

Cabinet

Date: **13 November 2025**

Time: **2.00pm**

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

Members: **Councillors:** Sankey (Chair), Taylor (Deputy Chair), Alexander, Allen, Daniel, Miller, Muten, Robins, Rowkins and Williams

Contact: **John Peel**
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Chief Executive
Hove Town Hall
Norton Road
Hove BN3 3BQ

Date of Publication - Wednesday, 5 November 2025

AGENDA

Part One

Page

60 PROCEDURAL BUSINESS

- (a) **Declarations of Interest:** Statements by all Members present of any personal interests in matters on the agenda, outlining the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- (b) **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 online in the Constitution at Part 3E

61 MINUTES

To Follow

To consider the minutes of the meeting held on 16 October 2025

62 CHAIR'S COMMUNICATIONS

63 CALL OVER

64 PUBLIC INVOLVEMENT

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

- (a) **Petitions:**
To receive any petitions presented by members of the public.
- (b) **Written Questions:**
To receive any questions submitted by the due date of 12 noon on the 7th November 2025.
- (c) **Deputations:**
To receive any deputations submitted by the due date of 10am on the 3rd November 2025.

65 ISSUES RAISED BY MEMBERS

To consider the following matters raised by Members:

- (a) **Written Questions:**
To consider any written questions

66 MATTERS REFERRED TO THE EXECUTIVE

67 REPRESENTATIONS FROM OPPOSITION MEMBERS

68 A259 HOVE TO PORTSLADE ACTIVE TRAVEL SCHEME CONSULTATION 7 - 70

Contact Officer: Russell McMillan *Tel:* 01273292387
Ward Affected: Central Hove; South Portslade;
Westbourne & Poets' Corner;
Wish

69 HOMES FOR BRIGHTON & HOVE - SACKVILLE ROAD TRADING ESTATE UPDATE 71 - 76

Contact Officer: Sam Smith *Tel:* 01273 291383
Ward Affected: Central Hove

70 SCHOOL ADMISSION ARRANGEMENTS 2027-28 77 - 118

Contact Officer: Richard Barker *Tel:* 01273 290732
Ward Affected: All Wards

71 UPDATE ON WOMEN'S FOOTBALL IN SUSSEX To Follow

Contact Officer: Ian Baird
Ward Affected: All Wards

PART TWO

72 UPDATE OF WOMEN'S FOOTBALL IN SUSSEX (EXEMPT CATEGORY 3) To Follow

Contact Officer: Ian Baird
Ward Affected: All Wards

73 PART TWO MINUTES OF THE PREVIOUS MEETING To Follow

To consider the Part Two minutes of the meeting held on 16 October 2025.

74 PART TWO PROCEEDINGS

To consider whether the items listed in Part Two of the agenda and decisions thereon should remain exempt from disclosure to the press and public.

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Further information

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

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Brighton & Hove City Council

Cabinet

Agenda Item 68

Subject: A259 Hove to Portslade Active Travel Scheme Consultation

Date of meeting: Thursday, 13 November 2025

Report of: Cabinet Member for Transport & City Infrastructure

Lead Officer: Name: Corporate Director- City Operations

Contact Officer: Name: Jasmin Barnicoat

Email: Jasmin.Barnicoat@brighton-hove.gov.uk

Ward(s) affected: Central Hove; South Portslade; Westbourne & Poets' Corner; Wish;

Key Decision: Yes

Reason(s) Key: Expenditure which is, or the making of savings which are, significant having regard to the expenditure of the City Council's budget, namely above £1,000,000 and is significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions (wards).

For general release

1. Purpose of the report and policy context

- 1.1 This report provides a summary of the analysis for the A259 Hove to Portslade Active Travel Scheme public consultation and makes recommendations on how to proceed.
- 1.2 The proposals will improve walking and cycling infrastructure in a key part of the seafront with the installation of a separated two-way cycle lane; safer, better aligned crossings and junctions; and improvements to pavements and bus stops.
- 1.3 The proposals support the Council Plan goals to create an accessible, clean and sustainable city where health and wellbeing is promoted through active travel, and where it is easier for people to move around the city. The proposals are part of our plans to address the city's transport needs and challenges, and to invest in maintaining and upgrading our highways network.

2. Recommendations

- 2.1 That Cabinet notes the outcome of the most recent public consultation and stakeholder engagement as set out in Appendix 1 of this report.
- 2.2 That Cabinet approves the amendments to the A259 Hove to Portslade Active Travel Scheme designs as outlined in the report at paragraph 5.4,

Appendix 1 and Appendix 2, following consideration of the public consultation and stakeholder engagement responses.

- 2.3 That Cabinet authorises that all Traffic Regulation Orders (TROs) required for the A259 Hove to Portslade Active Travel Scheme be advertised in accordance with the standard procedure. If the TRO consultation responses exceed the threshold as outlined in the Part 2F - Scheme of Delegation to Officers, the TROs will be reported back to this Cabinet next year to agree the way forward.
- 2.4 That Cabinet delegates to the Corporate Director for City Operations, the decision to procure and award a call-off contract, within the budget outlined in Section 6 of this report, under the Council's existing Highways Services Framework for the construction of the A259 Hove to Portslade Active Travel Scheme.
- 2.5 That Cabinet requests officers to pursue external funding to extend the A259 Hove to Portslade Active Travel Scheme east towards Brighton in response to feedback received. Any designs would be subject to the usual approval and consultation processes.

