reduce the likelihood of flooding.

Note: covers consenting and enforcement on ordinary watercourses

13. Between 2021 and 2027, lead local flood authorities will work with other risk management authorities to support the delivery of flood projects in the river basin to reduce the risk of flooding from all sources.

Note: covers flood and coastal erosion risk management grant in aid and local levy programme delivery

14. Between 2021 and 2027, lead local flood authorities will plan flood risk management projects to achieve wider environmental benefits in their area to work towards biodiversity net gain where appropriate.

Note: covers implementation of the 25 Year Environment Plan and emerging Environment Bill

Preparedness

15. Between 2021 and 2027, lead local flood authorities and other risk management authorities will support communities to increase their resilience to flooding in the river basin to reduce the risk of flooding from all sources.

Note: links to implementation of new national Flood and Coastal Erosion Risk Management Strategy and working with community groups

16. Between 2021 and 2027, lead local flood authorities will support emergency response partners and communities to plan, prepare and exercise for future flood scenarios in the river basin to reduce the consequences of flooding from all sources.

Note: links to supporting role of LLFA e.g. in providing data and information to local resilience forums and community groups

Recovery and review

17. Between 2021 and 2027, lead local flood authorities will investigate and hold a record of local flood events in their area to support the understanding of the nature of flood risk and the significant causes of flooding.

Note: covers section 19 of the Flood and Water Management Act relating to flood investigations

18. Between 2021 and 2027, lead local flood authorities will work with others to support communities through the recovery phase of a significant flood event in their area to support them to return to their homes and businesses.

Note: links to supporting role of LLFA e.g. in providing data and information to local resilience forums and community groups

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 13

Subject: Liveable Neighbourhood Pilot Project (Hanover & Tarnier)

Date of meeting: 21 June 2022

Report of: Interim Executive Director Economy, Environment & Culture

Contact Officer: Name: Oliver Spratley
Tel: 01273 290 390
Email: oliver.spratley@brighton-hove.gov.uk

Ward(s) affected: Hanover & Elm Grove, Queen's Park

For general release

1. Purpose of the report and policy context

- 1.1 Following consideration of a deputation from Hanover Action by the Environment, Transport & Sustainability Committee (ETS) in June 2020, and a further report to this committee in March 2021, work has been undertaken to develop the city's first Low Traffic Neighbourhood (LTN) in the Hanover & Tarnier area as a pilot project.
- 1.2 The Brighton & Hove Climate Assembly (2020) recommended the '*creation of healthier low traffic/pedestrianised communities*', as a key aim in supporting a transition to achieving carbon reductions across the city that can be achieved in combination with other key transport and planning policy, and programmes of work.
- 1.3 This report sets out the progress made through two stages of community engagement, which has played a key part in piloting a process of co-production to inform the evolving LTN design and, has helped to identify and develop the overall measures required to deliver this pilot scheme. The results of this engagement are provided in Appendix 2 and Appendix 3.
- 1.4 Decisions are required which will be key in guiding the project through its next stages. These include committing the preferred option (Appendix 1) to public consultation and the adoption of a draft Project Monitoring Framework (Appendix 4), that is defined to track outcomes of this experimental project, once delivered.

2. Recommendations

That Committee

- 2.1 Welcomes the progress made through local community engagement and co-production, which has helped develop the preferred option for the Hanover & Turner Liveable Neighbourhood.
- 2.2 Agrees that the preferred option, as shown in Appendix 1 of this report is progressed through a public consultation exercise, and that the proposed final scheme be reported back to a future meeting of this committee.
- 2.3 Agrees that, based on current cost estimates, consideration will be given to seeking additional funding from the 2022-23 Carbon Neutral Fund, as outlined in 7.1, subject to approval by the Policy & Resources committee in the second half of 2022.
- 2.4 Agrees the proposed Project Monitoring Framework set out in Appendix 4 of this report.
- 2.5 Agrees that officers will engage with members of the local community to explore potential mitigation and improvement measures on roads that border the pilot LTN project. This will include the prioritization of those measures, should there be insufficient funds, to carry out all the potential measures explored.

3. Context and background information

- 3.1 In June 2020, the ETS Committee agreed for an Officer Report to be produced on the matters detailed in the ETS Committee deputation presented by Hanover Action (Group). The Deputation requested the piloting of a Liveable or Low Traffic Neighbourhood scheme (LTN) in the Hanover area. At that ETS Committee it was also agreed that the Council's Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan (LCWIP) should include an action to 'develop a pilot Low Traffic Neighbourhood as requested in the Hanover Action Deputation'.
- 3.2 In September 2020, the ETS Committee considered the Council's updated *Urgent Response Transport Action Plan – (Appendix A) updated September 2020 Executive Summary*; The update stated that the Hanover LTN was not considered to be eligible for the Government's Active Travel Tranche 2 funding, and therefore would be removed from the Action Plan and considered as part of a future Local Transport Plan Capital (LTP) Programme.
- 3.3 At the March 2021 meeting of this Committee, an LTN Pilot update report noted that a consultant had been appointed to progress the initial pilot project planning and design stages and that stakeholder and community engagement processes were being planned by the council. The LTN Pilot Project workflow is based on emerging best practice that includes early engagement to be conducted prior to the standard non-statutory and

statutory public consultation stages. The methodology and the results of the two initial stages of engagement are provided in Appendices 2 & 3. These engagement processes are also outlined in more detail in section 5 of this report and have been used to inform the preferred option, as set out in Appendix 1.

- 3.4 The wider background to LTNs and associated benefits in the UK have been set out in previous reports. A number of schemes have been implemented in a number of cities and regions such as London, Bath, Somerset, Oxford and Edinburgh.
- 3.5 The Hanover & Tarner Liveable Neighbourhood / LTN pilot project will help inform the development, funding and delivery of future LTN projects in the city. This project is piloting the process of LTN engagement/co-production, consultation and design. These processes required to plan and deliver the LTN will be reviewed after its completion. This review will also help inform the further development of the Liveable Neighbourhood Prioritisation Framework which will initially be reported to this Committee later this year.
- 3.6 The most recent stage of the project has focused on community and stakeholder engagement and co-production to help generate and explore ideas that have been incorporated into draft concept plans for the pilot LTN. This has also included technical assessment of the LTN area and survey work. The study area was extended to include the Tarner area to the south of Hanover to ensure that suitable main roads bounded the project area and that the size of the LTN area was closer to the recommended size which is required to produce the shift to other forms of travel. This inclusion of an area with a different profile in terms of Joint Strategic Need Assessment data was also a justification for the increased study area.
- 3.7 To inform the LTN project planning and design stages an Accessibility Audit has been conducted by the Get Involved Group (Possability People), as outlined in Section 9 of this report. Improving the area to facilitate safer, healthier and greener walking and wheeling environment is a key objective of the project for the short to longer term. Initial engagement has resulted in the scheduling of highway condition surveys across the project. This highway conditions surveying work includes Elm Grove and Queen's Park Road, which will inform where the public highway will be fixed, and for example, where dropped kerbs still need to be installed.
- 3.8 At the March 2022 meeting of this Committee, the city's first Local Cycling and Walking Infrastructure Plan (LCWIP) was approved. This plan sets out; the strategic; the local areas; and the routes for improvement, across the city to be addressed over the next ten years. The Hanover & Tarner area is defined in the LCWIP as part of the city to be considered for an area-based approach. It includes Islingword Road as a local link for improvement, Elm Grove as a strategic route for cycling infrastructure improvement and Queen's Park Road, Edward Street and Grand Parade / Richmond Place, which are all classified as priority strategic routes for improvement. The LTN pilot project will ensure that the area is future-proofed for LCWIP based improvements if budgets for this LTN pilot project does not allow full integration of all LCWIP infrastructure planned.

4. Analysis and consideration of alternative options

4.1 The main aim of an LTN scheme is to encourage greater use of active travel choices and community activities in a local area, thus reducing private motor vehicle use, particularly for shorter trips. Providing infrastructure and deterring traffic from further afield cutting through residential streets can contribute towards achieving this. Residential areas can then be transformed over time into greener, healthier and safer spaces and places for residents to live, with improved cycling and walking networks. It is important that main roads on the boundary of an LTN are also improved, to ensure that there are overall benefits throughout the area over the short to medium term.

4.2 Following the first community engagement exercise feedback in Autumn 2021, two sketches of concept LTN plans for the area were designed to show potential ways in which the project's objectives could be delivered. These draft concept LTNs, which are provided in Appendix 3, were based on a core LTN design with some alternative proposals for accessing and exiting the LTN area principally in the NW corner.

The concept LTNs for the project area were reviewed by residents during the second engagement period in Spring 2022, the results of which are outlined in Appendix 3; this has resulted in informing the preferred option shown in Appendix 1 of this report, which is now proposed to be committed to public consultation.

4.3 As a result of the community engagement, Appendix 1 sets out a revised draft LTN plan with additional proposed measures for delivering improvements to Elm Grove and Queens Park Road, to be delivered as part of this project, including new crossing point(s), traffic calming measures, bus bays and greening. These additional measures have been included as a result of ongoing technical discussion and community engagement as outlined in Section 5., below. While the LTN will initially be a temporary scheme, such changes to boundary roads will be permanent, assuming no problems arise. We will continue to work on measures beyond the scheme to improve traffic flow and reduce the amount of traffic on these roads.

4.4 Concerns have been expressed about the 'displacement' of traffic and associated increases in traffic on main roads following the initial LTN implementation. Research into schemes in Waltham Forest (Waltham Forest Village Review 2021) has shown traffic volume to level off over time, as the scheme beds in. However, as this is not always the case, a pilot/experimental scheme is being developed rather than permanent LTN scheme and its impact on traffic levels will be monitored. An additional closure on Franklin Road is included in the revised LTN concept plan to mitigate the risk of rat-running. All closures included in the revised plan will be open for walking and cycling, as well as emergency and waste and recycling services.