3. Context and background information

- 3.1 In June 2024 Council Members agreed the redesign options for the A259 Fourth Avenue to Wharf Road Active Travel scheme in line with their strategic vision to deliver a high-quality seafront cycle facility. At the same time, they gave agreement for officers to progress with designs for the connected, adjacent scheme – Wharf Road to the western city boundary. Both of these schemes have been combined together as the A259 Hove to Portslade Active Travel Scheme.
- 3.2 The A259 is a priority strategic route in the Local Cycling and Walking Infrastructure Plan (LCWIP) and also forms part of the National Cycle Network (NCN route 2). In Hove and Portslade, this route is currently disjointed and confusing and below current design standards.
- 3.3 The council was awarded £4.3 million of funding by Active Travel England after bids were submitted for the Active Travel Fund 3 and 4 funding programmes. The bids contained business cases and concept designs to make improvements along the road to support active travel. Additional funding would come from the Local Transport Plan (see section 6).
- 3.4 On 16 June 2025 until 27 July 2025, a public consultation took place on the proposed designs for both schemes as phase 1 and phase 2 of the A259 Hove to Portslade Active Travel Scheme. The designs consulted on for this consultation can be found in Appendix 3. Full details of the consultation results and proposed design amendments can be found in Appendices 1 and 2 with a summary in section 5 of this report.
- 3.5 A number of changes have been made to the designs in response to consultation feedback. These changes are also summarised in section 5.

4. Analysis and consideration of alternative options

- 4.1 Re-design the scheme. The design of this scheme is to a very high and ambitious specification where additional funding has been committed from Local Transport Plan capital funding. Any further upgrades to the design specification would require extra funding to be sourced. It would also require more time to undertake a re-design with further public consultation required.
- 4.2 Do nothing and withdraw the proposals. The majority of the funding for the A259 Hove to Portslade Active Travel Scheme is from Active Travel England, where they have already been asked to agree to delays in the council spending this allocation and approved a change request to move funding originally given for a different scheme to this project. If this project does not go ahead, they reserve the right to recover the funding by reducing future grant payments to the authority. Both phases of the scheme have also gained support from key stakeholders and strong public support evidenced through the recent consultation. Not proceeding with the project could expose the council to public criticism.

5. Community engagement and consultation

- 5.1 A public consultation on proposals took place between Monday 16 June and Sunday 27 July, 2025, further details on the methodology and full results can be found in Appendix 1.
- 5.2 Informal consultation with relevant internal Brighton & Hove City Council teams and external stakeholders also took place during the development of the designs.
- 5.3 Consultation Headlines:
- 910 responses were received to the consultation (once any duplicates had been merged).
 - The highest number of respondents were residents in the city (87%) with 65% located in Hove and Portslade (identified by BN3 and BN41 postcodes).
 - A majority of respondents showed support for most proposals (strongly agree/agree). For those questions where these numbers appear lower, there are higher numbers of 'neither agree/disagree' responses due to the specificity of question asked (disabled bays and loading bays for example).
 - A majority of respondents agreed that both phase 1 and 2 would improve safety for pedestrians and cyclists. Numbers are lower for whether the proposals will improve safety for disabled people, however, there are a higher number of those responding 'not sure' to this question.

- A majority of Hove (BN3) respondents support the phase 1 proposals and a majority of Portslade (BN41) respondents support the phase 2 proposals.
- 585 respondents commented on phase 1 and/or phase 2 and/or the whole scheme. These comments have informed changes to the proposals as outlined below. 325 people did not leave any comments.

5.4 Table 1 summarises the key changes made in response to consultation feedback.

Table 1: Design changes in response to consultation feedback

Feedback	Design response
Requests to allow vehicles to turn right out of St Aubyns South.	Re-design new crossing point near St Aubyns South to remove need for right turn vehicle ban.
Requests for additional new crossing point near St Keyna Avenue to serve shops in this area.	New pedestrian crossing added near St Keyna Avenue.
Concerns about relocation of Tandridge Road bus stop to outside the Vega building, Kingsway.	Bus stop moved to the east of Roman Road.
Reduction in parking outside The Gather Inn.	Parking retained.
Requests to make the section west of Church Road, Portslade, two-way.	This section connects to the West Sussex boundary and the long-term aspiration is for a continuous two-way cycle lane across both authorities. Officers will work with West Sussex County Council to identify if the section between Church Road and the city boundary can be made two-way sooner.
Reduction in parking on seafront east of Boundary Road.	More parking mitigation where possible near St Leonard's Road / St Leonard's Avenue.
Requests to increase gap between cycle lane and parked cars.	Widen buffer separator as much as possible next to parking.
Concerns about sections shared between pedestrians and cyclists.	Additional safety measures incorporated on shared use sections and continued engagement with stakeholder groups through detailed design process.
Comments on shared pedestrian and cycle crossings.	Ensure toucan crossing design suits needs of pedestrians and cyclists.
Concern buses would block traffic as a result of narrowing the road.	Review bus stop positioning for single lane areas to ensure free-flow of traffic.

Requests for further planting.	Additional green spaces / planting where possible and subject to long-term maintenance agreements.
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- 5.5 Revised draft designs for the three main areas of change are included in Appendix 2. The three areas are St Aubyns South, Hove; Roman Road, Hove (Vega building and The Gather Inn); and St Keyna Avenue, Hove. The designs are still in development but have been provided for this report to demonstrate how the designs have been amended in response to consultation feedback.
- 5.6 More generally, feedback has also been received regarding the existing seafront cycle lane east of Fourth Avenue. This scheme was installed with temporary infrastructure in 2020 using Government covid emergency active travel funding. A decision was subsequently taken at the meeting of the Environment, Transport and Sustainability Committee on the 16 November 2021 to make the Traffic Regulation Order permanent, however, the infrastructure remained temporary. The cycle lane is not fully separated from traffic and feedback has been received that the current arrangement could be clearer, simpler and safer for pedestrians and cyclists.
- 5.7 There is no current funding to upgrade the temporary infrastructure, however, there is an opportunity to develop designs and prepare a business case for further funding from Active Travel England.

6. Financial implications

- 6.1 The council was awarded £4.3 million of funding by Active Travel England to make improvements along the road to support active travel. £2.7 million has also been allocated from the council's Local Transport Plan funding (spread over 3 years).
- 6.2 The proposals and recommendations highlighted in this report do not merit a significant amendment to the budget already identified for this scheme. The Scheme is funded primarily through grant awarded through the Active Travel Funds and Local Transport Plan funding. As there is no unsupported borrowing component identified for this scheme, there is no revenue budget implications as a result.

Name of finance officer consulted: David Wilder
09/10/2025

Date consulted:

7. Legal implications

- 7.1 This report seeks authorisation to proceed with the amended scheme based in part on public feedback. Any resulting traffic regulation orders will need to be made in accordance with the relevant legislative requirements in the Road Traffic Regulation Act 1984 and having had regard to the Council's public sector equality duty under the Equality Act 2010.

Name of lawyer consulted: Katie Kam

Date consulted: 09/10/2025

8. Risk implications

- 8.1 The risk implications of not supporting the requested decisions include the potential loss of Active Travel England funding as well as an overall increase in project costs.
- 8.2 In addition, it puts at risk the council objectives of providing a safe, accessible and clean city and delivering the Local Transport Plan (LTP) to ensure residents, visitors and businesses are better connected.

9. Equalities implications

- 9.1 An Equality Impact Assessment (EIA) has been carried out where positive and negative impacts were identified for disabled people, age (young and elderly), carers and pregnant people, maternity, paternity, adoption. The full EIA can be found in Appendix 4. A summary is as follows.
- 9.2 Positive impacts include:
- Access to safe route for people with different needs and abilities to cycle.
 - Improve and make safer the current locations where pedestrians come into contact with cyclists.
- 9.3 A summary of the main actions identified to address potential negative impacts is:
- Incorporate design mitigations where pedestrians need to pass across cyclists at crossings and bus stops. This will include measures to highlight that pedestrians have priority.
 - Engaging with appropriate stakeholder groups in the design of the proposals and considering best practice and feedback for the design elements.
- 9.4 Relevant stakeholder groups have been engaged in the design proposals and will continue to be engaged with as work progresses.

10. Sustainability implications

- 10.1 The scheme will improve sustainable travel and transport and support the health of those living and working in the city by providing them a safe cycle route to access key amenities and areas of the city. It includes a separated two-way cycle lane which forms part of the National Cycle Network 2 providing a strategic cycle route connecting to a neighboring authority and across the city.
- 10.2 New pavements, bus stops and safer, better aligned crossings and junctions are also included in the designs to improve accessibility and active travel.
- 10.3 Space will also be allocated in the new alignment of on-street parking for electric vehicle charging infrastructure.

- 10.4 Sustainable urban drainage solutions in the form of rain gardens and suitable planting areas are included in the designs. Any planting included on the scheme will be drought tolerant and require minimal maintenance. A local residents' group who have been campaigning for a pocket park, will be engaged on the design of the green space area in their road and future maintenance support.

11. Health and Wellbeing Implications

- 11.1 The A259 Hove to Portslade Active Travel Scheme feeds into the council's priorities and vision for Brighton & Hove - Make it easier for people to move around the city, by continuing to invest in maintaining and upgrading our highways network.

Other Implications

12. Procurement implications

- 12.1 The construction of the A259 Hove to Portslade Active Travel Scheme will be procured as a call-off contract under the Council's existing Highways Services Framework. This call-off contract will exceed £1million.
- 12.2 Funding has already been allocated to the construction of this project via the £4.3 million awarded by Active Travel England, £1.2m Local Transport Plan Funding 2025/26 and an indicative allocation of £1.4m from the Local Transport Plan Funding 2026/27.

13. Crime & disorder implications

- 13.1 Not applicable

14. Conclusion

- 14.1 A significant public consultation has taken place on the proposals for the A259 Hove to Portslade Active Travel Scheme where a positive response was received. Feedback has been used to shape the designs to ensure they are robust. The proposals achieve the ambition of enhancing the active travel infrastructure provision within Brighton and Hove.

Supporting Documentation

1. Appendices

1. A259 Hove to Portslade Active Travel Scheme Consultation Report
2. A259 Hove to Portslade Active Travel Scheme Revised Drawings
3. A259 Hove to Portslade Active Travel Scheme Consultation Technical Drawings
4. A259 Hove to Portslade Active Travel Scheme Equalities Impact Assessment

2. Background documents

1. [Brighton & Hove City Council - Agenda for Cabinet on Thursday, 27th June, 2024](#)
Item 9
2. [Brighton & Hove City Council - Agenda for Special Meeting, Transport & Sustainability Committee on Wednesday 21st June 2023](#) Item 5
3. [Brighton & Hove City Council - Agenda for Environment, Transport & Sustainability Committee on Tuesday, 20th September, 2022](#) Item 29
4. [Brighton & Hove City Council - Agenda for Environment, Transport & Sustainability Committee on Tuesday, 16th November, 2021, 4.00pm](#) Item 56
5. [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#)

A259 Hove to Portslade Active Travel Scheme

Consultation Report

Background

The A259 is a priority strategic route in the Local Cycling and Walking Infrastructure Plan (LCWIP) and also forms part of the National Cycle Network (NCN route 2). In Hove and Portslade, this route is currently disjointed, confusing and below current design standards.

The council was awarded £4.3 million of funding by Active Travel England to make improvements along the road to support active travel. £2.7 million has also been allocated from the council's Local Transport Plan funding (spread over 3 years).

The plans include

- A separated two-way cycle lane
- New pavements and bus stops
- Safer, better aligned crossings and junctions
- New loading and disabled bays

The plans have been split into two phases:

- **Phase one** From Fourth Avenue to Wharf Road
- **Phase two** From Wharf Road to the city's western boundary

A public consultation on proposals took place between Monday 16 June and Sunday 27 July 2025.