- 4.5 The Project Monitoring Framework as set out in Appendix 4, defines how the project will be evaluated and measured in terms of success. The LTN will be monitored by repeating traffic counts and speed surveys, comparison of collision and casualty data, plus the analysis from 12 new air quality monitoring sites to be installed across the project area mainly on the boundary roads.
- 4.6 Air quality data will be collected before, during, and after the construction of the project. Furthermore, there is initial scoping underway to procure and install three real time air quality monitors at Elm Grove Primary School, Carlton Hill Primary School, and Orchard Day Nursery. All datapoints used for monitoring purposes will be published on the council's website.
- 4.7 The decision to progress this pilot LTN was partly based on significant local support for an LTN as demonstrated by the Hanover Action Deputation. The Hanover & Tarn area is of a suitable scale and kind to pilot an LTN with issues associated with rat-running on residential streets evident, such as on Southover Street and Islingword Road amongst others.
- 4.8 However, the site does have some design and planning challenges due to the steep gradient. There will be a requirement for a bus gate within the design that will limit the access for cars to enter the area from the west.
- 4.9 Appendix 1 shows a bus gate on the western end of Southover Street. The proposed operation of the bus gate is still to be finalised which could be operational for 24 hours a day or for example, at peak times only, with these options open for consideration as part of the public consultation. Taxis are exempt from traffic restrictions stipulated by bus gates in Brighton & Hove.

5. Community engagement and consultation

- 5.1 This pilot project also includes a process of co-production with the local community in addition to and in advance of more standard public consultation exercises conducted by the council. This engagement process has so far consisted of two key stages to inform the production of the preferred option as shown in Appendix 1 of this report.
- 5.2 An Accessibility Audit of the area has also been conducted by the Get Involved Group, Possability People (Autumn 2021) which has helped inform the targeting and planning of specific project activities. Section 7.1 of this report includes funding for introducing further dropped kerbs and tactile paving where they are currently missing, as well as maintenance surveys, which are currently being programmed to take place.
- 5.3 Following a comprehensive technical review by officers of the available engagement platforms, the platform used for the BHCC Climate Assembly, 'Bang the Table'/Engagement HQ, was used for the purposes of progressing the pilot LTN project community engagement activities, supplementing in-person workshops.

- 5.4 In September 2021, the Liveable Neighbourhood pilot project was officially launched in terms of public involvement with the first stage of the engagement process being initiated. The project was publicly promoted through digital social media channels, and through the mailing out of more than 7200 postcards to all addresses across the immediate project area, asking local residents and businesses to 'get involved'. Information about the pilot project was promoted through twelve on-street stalls with exhibition boards. The initial co-production activity asked people to study their area and use an interactive map to indicate where issues and opportunities existed.
- 5.5 This mapping exercise identified more than 900 points of interest covering a range of ideas and issues, that if addressed could support the creation of a Liveable Neighbourhood, as shown in Appendix 2. The dataset generated by this mapping process was then used to inform the initial draft concept plans, that were then carried forward to the second stage of engagement.
- 5.6 In March 2022 the second stage of engagement commenced with a further 7200 postcards being delivered to streets in the proposed Liveable Neighbourhood project. An online virtual workshop with a questionnaire using the engagement platform was made accessible and three in-person workshops were arranged. The engagement workshops were well attended. Two further workshops were also arranged and held during the five-week engagement period to ensure wider awareness of the project.
- 5.7 In addition to the engagement activities to progress the LTN planning, key stakeholders have been consulted through the LTN planning and design process including the two Primary Schools and the emergency services and City Clean, which has resulted in the concept design being revised. Waste and recycling service vehicles and Fire & Rescue appliances will be able to pass through all physical road closures used in the pilot project.
- 5.8 Some residents and parents associated with Elm Grove Primary School have expressed concern regarding potential displacement of traffic over the short to longer term, with regards to road safety for children, and current issues with anti-social driving and speeding which might conceivably be exacerbated if more traffic resulted through the LTN on the main roads. Concern has also been expressed regarding the impacts of additional traffic on local air quality. To ensure that this is measured effectively, air quality monitors will be installed to assess changes over time.
- 5.9 Meetings have been held with representatives of Elm Grove Primary School and residents. Discussion has resulted in a range potential measures, now being proposed in principle, to improve safety and introduce traffic calming, greening and footway protection on Elm Grove and Queen's Park Road. Such measures would remove access for pavement parking which damages the footways and landscaping and is a risk to safety.
- 5.10 A recurrent theme evident in the feedback provided by respondents through the new engagement process was that many wheelchair users, cyclists, motorcyclists and pedestrians experienced issues with the camber

intersection of footways and carriageways at junctions, across the steeper inclines on the western side / central project area.

- 5.11 Condition surveys of surfaces across the area including Elm Grove, Queen's Park Road are being planned to inform complementary maintenance programmes as soon as possible. These surveys enable defects to be identified for targeted maintenance measures.
- 5.12 A summary of the results from the second engagement period is provided in Appendix 3. which includes a summary of the proposals now featuring in the Preferred option Appendix 1 which is now prepared for public consultation.
- 5.13 Ongoing stakeholder engagement and the public consultation, which is planned to run from 11 July until 11 September 2022, will further inform the evolving LTN design before it is reported back to this Committee later this year.

6. Conclusion

- 6.1 The pilot project work is involving the public, community representatives, and local Councillors in the area, people coming together to explore the principles of LTNs and how they can be developed within a central residential area in the city.
- 6.2 As the first in the city, the Hanover & Tarner Pilot LTN will help to test the local Brighton & Hove context and the local public highway network, to inform and influence the future co-production, development, and delivery of the city's future LTNs and/or other liveable neighbourhood measures across the city.
- 6.3 Furthermore, this project work will help shape the Liveable Neighbourhood Prioritisation Framework, which is currently being developed by officers. This Framework will be reported to a meeting of this committee later this year, to be considered for adoption by the council to help best target limited funding based on eligibility and feasibility criteria, to be confirmed. However, it is anticipated that the future screening of requests with regards to assessing prioritization will include factoring in Joint Strategic Needs Assessment insight.
- 6.4 The decisions required to progress the Liveable Neighbourhood pilot project are critical given that such a project can contribute to the transitioning to a carbon neutral city. The council is committed to delivering and transitioning through programmes of work that consist of individual projects – the sum of which work towards this aim.
- 6.5 LTNs can deliver safer, healthier, and greener environments which must factor in such improvements to their boundary roads to be a success. This consideration will be critical to realise the benefits of successful projects and is also critical in enabling the shift to a carbon neutral future and to support the path to achieving carbon neutrality.

7. Financial implications

7.1 Initial Local Transport Plan (LTP) capital funding of £300,000 has been allocated to this project for the Hanover area, however the project area has been expanded to better align the project to recommended LTN geographies and design guidance. Furthermore, given the project context and the feedback from the stakeholder and community engagement including permanent improvements required on the proposed LTN main roads, the estimated cost of the LTN has now been reviewed. This process has indicated that additional funding of up to £1.1 million would be required. It is intended that a bid will be made from the council's Carbon Neutral Fund for 2022/23 budget. Bids will be considered and recommended for approval by Policy & Resources Committee later this financial year. Alternative funding options may include borrowing, revenue contributions or additional LTP capital allocations.

7.2 Any reduction in the number of parking bays currently provided will become clearer once the scheme has progressed through the public consultation and a final scheme reported to this Committee later this year.

7.3 Name of finance officer consulted: Rob Allen Date consulted 22/05/2022:

8. Legal implications

8.1 Traffic regulation orders required as a result of an approval of a final scheme will undergo statutory public consultation.

8.2 The additional funding of up to £1.1 million required to enable the delivery of the pilot LTN as noted in Section 7 above, sought from the council's Carbon Neutral Fund budget, is subject to approval by Policy & Resources Committee later this financial year. Alternative funding options are available.

Name of lawyer consulted: Hilary Woodward
Date consulted (13/05/2022):

9. Equalities implications

9.1 Recent literature produced by equalities campaigners and representatives such as, *Pave the Way*, published by Transport for All (2021) notes support for LTN type schemes that factor in disabilities and protected characteristics from the outset. Works need to be planned to mitigate the risk of reduced accessibility by motorised vehicles where possible. Disabled driver parking bays must be maintained given that many disabled people need to drive, as well as travel actively.

9.2 People with disabilities are more likely to be in a household without a car. A reduction in traffic flow within the LTN should make streets safer and easier to navigate on foot or with mobility aids. Complementary measures, such as more dropped kerbs with tactile paving, are included in the additional

proposed budget increase referred to in Section 7.1 above and, will further improve accessibility in the area.

- 9.3 A draft Equalities Impact Assessment has been completed and will be updated as the project progresses as further equalities engagement meetings are held.

10. Sustainability implications

- 10.1 LTN schemes are consistent with the aims and objectives of the council's Carbon Neutral Programme, sustainable communities' and public health interventions. By reducing the impact of unnecessary traffic and, by enabling greater use of active and sustainable travel options within the Hanover & Tarner area as part of this pilot project, there will be local and citywide sustainability benefits.

11. Other Implications

Social Value and procurement implications

- 11.1 At the appropriate time, this project will require a proportionate level of social value to be achieved through the procurement of a construction contract.

Crime & disorder implications:

- 11.2 LTNs have been shown to be associated with falling levels of street crime and a reduction in collisions and casualties as noted in references provided by London Borough of Waltham Forest & Sustrans.

Public health implications:

- 11.3 The Council's Health & Wellbeing Strategy 2019-2030 has three key priorities: planning of major developments and transport schemes will promote health and wellbeing; more people will travel actively, and walking and cycling will be prioritised, benefitting physical and mental health, and air quality will be improved. These outcomes can be supported through LTN scheme planning and delivery and are key to the success of the Hanover & Tarner pilot project. Joint Strategic Needs Assessment data has been retrieved for baseline data
- 11.4 Improving air quality is an important objective to be achieved through LTNs by promoting and encouraging active travel choices and to promote a reduction in car use for local trips. As set out in Appendix 4 public health outcomes will be monitored and referenced back to the project baseline data points throughout the monitoring period for up to three years following construction of the pilot scheme. The monitoring period is considered to be part of the project lifecycle.

Supporting Documentation

1. Appendices

1. Liveable Neighbourhood (LTN) Pilot project: Preferred option
2. Stage 1 Engagement Summary Report
3. Stage 2 Engagement Summary Report
4. Draft Project Monitoring Framework

2. Background documents

1. ETS Committee Report and minutes - June 2020, Deputation by Hanover Action
2. ETS Committee Report and minutes - September 2020 Urgent Response Transport Action Plan - update
3. ETS Committee Report and minutes - March 2021, agenda item 85 Hanover Low Traffic Neighbourhood Pilot Update report
4. [Walthamstow Village review | Enjoy Waltham Forest](#)
5. [Transport: Disability and Accessibility Statistics, England 2020 \(publishing.service.gov.uk\)](#)
6. Get Involved Accessibility Hanover & Turner LTN Project Area Report Autumn 2021



KEY

- Project area
- Existing one-way street
- Proposed one-way street
- Existing two-way street
- Proposed two-way street
- Existing road closure
- Proposed road closure (open to walking, wheeling, and cycling and emergency and waste and recycling services)
- Proposed no entry to two-way street
- Banned left or right turn
- Proposed Bus Gate with hours of operation to be consulted on
- Proposed greening measures
- Proposed crossing points being explored
- Proposed traffic calming measures TBC
- Proposed parklet
- Existing crossing point to be reviewed

Hanover and Turner Liveable Neighbourhood: Preferred concept plan for public consultation

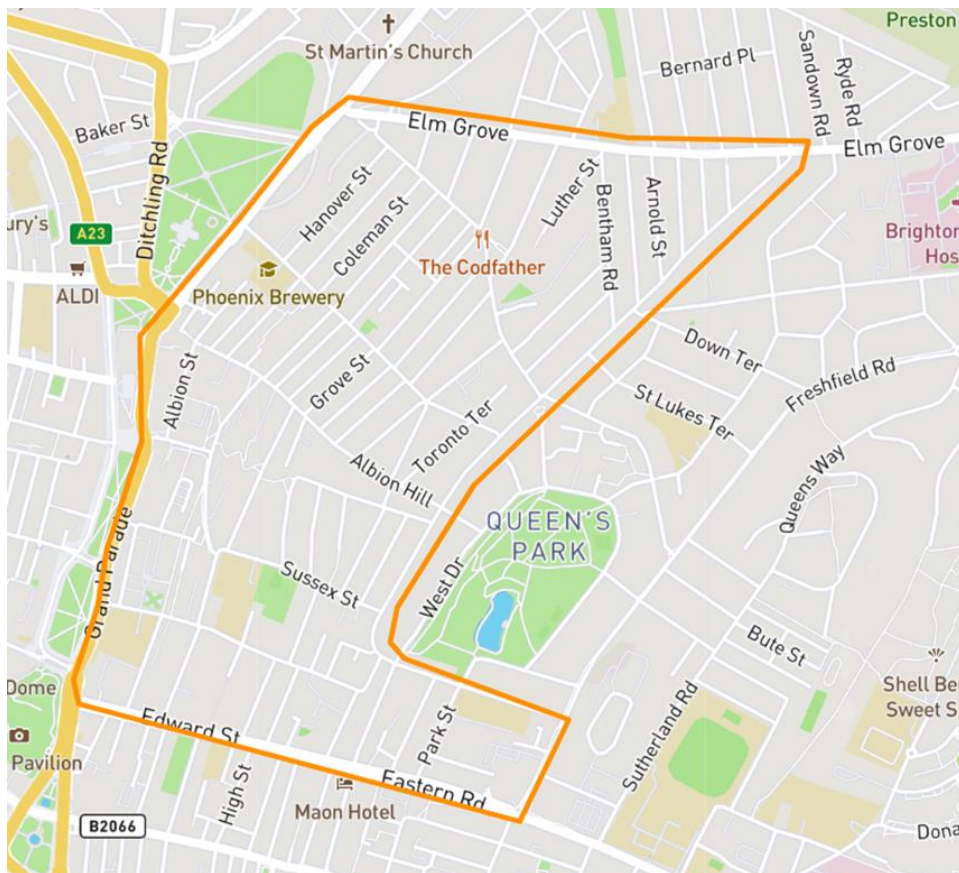
Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

Methodology

The first stage of engagement took place using 'Bang the Table' (BTT): the Council's Climate Conversations community engagement platform. An interactive online mapping element of BTT was used to encourage residents to indicate issues and opportunities across the project area by dropping pins that were assigned to different topics.

Postcards to publicise this mapping activity were sent to 7215 property addresses in the area (see map below for the area boundary). Social media channels were also used to publicise this.



The Council published information and instructions on how to use the mapping tool, and it also provided information on how to request paper copies of the consultation.

The engagement period ran from Monday 11 October until Friday 26 November 2021.

Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

Headline Results

- 317 people took part in this initial mapping exercise
- 984 pins¹ were placed
- The topics that generated the most pins were traffic related; the subject of rat-running (149 pins) and problems with road safety or speeding vehicles (116 pin) and the least was on problems relating to wheelchair/ mobility scooter use (8 pins)
- The topic generating the highest number of comments was rat-running (123 comments)

Results

317 people engaged with the mapping exercise (308 online and 9 paper copies) which represents an approximate response rate of 4.4%².

A series of questions were asked which enabled respondents to drop pins on a map. The 317 respondents left 984 valid pins on this map in relation to a series of questions asked.

Copies of these maps are not included in this report for two reasons:

1. Because of the size and density of property addresses in the area, it is not possible to show any map with enough detail of all the pins at specific locations.
2. Pins on specific subjects are not representative of the topics asked about eg for the question 'where should we plant more trees if possible?' 131 pins were placed, 21 of these are duplicated (see footnote below) and only 97 (74% of pins placed) related to places where respondents had indicated that they would like to see a tree(s). Other pins placed in answer to this question included comments such as 'put trees everywhere' or 'where cars park on the grass' and some answers were general unrelated comments eg about the effects of the proposed scheme on neighbouring areas.

Full lists of specific sites for appropriate questions will be passed to relevant departments, where a final design is progressed and agreed at ETS Committee.

The data gathered is presented for each question as tables showing numbers of pins placed on streets and the types of comments given. The 317 respondents made 756 comments between them

¹ A number of cases were removed: 6 were identified as test cases, 135 were duplicates eg the same person posting pins at the same site, or very close together, making the same comment each time or the same person commenting on the same subject using multiple pins where one would have sufficed (these comments have been merged together).

² Of the number of property addresses mailed

Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

Where do you have a rat running problem (cars cutting through your street)?

149 pins were placed for this question relating to 47 streets. The following table represents streets where there were more than two mentions where rat running is a problem:

The top five streets mentioned were:

Street	Number of pins placed
Belgrave Street	17
Southover Street	15
Carlton Hill	10
Washington Street	10
Islingword Road	7
Albion Hill	6
Arnold Street	6
Queen's Park Road	6

A total of 123 comments were made in this section. The top five mentioned were:

Comment	Number of times mentioned
Need speed calming/ speed humps/ planters / modal filters/ islands	31
Hard to cross the road/ concerned about road safety	16
Enforce / one-ways / 20 mph / with cameras	14
Make Belgrave Street one-way	8
There's night disturbance	7

Where should we plant more trees if possible?

110 pins were placed for this question relating to 32 streets. The following table represents streets where there were more than two suggestions for tree planting were:

Street	Number of pins placed
Grove Hill	8
Elm Grove	5
Queen's Park Road	5
Hanover Terrace	4
Scotland Street	4
Belgrave Street	4
Edward Street	4
John Street	4

Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

Albion Hill	4
Southover Street	3
Carlton Hill	3
Cobden Road	3
Washington Street	3

A total of 71 comments related to tree planting were made. The top five were:

Comment	Number of times mentioned
Want planters/ planting/ greening	11
Want trees everywhere	5
Concerns about maintenance/ existing / future	5
Will encourage wildlife/ birds	3
Will reduce / improve pollution	3
Where cars park on grass	2
Will improve health / quality of life	2
Will improve rat runs	2
Land is owned by Southern Water (Cobden Road/ Beaufort Terrace)	2
This has encouraged neighbour groups/ conversations	2
Remove communal bins	2
Add space for household bins	2

Where is there a problem with road safety or speeding cars?

116 pins were placed for this question relating to 45 streets.

The top five streets mentioned were:

Street	Number of pins placed
Queen's Park Road	11
Elm Grove	10
Southover Street	6
Belgrove Street	6
Albion Hill	5
Freshfield Road	4
Hampden Road	4

Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

A total of 114 comments were made on this subject. The top five comments mentioned were:

Comment	Number of times mentioned
Speeding	69
Obscured sight lines	9
Too much traffic	6
Pavement parking / vehicles mounting the pavement / parking on double yellow lines	6
Vehicles driving the wrong way down one-way streets	5
Needs traffic calming / speed bumps / planters / raised roundabout	4

Where could we put a pocket park or parklet?

105 pins were placed for this question relating to 44 streets. The top five streets mentioned were:

Street	Number of pins placed
Beaufort Terrace	10
Cobden Road	9
Queen's Park Road	7
Islingword Road	6
Southover Street	5

52 comments were made on this subject. Comments mentioned more than twice were:

Comment	Number of times mentioned
Would like planters	7
This will encourage wildlife	4
These would stop pavement / obstructive parking	4
The area around the Pepperpot is a good space	4
Are these parking areas / car parks?	3
Concerned about maintenance / both existing areas and new	3

Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

Tell us where there are additional problems in the area?

102 pins were placed for this question relating to 36 streets. The top five streets mentioned were:

Street	Number of pins placed
Southover Street	12
Queen's Park Road	6
Howard Road	6
Islingword Road	5
Hanover Terrace	4
Cobden Road	3
John Street	3
Lincoln Street	3

A total of 67 comments were made on this subject and the top five comments mentioned were:

Comment	Number of times mentioned
Fly-tipping / overflowing bins/ recycling overspill on pavements / litter	19
The area needs more parking	8
Bins on pavements	5
No more communal bins / reconfigure existing	4
Late night noise	3

Where are problems with crime or anti-social behaviour located/ experienced?