Methodology

Information leaflets were sent to an area of 8,561 addresses (both business and residential) along the proposed route that could be directly affected by the proposals. This area also included properties just across the boundary into West Sussex and all the businesses in Shoreham Port. All people written to were invited to visit the council's digital engagement platform 'Your Voice' where they could access more information and be able to comment on the proposals.

In addition, emails inviting comments on the scheme were sent to relevant stakeholders from our external and internal stakeholder list. This included all of the West and Central Hove businesses located on the promenade and beach park area, West and Central Hove beach hut owners and relevant stakeholders in West Sussex.

The consultation was also promoted via the council's social media channels. West Sussex County Council (WSCC) assisted by including information on their consultation portal and on their Your Voice e-newsletter.

Visualisations and a fly-through video of the entire scheme were developed to support the consultation. The video received 4,500 views on YouTube, 164,000 views on Facebook and 1,500 on X.

Three in-person events were held at Hove Lagoon (Saturday 28 June, 10:30-3:30pm), King Alfred Leisure Centre (Thursday 03 July, 4-7pm) and South Portslade Community Centre (Thursday 10 July, 2-5pm). At Hove Lagoon, flyers were distributed to those passing by and using the Hove Beach Park facilities.

In addition, an online briefing was given for all Elected Members, a site visit took place with Bricycles and the designs were presented at a West Hove Forum meeting.

A disability group workshop was held in conjunction with two local disability stakeholder organisations: Possability People and BADGE, to discuss key design elements and take on board their feedback.

Directly affected businesses were also visited where we discussed the design, their business needs and adjustments we could make to ensure it works for them.

Properties in Wellington Road, where the shared use area is proposed, were sent a letter containing further information on the plans affecting them and inviting them to contact us directly or attend a drop-in event if they had concerns.

An article was also published in the July 2025 issue of the Hovarian magazine whilst The Argus published three articles and BBC and Brighton & Hove News published one each.

Headlines

910 responses were received to the consultation (once any duplicates had been merged).

The highest number of respondents were Brighton & Hove City residents (87%) with 65% located in Hove and Portslade (identified by BN3 and BN41 postcodes).

A majority of respondents showed support for most proposals (strongly agree/agree). For those questions where these numbers appear lower, there are higher numbers of 'neither agree/disagree' responses due to the specificity of question asked (disabled bays and loading bays for example).

A majority of respondents agreed that both Phases 1 and 2 would improve safety for pedestrians and cyclists. Numbers are lower for whether the proposals will improve safety for disabled people, however there are a higher number of those responding 'not sure' to this question.

A majority of Hove (BN3) respondents support the Phase 1 proposals and a majority of Portslade (BN41) respondents support the Phase 2 proposals.

585 respondents commented on Phase 1 and/or Phase 2 and/or the whole scheme. These comments have informed changes to the proposals as outlined below. 325 people did not leave any comments.

Key design changes following consultation and stakeholder feedback

Phase 1

- Re-design new crossing point near St Aubyns South to remove need for right turn vehicle ban

Phase 2

- New pedestrian crossing near St Keyna Avenue, Hove
- Move the relocated Tandridge Road bus stop from outside the Vega building, Kingsway, Hove
- Parking retained outside The Gather Inn, Kingsway, Hove
- Work with WSCC to identify if scheme can be made 2-way sooner between Church Road junction and the city boundary
- More parking mitigation where possible near St Leonard's Road / St Leonard's Avenue, Hove

Whole Scheme

- Widen buffer separator as much as possible next to parking
- Additional safety measures on shared use sections
- Ensure toucan crossing design suits needs of pedestrians and cyclists
- Review bus stop positioning for single lane areas to ensure free-flow of traffic
- Additional green spaces / planting where possible

Online survey results

910 valid responses were received¹. People were asked whether they lived in, worked in or visited the city. Some people fitted into more than one category:

	Number of respondents	% of respondents
Resident	792	87.0
Work or study here	69	7.6
Visitor	44	4.8
Business owner	12	1.3
Stakeholder	24	2.6

¹ 23 duplicate responses were removed from the analysis. Comments from these respondents were merged into the primary response to ensure all comments were captured.

The following table shows distribution of responses². 27 respondents gave no address meaning they couldn't be categorised and included in the table below, although their comments were included in the analysis.

Postcode / area	Number of respondents	% of respondents
BN1 & 2 (Brighton)	174	19.2
BN3 (Hove)	466	51.2
BN41 (Portslade)	126	13.8
West of BN41 (West Sussex)	81	8.9
Others (Outside the area)	36	4.0

Highest number of respondents live or work in the BN3 area, reflecting that most of the proposed scheme is in this area. The highest number of non-Brighton & Hove respondents came from areas west of the city boundary, reflecting the west-east commuting route.

News of the consultation reached the respondents as follows:

	Number of respondents	% of respondents
Social media	315	34.6
Information leaflet	158	17.4
Word of mouth	118	13.0
Local News	118	13.0
By email	63	6.9
The council's website	49	5.4
Other	45	4.9
I attended an event	14	1.5