74 pins were placed for this question relating to 45 streets. The top five streets mentioned were:

Street	Number of pins placed
St James Passage	11
Lewes Street	5
Richmond Parade	4
Townsend Road	4
Queen's Park Road	3
Belgrave Street	2
Carlton Terrace	2

Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

A total of 123 comments were mentioned on this subject. The top five were:

Comment	Number of times mentioned
Drug taking / dealing / drug-taking paraphernalia left	45
Fly-tipping / litter / rubbish	10
Urination / defaecation	8
Feels unsafe / after dark	8
Illegal / inconsiderate parking / affects emergency services	6
Graffiti	5
Late night noise	5
Drinking	5

Where should we put a cycle hangar or more cycle parking?

39 pins were placed for this question, giving 39 streets as possible sites for cycle hangars. Streets where more than two pins were placed are in the table below:

Street	Number of pins placed
Islingword Road	6
Elm Grove	6
Belgrave Street	4
Grove Road	3
Hanover Street	3
Lewes Street	3
Scotland Street	3
Southover Street	3
Whichelo Place	3

Only two related comments were left for this category:

- How many bikes can be stored in a cycle hangar?
- How do you apply for a space in a cycle hangar?

Where do you experience problems crossing the road?

94 pins were placed for this question relating to 34 streets. 45 individual sites or junctions were mentioned, mainly asking for a crossing³. Streets where more than two pins were placed⁴ are those with heavier through traffic:

³ At least half of these were raised by one person

⁴ The pinned streets mainly relate to junctions with other streets, but the nature of BTT means that the street name is where the pin is placed.

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Appendix 2: Engagement Stage 1

Street	Number of pins placed
Freshfield Road	11
Queen's Park Road	11
Elm Grove	8
Islingword Road	8
Albion Hill	6
Southover Street	6

A total of 58 comments were made, mainly related to specific sites. Only two roads had more than two comments:

Comment	Number of times mentioned
Carlton Hill	2
Finsbury Road / Islingword Road	2

Where are the problems with the pavement located / experienced?

55 pins were placed for this question relating to 27 streets. The top five streets mentioned were:

Street	Number of pins placed
Queen's Park Road	8
Albion Hill	4
Belgrave Street	3
Elm Grove	3
Islingword Street	3
Southampton Street	3
Southover Street	3
Washington Street	3

A total of 60 comments were made. The top five comments were:

Comment	Number of times mentioned
Bins/ recycling bins obstructing pavements	23
Pavement surfaces	11
Pavements are not wide enough	10
Parking on pavements	9
Weeds	4

Hanover & Tarner Liveable Neighbourhood

Appendix 2: Engagement Stage 1

Where could we improve conditions for cycling?

38 pins were placed for this question relating to 19 streets. Streets where more than one suggestion was made were:

Street	Number of pins placed
Elm Grove	7
Southover Street	3
George Street	2
Ewart Street	2
Carlton Hill	2
John Street	2
Queen's Park Road	2

A total of 57 comments were made on this subject. The top five were:

Comment	Number of times mentioned
Add more cycle lanes	10
Unsafe / dangerous (includes: Elm Grove x7, Junction of John Street, Edward Street x2)	10
Link up routes	6
Too much pavement parking / free up for cycling on Elm Grove	5
Too many steep hills	5
Allow contraflow parking on one-way streets	4
Need cycle hangar / bike storage	3

Where do you need electric vehicle charging points?

36 pins were placed for this question relating to 24 streets. Streets where more than one suggestion was made were:

Street	Number of pins placed
Cobden Road	3
Hanover Terrace	3
Queen's Park Road	3
Arnold Street	2
Islingword Place	2
Scotland Street	2
Southampton Street	2

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Appendix 2: Engagement Stage 1

A total of 34 comments were made. Those mentioned more than once were:

Comment	Number of times mentioned
Need to be everywhere	16
Needs dedicated parking bays	9
Want lamp post type	6

Where do you require more seating or improved seating?

28 pins were placed for this question relating to 14 streets. Streets where more than one pin was placed were:

Street	Number of pins placed
Townsend Road	4
Southover Street	3
Albion Hill	2
Beaufort Terrace	2
Finsbury Road	2
Grove Hill	2
Islingword Road	2
Tower Road	2

A total of 18 comments were made on this subject. These were mainly one-off comments but those mentioned more than once were:

Comment	Number of times mentioned
Install planters	3
Install sunset watching benches (Finsbury Road / Washington Street)	2
Replace broken benches	2
Benches in the Pepperpot area	2

Where do you have a problem using a wheelchair or mobility scooter?

8 pins were placed for this question relating to 7 streets. The top 5 streets mentioned were:

Street	Number of pins placed
Hanover Terrace	2
Belgrave Street	1

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Appendix 2: Engagement Stage 1

Islingword Street	1
Queen's Park Terrace	1
Southampton Street	1
Washington Street	1
Windmill Street	1

A total of 11 comments were made. These were:

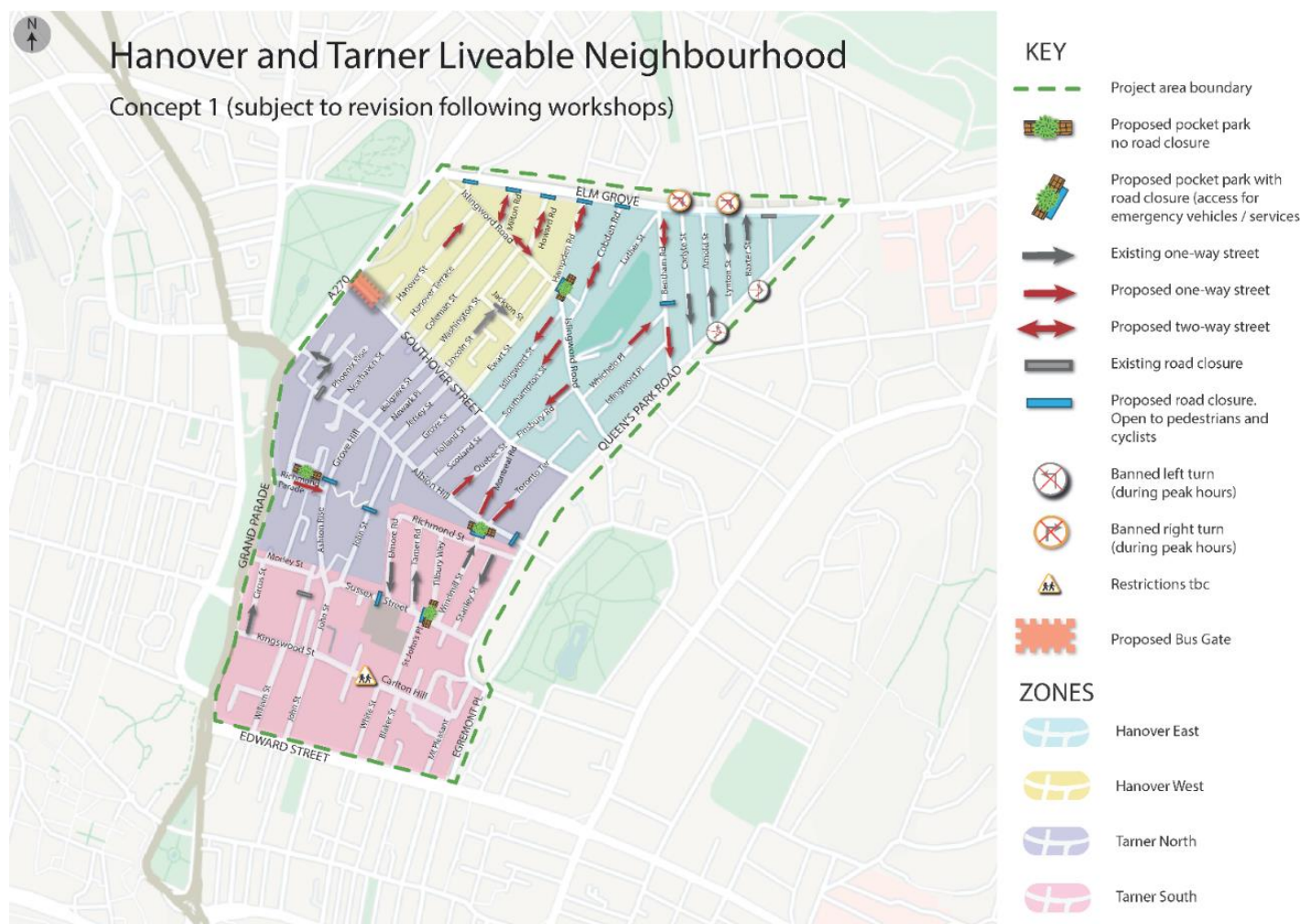
Comment	Number of times mentioned
Bins / recycling on pavements is a problem	4
People with sight / other mobility conditions can also have problems	3
Pavement parking is an issue	2
Uneven Pavements	1
Consult on disability access implications	1