Analysis of questions

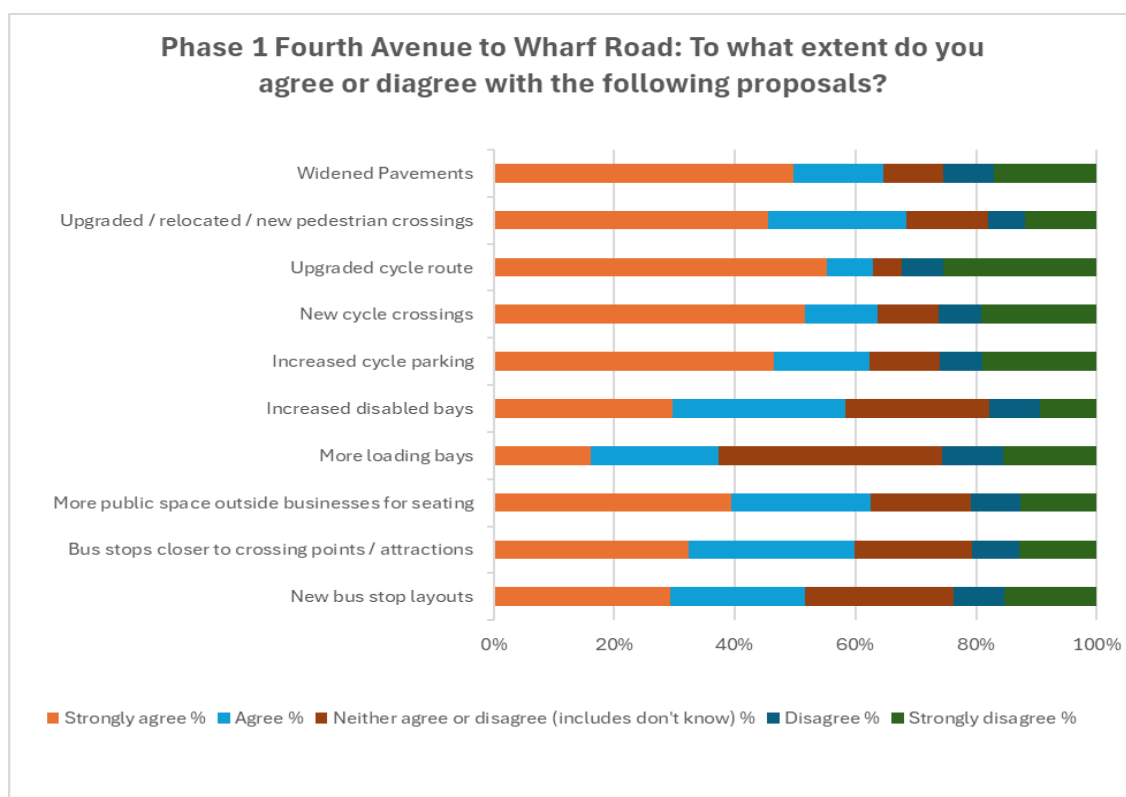
Proposals

Results are generally reported for Phase 1 and Phase 2 separately throughout the report. Differences between the two areas are highlighted where appropriate.

Respondents were presented with a list of design proposals contained within the scheme and asked to indicate the extent to which they agreed/disagreed with those proposals. The overall results are as follows (broken down into phase 1 and phase 2) and shown separately.

² Address details given were used to categorise responses into these areas.

For Phase 1, highest levels of support³ were shown for upgraded/ relocated/ new pedestrian crossing points at 68.2%, whilst lowest levels of support were shown for more loading bays at 36.4%. Support for all proposals are also shown in the graph and table below:

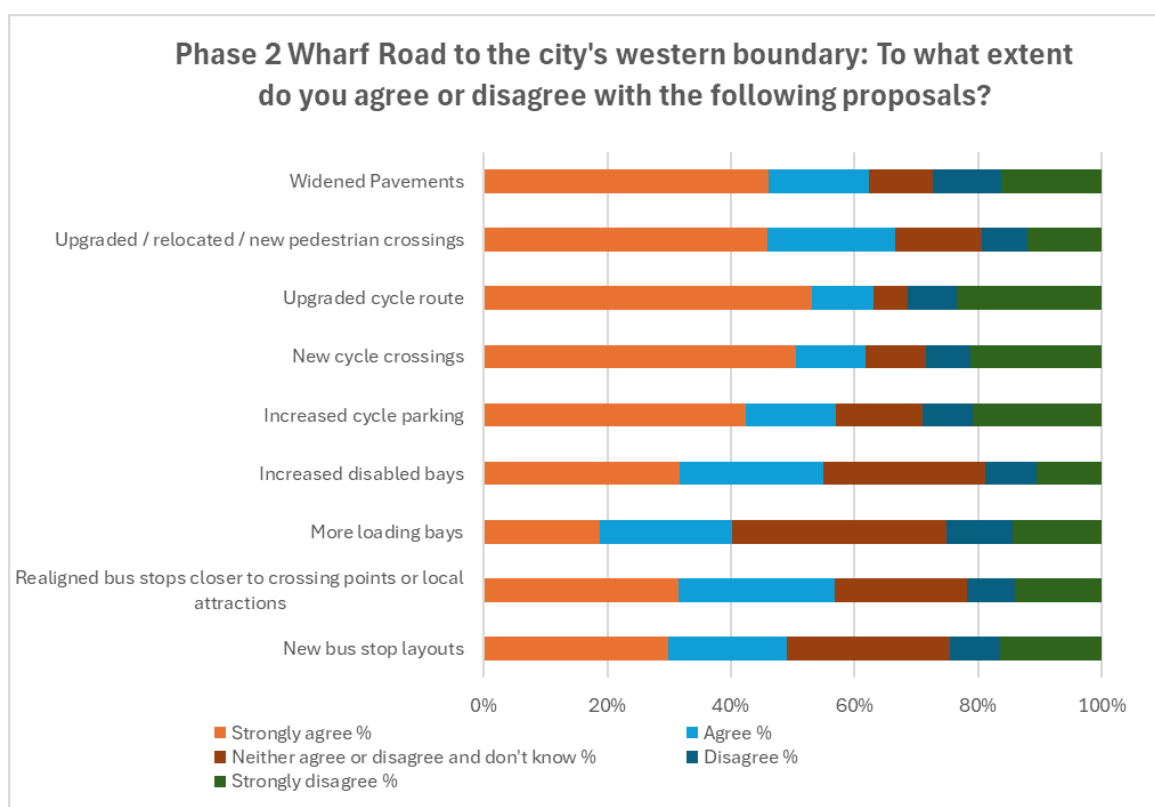


PHASE 1					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Widened pavements	49.8	14.8	8.3	17.0	10.0
Upgraded /relocated / new pedestrian crossing points	45.3	22.9	6.1	11.8	13.8
Upgraded cycle route	55.2	7.6	6.8	25.5	5.0
New cycle crossing points	51.6	11.9	6.9	19.2	10.3
Increased cycle parking	46.4	15.9	7.0	19.0	11.8
Increased provision of disabled parking bays	29.4	28.4	8.2	9.4	24.6
More loading bays	15.7	20.7	9.9	15.2	38.6
More public space outside businesses for seating	39.2	22.9	8.2	12.5	17.1
Realigned bus stops closer to crossing points or local attractions	32.0	27.3	7.8	12.7	20.2

³ Where levels of support are mentioned, this is defined as strongly agree % plus agree %.