Hanover & Tarner Liveable Neighbourhood

Appendix 3: Engagement Stage 2

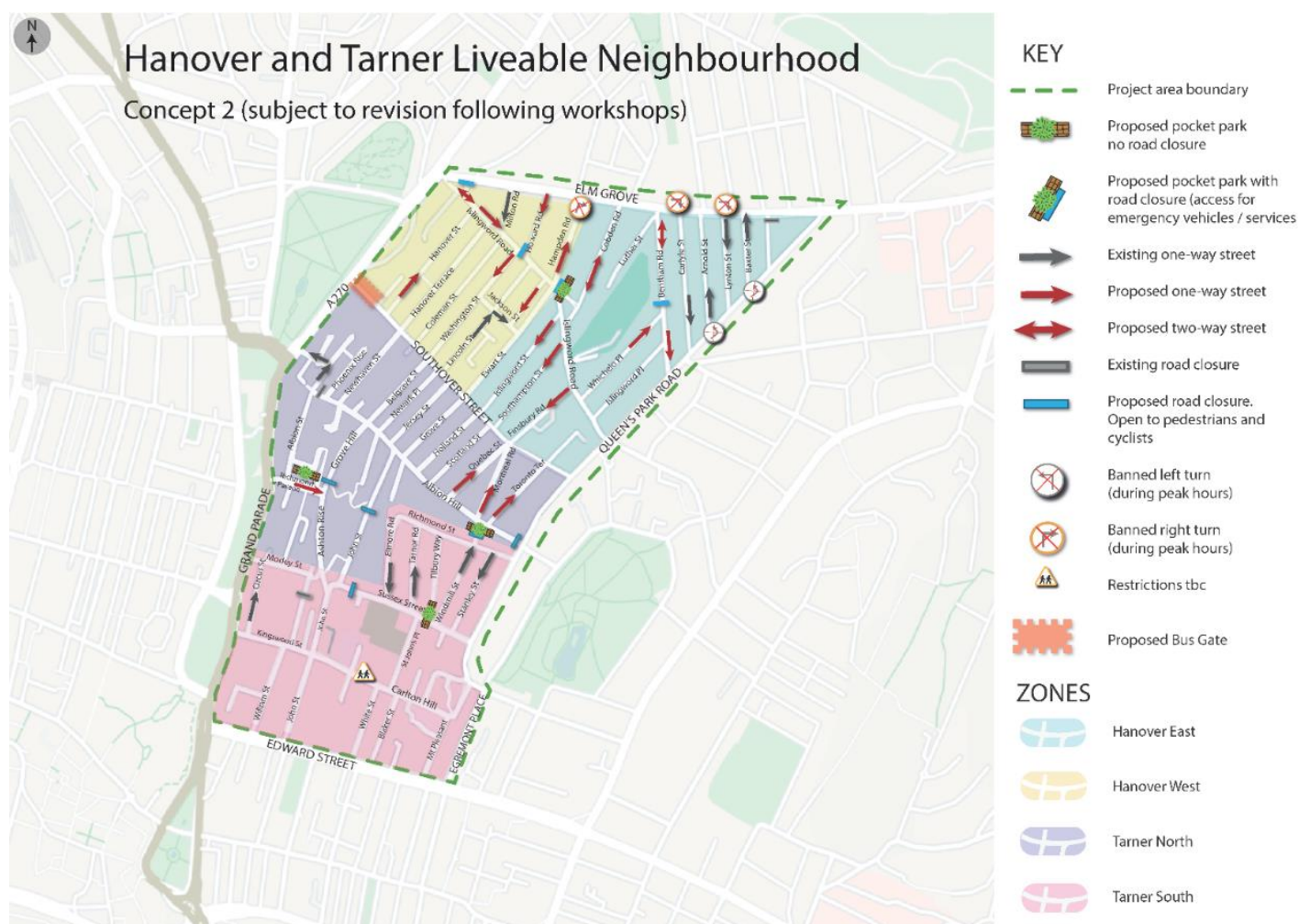
Methodology

The second stage of engagement ran across a four-week period from March to April 2022, which consisted of five in-person workshops where people were able to review two draft concept designs and ask questions of officers in attendance. They had the opportunity to complete paper questionnaires at the engagement workshop events, or take them away, and return them via post at a later date. There was also the option to access the information online and complete the workshop questionnaire, whilst viewing the draft concept Liveable Neighbourhood concepts, through the councils 'Climate Conversations' engagement website. The two concepts drawn up are shown below.



Hanover & Turner Liveable Neighbourhood

Appendix 3: Engagement Stage 2



Postcards with information about the workshops being held and a link to the information online were sent to 7215 addresses in the project area.

There were 472 valid responses, following removal of duplicate submissions¹. Giving a response rate of 6.5%. 417 (88.3%) responses came from the online system while 55 (11.7%) paper questionnaires were returned.

Approximately 250 people attended the five workshops.

Headline Results

The most popular concern raised throughout the questionnaire was that the scheme would displace traffic to other roads (135 respondents) in particular, boundary roads of Elm Grove and Queen's Park Road. There was also support for introducing traffic calming measures in these roads.

The most popular improvement suggested for walking and wheeling in the area was to remove some of the pavement obstructions or street clutter, such as large bins, signs, and abandoned bikes (42 respondents).

When asked about what could improve cycling the most frequent answer (29 respondents) was that the area needed more secure cycle parking or cycle hangars. This information can be shared

¹ 3 Online duplicates were identified where responses submitted had written answers that were identical

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Appendix 3: Engagement Stage 2

with the project team rolling out new cycle hangar infrastructure across the city, including sites already identified in Hanover and Tarner.

In line with the overall comments, most respondents when asked what would improve Concept 1 for motor vehicles, indicated their main concern was displaced traffic, increased congestion and rat-runs. There was also concern about the number of road closures being introduced and the increased driving or journey time it might now take to reach a destination by car.

Specific concerns raised about the implications for driving included the impact on Scotland Street of the 'Canada' streets being one-way in the same direction (9 respondents), along with the suggestion that the direction was reversed on at least one of these streets (10 respondents).

Also, it was noted (28 respondents) that there were limited access issues between Elm Grove and Islingword Road particularly in relation to the proposed closures on North-West streets (Milton Road, Howard Road, Hampden Road, Cobden Road). Suggestions for these roads to be closed at the Islingword Road end, rather than the Elm Grove end also came up multiple times.

In response to the detail on the Concept 1 plan, most respondents mentioned issues with proposed two-way streets, in particular Cobden Road and Bentham Road. This included potential parking loss, difficulty in vehicles ability to turn, and concern about the safety of making narrow streets two-way.

In response to the detail in Concept 2 plan, respondents were most notably worried about an increase in traffic on roads such as Cobden Road, Howard Road and Washington Street.

Results

Q What is the name of the street you live on or spend most of your time in the area?

Responses were split across 66 different streets across the area. The five mentioned most as place of residence or place where respondents spent most time were:

Cobden Road (34 respondents)

Elm Grove (27 respondents)

Lincoln Street (23 respondents)

Washington Street (23 respondents)

Southover Street (22 respondents)

Q Do you live, work, spend time in, or pass through the area?²

I live in the area	383
I work in the area	102
I pass through the area walking	86
I visit the area for leisure or social activities	49
I pass through the area driving	48
I pass through the area cycling	43
I visit the area to access council or community services	24

² Respondents could choose multiple options

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Appendix 3: Engagement Stage 2

I pass through the area on a bus	13
I pass through the area delivering good or services to residents	6
I pass through the area on a motorcycle / in a wheelchair / in a taxi	3

Respondents were asked to comment on how the proposed designs could be improved for different modes of transport, as well as any comment on each of the two concepts. On some occasions respondents made a similar type of response in answer to a number of questions, for example, a respondent could suggest a road was made one-way to improve the pedestrian experience and state a road should be made one-way to ease congestion for drivers. Full data in response to the individual questions is shown later in the report (pg. 7 onwards).

However, to get an overall impression of the main themes emerging, all comments were also analysed together, with themes mentioned only counted once per respondent. These are shown below.

Comment Theme	Number of respondents who mentioned ³
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	135
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	74
Less street clutter / less obstructions / bins / cycles / lamp posts	45
Increases journey length / means a longer route is needed	45
Keep streets one-way / Remove the two-way proposals	45
Traffic calming needed / speed humps / cameras	41
How will vehicles turn / is there space for a turning circle on proposed two-way streets / will worsen congestion on these roads	32
Worried about reduction in parking / do not remove parking spaces / do not remove parking in favour of two-way streets	31
No change / leave it the same / not needed / do not support / waste of money	30
More secure bike storage / cycle hangars / covered storage	29
Difficult to navigate for large vehicles / waste collection / deliveries / emergency services	29
More dropped kerbs / step free access	28
Need wider pavements	26
Questions about routing / unclear how it would work / not enough information	22
Introduce cycle lanes / no lanes shown on plan / protected cycle lanes on main routes	21
Has been developed by a minority / not consulted on with wider community / unhappy with consultation / does not reflect the true nature of the area / need more transparent data	20

³ Even if respondents mentioned this theme as part of multiple answers, in this table the mention is only counted once

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Appendix 3: Engagement Stage 2

Increased congestion and pollution around schools / Need more measures around schools	20
Want more one-way streets / make all streets one-way	20
Introduce a pocket park / more greening / trees	19
Move road closure location / close the other end of the street from proposed	18
Enforce current speed limits / restrictions	18
Remove the bus gate	18
Plans not correct / labelling wrong / names wrong / confused about wording	18
Prefer option 2 concept	18
Pocket parks not needed / not wanted	17
Cars will have to drive around looking for spaces / longer routes to find a space	16
Ban or discourage pavement parking / cars mounting pavements / school drop off and pick up	16
More bins / recycling / dog fouling bins	15
Worried about ongoing maintenance and cleaning of new spaces	15
Currently no problem with traffic / does not warrant this level of change	14
Need more frequent bus services in this area / later service	13
Not sure how a bus gate works / not enough information / will it restrict access for cycles / What is a bus gate	13
Keep current one-way direction of a road / alternate one-way directions of roads next to each other	13
Plans cut off access to my home / my street / disabled parking	13
Unclear of how peak time banned turns impact residents / what are the times? Can residents be exempt / not enough information / How will it be enforced?	12
More seating / repair seating	12
Introduce more road closures / block more routes within the area rather than access points	12
Remove proposals for banned right turns	12
Prefer Option 1 concept	12
Improve pavement condition / level pavements / cleaning	11
Residents should be able to use the bus gate	11
Keep current two-way streets/ remove one-way proposals	11
Create exit only or entry only points / suggested new entry points	11
More EV Charging infrastructure / none shown	10
Do not introduce seating / worried about anti-social behaviour	10
Want community composting / food recycling introduced	10
Area does not suit cycling / too hilly /do not prioritise cycling / cycle lift	10

Amongst the high-level themes shown below respondents often mentioned specific locations in relation to these themes. Where this was the case, locations mentioned at least three times in relation to the comment theme are shown below.