PHASE 1					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
New bus stop layouts	29.0	22.0	8.2	15.2	25.6

For Phase 2, highest levels of support⁴ were also shown for upgraded/ relocated/ new pedestrian crossing points at 66.5%, whilst lowest levels of support were shown for more loading bays at 40.2%. Support for all proposals are also shown in the graph and table below:



PHASE 2					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Widened pavements	46.1	16.3	11.2	16.2	10.3
Upgraded /relocated / new pedestrian crossing points	45.8	20.7	7.4	12.0	14.0
Upgraded cycle route	53.1	9.9	7.9	23.5	5.5
New cycle crossing points	50.5	11.2	7.1	21.3	9.9
Increased cycle parking	42.3	14.7	8.1	20.8	14.0

⁴ Where levels of support are mentioned, this is defined as strongly agree % plus agree %.

PHASE 2					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Increased provision of disabled parking bays	31.6	23.3	8.4	10.5	26.1
More loading bays	18.8	21.4	10.7	14.4	34.6
Realigned bus stops closer to crossing points or local attractions	31.5	25.2	7.6	14.1	21.6
New bus stop layouts	29.8	19.3	8	16.5	26.4

Safety

Respondents were asked to indicate whether they believed each scheme would improve safety for pedestrians, cyclists and/or disabled people. A majority of respondents agreed that both Phases 1 and 2 would improve safety for pedestrians and cyclists. Numbers are lower for whether the proposals will improve safety for disabled people, however there are a higher number of those responding 'not sure' to this question.

PHASE 1			
Will proposals improve safety for:	Yes (%)	No (%)	Not Sure (%)
Pedestrians	61.8	31.2	7.0
Cyclists	63.6	29.1	7.3
Disabled people	54.1	26.5	19.4

PHASE 2			
Will proposals improve safety for:	Yes (%)	No (%)	Not Sure (%)
Pedestrians	58.5	33.9	7.6
Cyclists	63.7	29.1	7.2
Disabled people	49.1	31.0	20.0

More likely to:

Respondents were asked to indicate whether the scheme would mean they would be more likely to use the infrastructure and/or access certain areas/amenities.

It is clear that respondents do not think they are more likely to take a bus in either area but more than half of respondents feel they would be more likely to use the cycle lane, visit the seafront or use the route to get from A to B.

PHASE 1			
More likely to:	Yes (%)	No (%)	Not Sure (%)

Use the cycle lane	59.5	37.0	3.4
Visit seafront	59.2	35.4	5.4
Visit businesses / amenities	53.5	37.6	8.9
Get from A to B	60.0	35.3	4.7
Visit friends / family	47.6	44.2	8.2
Take a bus	34.3	51.6	14.1

PHASE 2			
More likely to:	Yes (%)	No (%)	Not Sure (%)
Use the cycle lane	58.3	38.8	2.9
Visit seafront	52.8	41.4	5.8
Visit businesses / amenities	48.8	42.3	8.9
Get from A to B	57.6	37.6	4.8
Visit friends / family	43.1	49.2	7.7
Take a bus	34.3	51.1	14.6

Frequent travel in the Phase 1 area⁵

Frequent travel has been defined as once a week or more for the purposes of this report.

Driving through the area and walking are the most common forms of transport used in the Phase 1 area closely followed by cycling.

PHASE 1	Number responded
Mode frequently travelled	
Car / van as driver	334
Walk	334
Cycle	315
Car / van as passenger	115
Bus	119
Motorcycle	15
Wheelchair/ mobility scooter	12
Taxi / private hire	34
Community transport	5
Other	20

Regular cyclists show highest levels of support for all proposals in phase 1, whilst regular car/ van as driver or as a passenger are less likely to strongly agree or agree with the proposals.

⁵ More than one choice could be selected.

Levels of support from those using the top 5 modes of transport are shown in the table below:

PHASE 1						
Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	<i>Car/van as driver</i>	36.4	15.2	11.9	26.2	10.3
	<i>Walk</i>	50.2	15.8	6.7	13.8	13.5
	<i>Cycle</i>	67.6	14.3	3.5	5.6	9.1
	<i>Bus</i>	52.8	12.3	14.2	16.0	4.7
	<i>Car/van as passenger</i>	35.8	22.0	9.2	22.9	10.1
Upgraded /relocated / new pedestrian crossing points	<i>Car/van as driver</i>	32.9	24.5	9.1	18.1	15.4
	<i>Walk</i>	47.3	21.8	6.1	10.2	14.6
	<i>Cycle</i>	62.4	19.5	3.9	4.6	9.6
	<i>Bus</i>	45.2	19.2	5.8	12.5	17.3
	<i>Car/van as passenger</i>	36.9	26.1	5.4	15.3	16.2
Upgraded cycle route	<i>Car/van as driver</i>	38.7	6.9	10.5	38.4	5.6
	<i>Walk</i>	54.6	9.2	5.1	24.7	6.4
	<i>Cycle</i>	78.5	8.3	3.5	8.7	1.0
	<i>Bus</i>	56.2	4.8	8.6	21.9	8.6
	<i>Car/van as passenger</i>	37.6	12.8	11.0	33.9	4.6
New cycle crossing points	<i>Car/van as driver</i>	38.3	11.7	11.0	29.3	9.7
	<i>Walk</i>	53.9	11.9	5.5	16.7	11.9
	<i>Cycle</i>	71.6	13.1	2.8	5.5	6.9
	<i>Bus</i>	52.8	14.2	7.5	14.2	11.3
	<i>Car/van as passenger</i>	38.5	19.3	9.2	25.7	7.3
Increased cycle parking	<i>Car/van as driver</i>	33.1	12.6	9.9	29.5	14.9
	<i>Walk</i>	45.1	17	7.6	16.3	13.9