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Appendix 3: Engagement Stage 2

Comment Theme	Locations	Number of respondents who mentioned ⁴
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	Elm Grove	42
	Queen's Park Road	30
	Southover Street	24
	Cobden Road	17
	Washington Street	11
	Howard Road	9
	Scotland Street	9
	Islingword Road	9
	Ewart Street	6
	Hampden Road	5
	Streets North of Elm Grove	4
	Hanover Terrace	3
	Hanover Street	3
	Milton Road	3
	Southampton Street	3
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	Howard Road	7
	Cobden Road	4
	Total: N/W corner streets or access between Islingword Road and Elm Grove⁵	28
	Islingword Road (pocket park)	10
	Albion Hill (Queen's Park Road) end	8
	Bentham Road	7
	Albion Hill (John Street/ Grove Street)	5
Keep streets one-way / Remove the two-way proposals	Cobden Road	23
	Bentham Road	10
	Milton Road	4
	Howard Road	4
Traffic calming needed / speed humps / cameras	Elm Grove	9
	Queen's Park Road	8
	Washington Street	7
How will vehicles turn / is there space for a turning circle on proposed two-way streets / will worsen congestion on these roads	Bentham Road	7
	Cobden Road	4
Worried about reduction in parking / do not remove parking spaces / do not remove parking in favour of two-way streets	Bentham Road	9
	Cobden Road	6
Difficult to navigate for large vehicles / waste collection / deliveries / emergency services	Bentham Road	7
	Cobden Road	6

⁴ Respondents could suggest multiple locations

⁵ This includes respondents who mentioned the area in general should be opened up (any or all streets)

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Appendix 3: Engagement Stage 2

Introduce cycle lanes / no lanes shown on plan / protected cycle lanes on main routes	Elm Grove	12
	Queen's Park Road	6
Want more one-way streets / make all streets one-way	Washington Street	3
Move road closure location / close the other end of the street from proposed	Bentham Road (Move closure to between Whicelo Place and Islingword Place)	5
	Howard Road (close at Islingword Road end)	5
	Cobden Road (close at Islingword Road end)	4
	Milton Road (close at Islingword Road end)	4
Keep current one-way direction of a road / alternate one-way directions of roads next to each other	Montreal Road	5
	Total: 'Canada' streets	10
Create exit only or entry only points / suggested new entry points	Open Islingword Road / Elm Grove / Lewes Road entry point	6
	Southover Street (exit or entry only)	4
Remove proposals for banned right turns	Carlyle Street	3

Q What would you like to see in the pocket parks in the area?

Trees	296
Plants	280
Seating	234
Community Information points	77

Online respondents had the opportunity to suggest other ideas for inclusion and those answering via a paper questionnaire had a free comments box to respond. Suggestions mentioned five times or more are shown below:

Comment	Number of times mentioned
Include more bins / community composting / recycling / dog poo bins	19
Do not need or want pocket parks	18
Concerned they will not be maintained / will be vandalised	12
Do not want to reduce parking / more car parking	11
Introduce food growing opportunities / food growing / community gardens	8
Include children play equipment	7
Introduce raised planters	5
Maintain and upgrade existing green spaces in the area instead	5

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Appendix 3: Engagement Stage 2

Is there something that you would change in the Concept 1 plan to make it better for walking or wheeling (in a wheelchair or mobility scooter)?

Online respondents were asked a closed question and (139 respondents, 38.2%) indicated there was something they would want to be changed on the plan, to improve it for this category. Their answers were combined with suggestions from paper questionnaires and are shown below. Only comments mentioned five or more times in relation to this question are included.

Comment	Number of times mentioned
Less street clutter / obstructions / wheelie bins	41
More dropped kerbs or step free access	25
Wider pavements	24
Improve pavement condition / more weeding / uneven surfaces / continuous	9
Make streets one-way / two-way streets decrease visibility / two-way street not suitable	9
Reduce or slow traffic to increase safety / improve pedestrian experience / decrease rat running / traffic calming / enforcement	8
Area is too hilly / introduce a lift or other solution	7
Stop or discourage pavement parking	6
Adapt pavements or kerbs for pedestrians and those with disabilities / ramps / handrails / consider sight impaired	5
Less roads closed off	5

When talking about some of themes above, respondents identified specific locations in their responses, these are shown below. As with the previous table only themes mentioned more than five times in response to this question are shown.

Comment	Location	Number of times mentioned ³
Stop or discourage pavement parking	Elm Grove	4
	Arnold Street	1
Improve pavement condition / more weeding / uneven surfaces / continuous	Queen's Park Road	1
More dropped kerbs or step free access	Grove Hill end of path linking to John Street	1
	Bentham Road	1
More pedestrian crossings	Hampden Road/ Elm Grove	1
	Southover Street / Queen's Park Road	1
	Bentham Road / Queen's Park Road	1
	Downs Terrace / Queen's Park Road	1

Hanover & Tarner Liveable Neighbourhood

Appendix 3: Engagement Stage 2

	Elm Grove	1
Make streets one-way / two-way streets decrease visibility / two-way street not suitable	Southover Street	2
	Cobden Road	2
	Bentham Road	2
	Southampton Street	1
	Islingword Road	1
	Montreal Road	1
	Islingword Street	1
Reduce or slow traffic to increase safety / improve pedestrian experience / decrease rat running / traffic calming / enforcement	Elm Grove	3
	Queen's Park Road	3
	Southover Street	1

Q Is there something that you would change in the Concept 1 plan to make it better for cycling in and through the area?

Online respondents were asked a closed question under this heading and (16 respondents, 32.3%) indicated there was something they would change on the plan. These suggestions were combined with submissions from paper questionnaires and are shown below. Only comments mentioned five or more times in relation to this question are included.

Comment Theme	Number of times mentioned
More secure bike storage / cycle hangars / covered storage / cargo bike storage	29
Introduce protected cycle lanes / no lanes shown on plan / dedicated lanes needed	19
Hanover is too hilly / not suitable for cycling / introduce bike lifts	16
Have two – way cycling on one- way streets / contra – flow in one-ways / more road one way to create space	14
Ensure cycle access is maintained / keeps road open / can cyclists access via bus gate / one-way confusing	10
Close more roads / more filters / more traffic free or pedestrianised areas	7
Reduce traffic speed to improve safety for cyclists / less rat running / traffic calming measures	7
Nothing needed / cycling is fine / leave as it is / too narrow	7
Improve road condition / fix potholes / clearer markings	5

When talking about some of the themes above, respondents identified specific locations in their responses, these are shown below: As in the above table only themes mentioned five or more times in relation to this question are included.

Hanover & Tarner Liveable Neighbourhood

Appendix 3: Engagement Stage 2

Comment	Location	Number of times mentioned ³
More secure bike storage / cycle hangars / covered storage / cargo bike storage	Newhaven Street	1
	Stanley Street	1
	Southover Street	1
	Lincoln Street	1
	Belgrave Street	1
Introduce protected cycle lanes / no lanes shown on plan / dedicated lanes needed	Elm Grove	9
	Queen's Park Road	6
	Southover Street	1
Reduce traffic speed to improve safety for cyclists / less rat running / traffic calming measures	Queen's Park Road	6
	Southover Street	1
Have two – way cycling on one- way streets / contra – flow in one-ways / more road one way to create space	Cobden Road	2
	Carlyle Street	1
	Richmond Parade	1
	Islingword Road	1
Hanover is too hilly / not suitable for cycling / introduce bike lifts	Southover Street	1
Ensure cycle access is maintained / keeps road open / can cyclists access via bus gate / one-way confusing	Sussex Street	1
	Southover Street	1
Close more roads / more filters / more traffic free or pedestrianised areas	Carlton Hill	2

Q Is there something that you would change in the Concept 1 plan to make it better using a bus?

59 Online respondents (16.6%) indicated there was something they would want to be changed on the plan, to improve it for this category. Their answers were combined with suggestions from paper questionnaires and are shown below. Only comments mentioned five or more times in relation to this question are included.

Comment Theme	Number of times mentioned
More frequent services / more reliable / later hours of running	13
Buses too expensive / no incentive to use / want London style fares	10
Bus gate is not needed / not enough buses to justify / remove	8
Leave as it is	6
Increased traffic / traffic displacement will slow down buses / congestion	5
Not enough information on bus gate / how will it work / what is a bus gate/ what impact will it have	5

Hanover & Turner Liveable Neighbourhood

Appendix 3: Engagement Stage 2

When talking about some of the themes above, respondents identified specific locations in their responses, these are shown below. As in the above table only themes mentioned five or more times in relation to this question are included.

Comment	Location	Number of times mentioned ³
Increased traffic / traffic displacement will slow down buses / congestion	Elm Grove	5
	Queen's Park Road	2
	Lewes Road	1
	Southover Street	2

Is there something in the Concept 1 plan to make it better for driving a motor vehicle in the area?

Online respondents were given the chance to indicate if they would be in favour of the one-way direction of their street changing, or if they would prefer their street to be two-way.

	Number	%
Change the one-way direction of my street	79	81.4
Make my street two-way	18	18.6
Total	97	100

Q Is there something in the Concept 1 plan to make it better for driving a motor vehicle in the area?

General Comments	Number of times mentioned
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	62
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	43
Increases journey length / means a longer route is needed	30
Keep streets one-ways / remove two-way proposals	26
Worried about reduction in parking / do not remove parking spaces / do not remove parking in favour of two-way streets	19
How will vehicles turn / is there space for a turning circle on proposed two-way streets / will worsen congestion on these roads	19
Questions about routing / unclear how it would work / not enough information	17
Difficult to navigate for large vehicles / waste collection / deliveries / emergency services	16
Cars will have to drive around looking for spaces / longer routes to find a space	16
Traffic calming needed / speed humps / cameras	16
Remove the bus gate	16

Hanover & Tarner Liveable Neighbourhood

Appendix 3: Engagement Stage 2

No change / leave it the same / not needed / do not support / waste of money	14
Remove proposed banned right turns	12
Traffic is not currently issue / restrictions are unnecessary	12
Change the direction of proposed one-ways / alternate one-way direction on adjacent roads	12
Move proposed road closure further up road / close of other end from the one current proposed	12
Want more one-way streets / make all streets one-way	11
Increased congestion and pollution around schools / Need more measures around schools	8
Enforce current speed limits / restrictions	7
Keep current two-way streets/ remove one-way proposals	6
Not sure how a bus gate works / not enough information / will it restrict access for cycles / What is a bus gate	6
Remove proposed banned left turns	5
Introduce more electric vehicle charging / or electric vehicle dedicated bays	5

When talking about the themes above respondents often mentioned specific locations in relation to these. Locations mentioned three times or more are shown below.

General Comments	Location	Number of times mentioned ³
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	Elm Grove	16
	Queen's Park Road	12
	Southover Street	10
	Scotland Street	6
	Islingword Road	3
	Southampton Street	3
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	Albion Hill	9
	Bentham Road	4
	Islingword Road	4
Keep streets one-way / Remove the two-way proposals	Cobden Road	8
	Bentham Road	6
Worried about reduction in parking / do not remove parking spaces / do not remove parking in favour of two-way streets	Bentham Road	6
	Cobden Road	6
How will vehicles turn / is there space for a turning circle on proposed two-way streets / will worsen congestion on these roads	Bentham Road	5
Difficult to navigate for large vehicles / waste collection / deliveries / emergency services	Bentham Road	5
Traffic calming needed / speed humps / cameras	Washington Street	4
	Queen's Park Road	3
Remove proposed banned right turns	Lynton Street	3

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Appendix 3: Engagement Stage 2

Change the direction of proposed one-ways / alternate one-way direction on adjacent roads	Montreal Road / Canada Streets	9
Move proposed road closure further up road / close of other end from the one current proposed	Howard Road (Block Islingword Road end)	3
	Milton Road (Block Islingword Road end)	3
	Bentham Road (Move road closure to between Islingword Place and Whicelo Place)	3

Q Please select the street that you would like to change the direction of the one-way traffic movement compared to the proposed plan

Online respondents were asked this question and only 25 chose to make a selection. No individual street was mentioned more than five times. Montreal Road and Belgrave Street were mentioned the most (4 respondents).

Q Please select the street that you would like to change to two-way traffic way movement compared to the proposed plan

Online respondents were asked this question and only 17 chose to make a selection. No individual street was mentioned more than five times. Quebec Street as the most frequently mentioned (4 respondents).

Q Is there anything else you would change in the Concept 1 plan?

Comment Theme	Number of respondents who mentioned
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	58
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	35
No change / leave it the same / not needed / do not support / waste of money	25
Traffic calming needed / speed humps / cameras	19
Keep streets one-way / Remove the two-way proposals	18
Worried about reduction in parking / do not remove parking spaces / do not remove parking in favour of two-way streets	14
Has been developed by a minority / not consulted on with wider community / unhappy with consultation / does not reflect the true nature of the area / need more transparent data	13
Increases journey length / means a longer route is needed	10
Questions about routing / unclear how it would work / not enough information	8
Difficult to navigate for large vehicles / waste collection / deliveries / emergency services	8
Increased congestion and pollution around schools / Need more measures around schools	8

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Appendix 3: Engagement Stage 2

How will vehicles turn / is there space for a turning circle on proposed two-way streets / will worsen congestion on these roads	8
Introduce a pocket park / more greening / trees	7
Remove the bus gate	7
Not sure how a bus gate works / not enough information / will it restrict access for cycles / What is a bus gate	6
Move road closure location / close the other end of the street from proposed	6
Want more one-way streets / make all streets one-way	6
Want more residents only access points / controlled entry points / use cameras or technology	5

In reference to the themes above respondents mentioned specific locations in relation to Concept 1, these are shown below. Only locations mentioned three times or more are shown.

Comment Theme	Location	Number of respondents who mentioned ³
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	Elm Grove	17
	Queen's Park Road	14
	Southover Street	10
	Washington Street	4
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	Islingword Road	7
	Bentham Road	4
	Albion Hill	3
Traffic calming needed / speed humps / cameras	Queen's Park Road	4
	Elm Grove	3
Keep streets one-way / Remove the two-way proposals	Cobden Road	6
	Bentham Road	3
Worried about reduction in parking / do not remove parking spaces / do not remove parking in favour of two-way streets	Bentham Road	3

Q Concept 2 is different to Concept 1 but only in the West Hanover area. Please make any comments that you have about this area

Comment Theme	Number of respondents who mentioned
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	76
No change / leave it the same / not needed / do not support / waste of money	15
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	14
Plans not correct / labelling wrong / names wrong / confused about wording	14
Prefer Option 1 concept	14
Prefer Option 2 concept	13

Hanover & Tarner Liveable Neighbourhood

Appendix 3: Engagement Stage 2

Traffic calming needed / speed humps / cameras	12
Keep current two-way streets/ remove one-way proposals	10
Keep streets one-way / Remove the two-way proposals	9
Remove the bus gate	8
Worried about reduction in parking / do not remove parking spaces / do not remove parking in favour of two-way streets	7
Questions about routing / unclear how it would work / not enough information	7
Increases journey length / means a longer route is needed	6

In reference to the themes above respondents mentioned specific locations in relation to Concept 2, these are shown below. Only locations mentioned three times or more are shown.

Comment Theme	Location	Number of respondents who mentioned ³
Traffic will be displaced / will increase traffic and congestion on other roads / will create rat runs / increase pollution / traffic all filtered into one area	Cobden Road	17
	Howard Road	11
	Washington Street	11
	Elm Grove	8
	Southover Street	7
	Hampden Road	6
	Islingword Road	6
Remove proposed road closures / remove pocket parks blocking roads / do not block roads	Islingword Road	4
Plans not correct / labelling wrong / names wrong / confused about wording	Albion Hill (Change outside of West Hanover)	4
	Cobden Road ((Change outside of West Hanover)	3
	Islingword Road and Elm Grove not connected as shown	3
	Unhappy with names given to areas	3
Traffic calming needed / speed humps / cameras	Washington Street	3
	Queen's Park Road	3
Keep current two-way streets/ remove one-way proposals	Washington Street	6
Keep streets one-way / Remove the two-way proposals	Cobden Road	7

Hanover & Tarner Low Traffic Neighbourhood Pilot Project

Appendix 4

The draft LTN Pilot Project Monitoring Framework will consist of the following details with an updated Framework being reported together with the final proposed LTN scheme later this year / post public consultation.

The methodology for monitoring the pilot LTN broadly follows precedent schemes such as Waltham Forest.

- Traffic surveys:
 - Automatic Traffic Counts (ATCs)
 - Automated Number Plate Recognition (ANPR)
 - Cycle flows
- Air quality monitoring
- Road collision data
- Joint Strategic Needs Assessment (JSNA) information for Brighton & Hove
- Local public transport data
- Engagement and public consultation with residents and stakeholders
- Emergency response times
- Traffic modelling of Bus journey times

Air Quality

New LTN diffusions tubes monitoring sites will be established for the LTN pilot project. The monitoring equipment will be installed during Summer 2022 and will be deployed for a minimum period of 2 years and 6 months, to at least the end of 2024. This monitoring will be extended as required dependent on final construction completion date, in-order to cover at least the initial 18-month trial period aligned to the Experimental Traffic Regulation Order process. A decision on removing or making the scheme permanent is required before the end of the 18-month period.

The following LTN Air Quality monitoring sites are to be added to complement existing monitoring sites:

LTN1	Lower Franklin Road	Public highway
LTN2	Lower Elm Grove (near Lewes Road junction)	Public highway
LTN3	Lower Islingword Road	Public highway
LTN4	Outside Elm Grove Primary	Public highway
LTN5	Upper Islingword Road	Public highway
LTN6	Top of Southover Street	Public highway

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Appendix 4

LTN7	Orchard Nursery Queens Park Road	Public highway or building frontage
LTN8	Lower Southover Street	Public highway
LTN9	Richmond Parade	Public highway
LTN10	Morley Street	Public highway
LTN11	Carlton Hill next to the school	Public highway
LTN12	Egremont Place	Public highway

Monitoring will require that no new LTN site should exceed UK legal limits for NO₂ and other policy measures will incrementally help work towards achieving WHO 2021 guideline levels.

In addition to the diffusion tubes, following discussion with respective owners and management, council officers have committed to exploring Real-time Air Quality monitoring options at three sites across the project area. Therefore, it is anticipated that Real-time Air Quality monitoring will be deployed at the following sites;

- Elm Grove Primary School
- Carlton Hill Primary School
- Orchard Day Nursery, on Queens Park Road

The Monitoring Framework results will be reported back to ETS Committee.

Insight/Data sources references

Repeated Data collection surveys / or retrieved accessed Insight	Source	Weblinks	Project success indicators (TBC)
Traffic counts and speed surveys	BHCC Winter 2021 to be repeated once construction has completed during the first 18 month. To include motor vehicles, cycle and pedestrian counts	Council web page Hanover and Tarner Liveable Neighbourhood pilot (brighton-hove.gov.uk) to be added to this web page later this year prior to final scheme decision	<ul style="list-style-type: none"> • Increased levels of Cycling • Reduced traffic on internal streets • Relative traffic volume on boundary roads. • significant increases in bus JTs • TBC
Joint Strategic Needs Assessment (JSNA) information for Brighton & Hove	Updated according to latest available census data and dataset periodic updates	https://brighton-hove.communityinsight.org/	<ul style="list-style-type: none"> • Relative improvements over time which may be for some indices over a longer period than the 18-

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Appendix 4

			month ETRO process
Crime	Joint Strategic Needs Assessment (JSNA) information for Brighton & Hove	Sussex Police TBC	<ul style="list-style-type: none"> Reduction in street crime. Increased risk of cycle theft mitigated through cycle hangar roll out.
Air Quality	Baseline site data to be established through The new LTN sites being introduced. To be referenced and compared with post construction data	Tbc And https://brighton-hove.communityinsight.org/ and Air quality annual status reports (brighton-hove.gov.uk)	<ul style="list-style-type: none"> Aligned to UK legal limits. No new LTN AQ monitoring site to breach this limit.
Fly-tipping	City Clean tbc		<ul style="list-style-type: none"> Significant Reduction TBC
Accident and Collision data	Police records reported to Sussex Safer Streets	Sussex Safer Roads Partnership Making People Safer on Sussex Roads	<ul style="list-style-type: none"> Reductions in Accidents and casualties – and perceived increase in perceptions of safety
Emergency response times	TBC ESFRS	TBC ESFRS	<ul style="list-style-type: none"> Fire Brigade no significant impacts in response times
Public perceptions	BHCC – Public consultation to be repeated during the first 18 months of scheme opening	BHCC; partial data as noted within appendix 1 & 2 of this report with complementary baseline data to be established through the Summer 2022 public consultation	<ul style="list-style-type: none"> Improvements reported related to transport experience and satisfaction with local environment TBC

Milestones and project progress with opportunities to continue to help influence the ongoing design and future of the pilot LTN

Milestone	Details	Status
Engagement Stage 1	Mapping exercise	Completed
Engagement Stage 2	Workshops used to revise the initial concept plans	Completed
ETS Committee decision to commit a revised LTN concept plan to public consultation	June 2022	Pending decisions at this Committee
Public consultation	11 July - 11 September	Pending decisions at this Committee to progress

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Appendix 4

ETS Committee decision to deliver the LTN proposed final scheme	November 2022	Pending project work and reports
Public consultation on experimental scheme ETRO process	Initial six-month period following the pilot LTN scheme construction under an Experimental Traffic Regulation Order. From Spring 2023 TBC	Pending project work and reports. Interim data monitoring to help inform decisions to amend the ETRO
ETS Committee decision to remove and make the LTN pilot scheme permanent	Within a further 12 months	Pending project work and reports. Twelve months data to inform the committee decision (Air quality / traffic counts etc.)

DRAFT

Brighton & Hove City Council

Environment Transport & Sustainability Committee

Agenda Item 15

Subject: Phone Parking Contract Re-Tender

Date of meeting: 21st June 2022

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

Contact Officer: Name: Paul Nicholls
Tel: 01273 293287
Email: paul.nicholls@brighton-hove.gov.uk

Ward(s) affected: All

For general release

1. Purpose of the report and policy context

- 1.1 The phone parking contract with PaybyPhone is due to expire at the end of September 2022. The report seeks authorisation from the Environment Transport and Sustainability Committee to re-tender the parking by phone system.

2. Recommendations

- 2.1 That Committee delegates authority to the Interim Executive Director for Economy Environment and Culture to take all steps necessary to procure and award a new phone parking contract for a term of two years
- 2.2 That Committee delegates authority to the Interim Executive Director for Economy Environment and Culture to approve an extension to the contract referred to in 2.1 above for a period of up to two years following the initial two-year term, subject to satisfactory performance by the Service Provider.

3. Context and background information

- 3.1 The option of paying for on street parking and in Pay & Display car parks by phone or at PayPoint shops, was introduced in September 2013. Before that date all such parking was paid in cash at pay and display machines
- 3.2 Phone parking payments currently using the PaybyPhone app, telephone and PayPoint outlets now account for 78% of on street parking transactions.
- 3.3 For the last re-tender of the Contract in September 2018 the G-cloud framework was also used to procure phone parking services.
- 3.4 The value of the proposed Contract over a potential 4 years is estimated at £2.2m to the service provider.

4. Analysis and consideration of alternative options

- 4.1 The option of not re-tendering the pay by phone service was considered but the service is now responsible for the vast majority of parking transactions with many customers using it as their preferred method of payment. The removal of the service would lead to additional demands on pay and display machines, and additional maintenance and cash collection costs for these machines.
- 4.2 The option of providing the service in house has been considered but discounted due to the highly technical nature of the system and because phone parking companies operate nationally and are therefore easy to understand for visitors to the city who are likely to already have these apps on their phones. The service also requires a 7 day a week call centre and IT support which can be more efficiently provided through a national phone parking service provider.
- 4.3 The option of adopting a multi-vendor procurement approach was explored. A small number of councils have taken this route by awarding the contract to up to the top three tenders evaluated. This approach requires significant changes to signage with all three phone parking service providers' details advertised on street. Whilst this provides more customer choice it also means that additional contract management and reconciliation resources are needed on the part of the council, and it adds to the complexity of onboarding. We will continue to monitor the situation and review the market over the course of the new contract to consider the way forward long term.

5. Community engagement and consultation

- 5.1 Feedback on the phone parking applications and service is used to inform service developments. Upgrades can be tested in specific geographical locations before being rolled out more widely.

6. Conclusion

- 6.1 The system of paying for parking by phone is now well-established in the city and responsible for most on street parking transactions. Not renewing this contract would mean that additional cash collection and maintenance costs as well as reducing the options available to residents and visitors to pay for their parking.
- 6.2 The Procurement Advisory Board met on 16th May to discuss this procurement and agreed with the recommendations of this report.
- 6.3 For these reasons and those outlined in the report it is recommended that Committee delegates authority as set out in paragraph 2 above.

7. Financial implications

- 7.1 There are no direct financial implications arising from the recommendations of this report. The revenue budget has been set based on the current

contract with PaybyPhone. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

- 7.2 The procurement of a contractor is subject to the council's Contract Standing Orders policy.

Name of finance officer consulted: John Lack Date consulted 18/5/22

8. Legal implications

- 8.1 In accordance with Part 4 of the council's constitution, the Environment, Transport and Sustainability Committee is the appropriate decision making body in respect of the recommendations set out in paragraph 2 above. In addition, in order to comply with the Contract Standing Order 3.1 authority to enter into contracts in excess of £500,000 must be obtained from the relevant Committee.

- 8.2 The procurement of the contract must comply with all relevant public procurement legislation as well as the council's Contract Standing Orders

Name of lawyer consulted: Wendy McRae-Smith Date consulted 19/05/22

9. Equalities implications

- 9.1 The new Service Provider will have to comply with the international Web Content Accessibility Guidelines (WCAG) 2.1 AA accessibility standard. There will be a requirement for the app to be capable of being translated into foreign languages based on the phone's settings. There is currently an option to pay by cash at one of the city's hundreds of PayPoint outlets or by phone for members of the public without smart phones. Almost all of these are fully accessible to disabled drivers, whether or not they are blue badge holders.

- 9.2 Blue Badge holders park for free in Pay and Display and Shared Use bays when displaying their Badge. An Equalities Impact Assessment has been produced for this service and will be updated.

10. Sustainability implications

- 10.1 The current contractor PayByPhone has been certified with 'net carbon neutral plus' status. This means as an organisation they offset more carbon than they produce. The increasing popularity of paying for parking by phone has meant that the council has significantly reduced cash collection costs from the remaining 150 Pay & Display machines in the city that accept cash as well as cards. The reduced frequency of cash collections has air quality and carbon reduction benefits for the city

11. Other Implications

Social Value and procurement implications

- 11.1 The city is part of our current phone parking services provider's 'Meters for Trees' project. As part of this initiative, they have donated 280 trees which have been planted at Stanmer Park. As part of PayByPhone's 'Green Christmas' initiative based on the volume of transactions in the city they also donated 4,402 trees on behalf of the city to the Eden Reforestation Project to reforest mangrove areas in Madagascar.
- 11.2 Under the new tender we will be looking to include the facility to charge vehicles a variable amount for their parking based on the vehicles emissions when paying for parking by phone in some areas of the city with air quality problems should that be required in the future.

Crime & disorder implications:

- 11.3 Under the previous payments system of paying by cash at Pay and Display machines there were frequent attempts to break into the machines to steal their contents. As the popularity of paying by phone has increased the amount of cash held in machines has reduced significantly along with the risk of theft.

Supporting Documentation

1. Appendices

Minutes of Procurement Advisory Board Meeting of 16th May

BRIGHTON & HOVE CITY COUNCIL PROCUREMENT ADVISORY BOARD

2.00pm 16 MAY 2022 VIRTUAL

MINUTES EXTRACT

Present

Councillors: Osborne (Chair), Druitt, Evans, Yates.

Officers: Clifford Youngman, Florence Herault, James Hengeveld, Manjinder Nagra, Thomas Bald, Paul Nicholls

3 PHONE PARKING SERVICES RE-LET

3.1 Paul Nicholls introduced the report starting on page 9 of the Agenda.

3.2 Cllr Yates was informed:

- There are 2 types of car park – off street with pay machines, and on street, both are patrolled by traffic officers.
- Multi-storey car parks have either Pay & Display or barrier pay on foot parking due to phone reception issues

3.3 Cllr Druitt was informed:

- The phone parking contract was first awarded by the Council to Pay-By-Phone in 2012 and this will be the third time it has been re-let
- Pay-By-Phone have 12 million customers that have downloaded the app
- Pay-By-Phone have contracts with 180 Local Authorities.
- They have high scores when it comes to their Carbon footprint, and plant a lot of trees as part of their carbon+ credentials.
- Reliability is a vital part of the contract and Pay-By-Phone have very high business continuity standards.

3.4 Cllr Druitt raised that the app is easy to set up but can be cumbersome if you have to add extra vehicles by phone. He was then informed that the problems would be raised at the contract meeting to see if they could be resolved.

3.5 Cllr Osborne raised that it would be very important to keep the current system as so many people use it.

RESOLVED:

The Procurement Advisory Board to provide recommendations to Environment Transport & Sustainability committee on the following:

The phone parking contract with Pay-by-Phone is due to expire at the end of September. It is proposed that this contract is re-let using the G-Cloud 13 Framework for a two-year term with an option to extend for up to a further two years.