PHASE 1 Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)				Don't know / Neither agree or disagree (%)
		Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
	<i>Cycle</i>	68.0	15.5	3.5	4.6	8.5
	<i>Bus</i>	49.5	11.7	7.8	16.5	14.6
	<i>Car/van as passenger</i>	34.3	13.0	8.3	30.6	13.9
Increased provision of disabled parking bays	<i>Car/van as driver</i>	20.6	28.2	11.6	14	25.6
	<i>Walk</i>	27.6	27.3	8.4	8.4	28.3
	<i>Cycle</i>	36	29.9	8.3	4.3	21.6
	<i>Bus</i>	42	18	6	9	25
	<i>Car/van as passenger</i>	29.1	23.6	10	13.6	23.6
More loading bays	<i>Car/van as driver</i>	12.3	18.5	14.4	19.5	35.3
	<i>Walk</i>	15.4	20	11.1	16.1	37.5
	<i>Cycle</i>	19.9	25.5	9.6	9.2	35.8
	<i>Bus</i>	20.2	17.2	12.1	17.2	33.3
	<i>Car/van as passenger</i>	13.8	21.1	10.1	26.6	28.4
More public space outside businesses for seating	<i>Car/van as driver</i>	31.0	20.5	11.8	18.2	18.5
	<i>Walk</i>	43.0	21.3	7.3	11.9	16.4
	<i>Cycle</i>	53.6	22.1	4.3	6.2	13.8
	<i>Bus</i>	46.5	18.8	9.9	13.9	10.9
	<i>Car/van as passenger</i>	33.6	18.2	8.2	20.0	20.0
Realigned bus stops closer to crossing points or local attractions	<i>Car/van as driver</i>	23.3	22.6	9.1	19.3	25.7
	<i>Walk</i>	31.0	25.4	8.1	13.7	21.8
	<i>Cycle</i>	43.3	28.7	4.4	5.1	18.5
	<i>Bus</i>	37.0	22.0	12.0	14.0	15.0
	<i>Car/van as passenger</i>	21.1	28.4	9.2	18.3	22.9
New bus stop layouts	<i>Car/van as driver</i>	21.4	20.4	9.5	22.1	26.5

PHASE 1						
Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>Walk</i>	27.0	22.1	7.5	15.7	27.8
	<i>Cycle</i>	38.6	27.6	4.0	7.0	22.8
	<i>Bus</i>	36.4	23.2	10.1	14.1	16.2
	<i>Car/van as passenger</i>	21.1	24.8	11	20.2	22.9

Frequent travel in the Phase 2 area⁶

Frequent travel has been defined as once a week or more for the purposes of this report.

PHASE 2	Number responded
Mode frequently travelled	
Car / van as driver	414
Walk	331
Cycle	286
Car / van as passenger	172
Bus	140
Motorcycle	19
Wheelchair/ mobility scooter	8
Taxi / private hire	33
Community transport	7
Other	16

For the Phase 1 area, the top 3 frequently used transport modes (cycling, walking and driving) were almost the same but in the Phase 2 area there is more divergence between them which could be reflected by the outlying nature of the area leading to more reliance on driving, a less developed cycle route and for less places to walk to, being away from the seafront attractions and central areas of the city where there historically shows low levels of car ownership.

Regular cyclists show highest levels of support for all proposals in phase 2. Whilst regular car/ van as driver are less likely to strongly agree or agree with the proposals, 50% have still strongly agreed/agreed with the upgraded cycle route for phase 2.

⁶ More than one choice could be selected.

Levels of support for each of the proposals are shown in the table below:

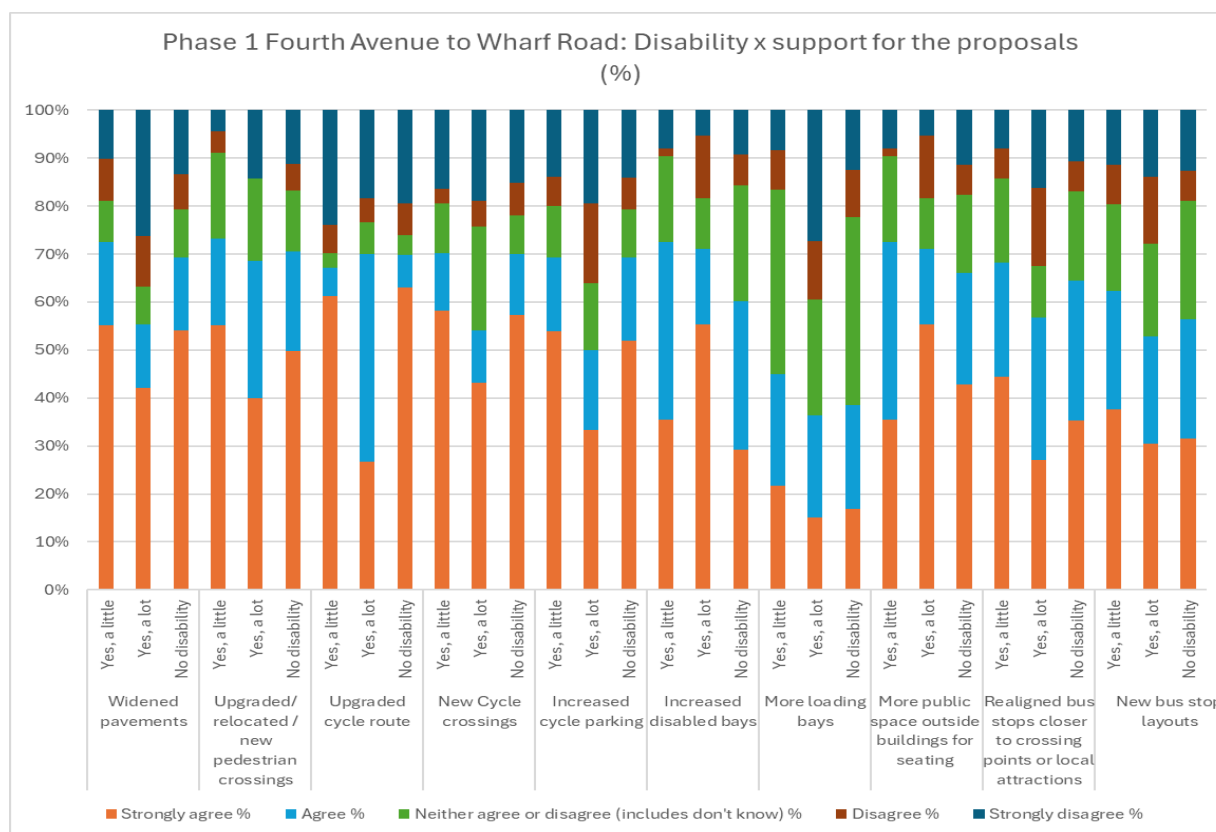
PHASE 2 Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	<i>Car/van as driver</i>	32.3	18.0	14.8	22.0	13.0
	<i>Walk</i>	46.9	14.8	13.1	14.8	10.3
	<i>Cycle</i>	63.5	15.8	4.6	8.1	8.1
	<i>Bus</i>	46.9	14.8	13.1	14.8	10.3
	<i>Car/van as passenger</i>	34.8	18.1	12.9	23.2	11.0
Upgraded /relocated / new pedestrian crossing points	<i>Car/van as driver</i>	32.9	24.9	10.7	16.4	15.1
	<i>Walk</i>	47.3	21.0	7.8	11.7	12.1
	<i>Cycle</i>	64.5	18.5	2.7	5.8	8.5
	<i>Bus</i>	47.3	21.0	7.8	11.7	12.1
	<i>Car/van as passenger</i>	34.4	22.7	9.1	18.8	14.9
Upgraded cycle route	<i>Car/van as driver</i>	40.8	9.2	11.1	31.6	7.3
	<i>Walk</i>	53.4	8.8	7.1	25.8	4.9
	<i>Cycle</i>	80.7	5.8	2.7	8.5	2.3
	<i>Bus</i>	53.4	8.8	7.1	25.8	4.9
	<i>Car/van as passenger</i>	38.4	11.3	11.3	33.1	6.0
New cycle crossing points	<i>Car/van as driver</i>	39.0	10.4	11.7	27.8	11.2
	<i>Walk</i>	50.9	10.3	7.5	22.1	9.3
	<i>Cycle</i>	73.8	10.8	3.5	6.9	5.0
	<i>Bus</i>	50.9	10.3	7.5	22.1	9.3
	<i>Car/van as passenger</i>	34.4	12.6	12.6	29.8	10.6
Increased cycle parking	<i>Car/van as driver</i>	28.9	14.0	11.6	28.1	17.4
	<i>Walk</i>	40.4	14.5	7.3	21.8	16.0
	<i>Cycle</i>	61.0	18.5	2.8	8.7	9.1
	<i>Bus</i>	40.4	14.5	7.3	21.8	16.0

PHASE 2 Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>Car/van as passenger</i>	29.8	12.6	12.6	31.8	13.2
Increased provision of disabled parking bays	<i>Car/van as driver</i>	21.7	22.6	13.1	13.6	29.0
	<i>Walk</i>	50.9	10.3	7.5	22.1	9.3
	<i>Cycle</i>	37.9	26.6	6.5	4.8	24.2
	<i>Bus</i>	30.1	22.1	8.8	11.0	27.9
	<i>Car/van as passenger</i>	23.3	23.3	10.0	16.0	27.3
More loading bays	<i>Car/van as driver</i>	13.2	18.3	16.0	18.0	34.6
	<i>Walk</i>	18.6	20.8	12.0	17.9	30.7
	<i>Cycle</i>	23.2	22.8	8.1	9.8	36.2
	<i>Bus</i>	18.6	20.8	12.0	17.9	30.7
	<i>Car/van as passenger</i>	14.0	21.3	14.0	20.7	30.0
Realigned bus stops closer to crossing points or local attractions	<i>Car/van as driver</i>	23.0	23.3	11.6	19.7	22.4
	<i>Walk</i>	30.5	24.4	9.1	14.9	21.1
	<i>Cycle</i>	42.4	25.6	3.2	8.8	20.0
	<i>Bus</i>	30.5	24.4	9.1	14.9	21.1
	<i>Car/van as passenger</i>	23.3	27.3	8.7	20.0	20.7
New bus stop layouts	<i>Car/van as driver</i>	20.9	17.0	11.7	22.1	28.2
	<i>Walk</i>	30.9	16.7	9.1	17.1	26.2
	<i>Cycle</i>	41.4	22.9	3.2	8.8	23.7
	<i>Bus</i>	30.9	16.7	9.1	17.1	26.2
	<i>Car/van as passenger</i>	22.8	17.4	10.7	22.8	26.2

Levels of support for the proposals by disabled respondents

Disability	Number	%
Yes, a little	103	14.6
Yes, a lot	60	8.5
No	544	76.9
Total	707	100

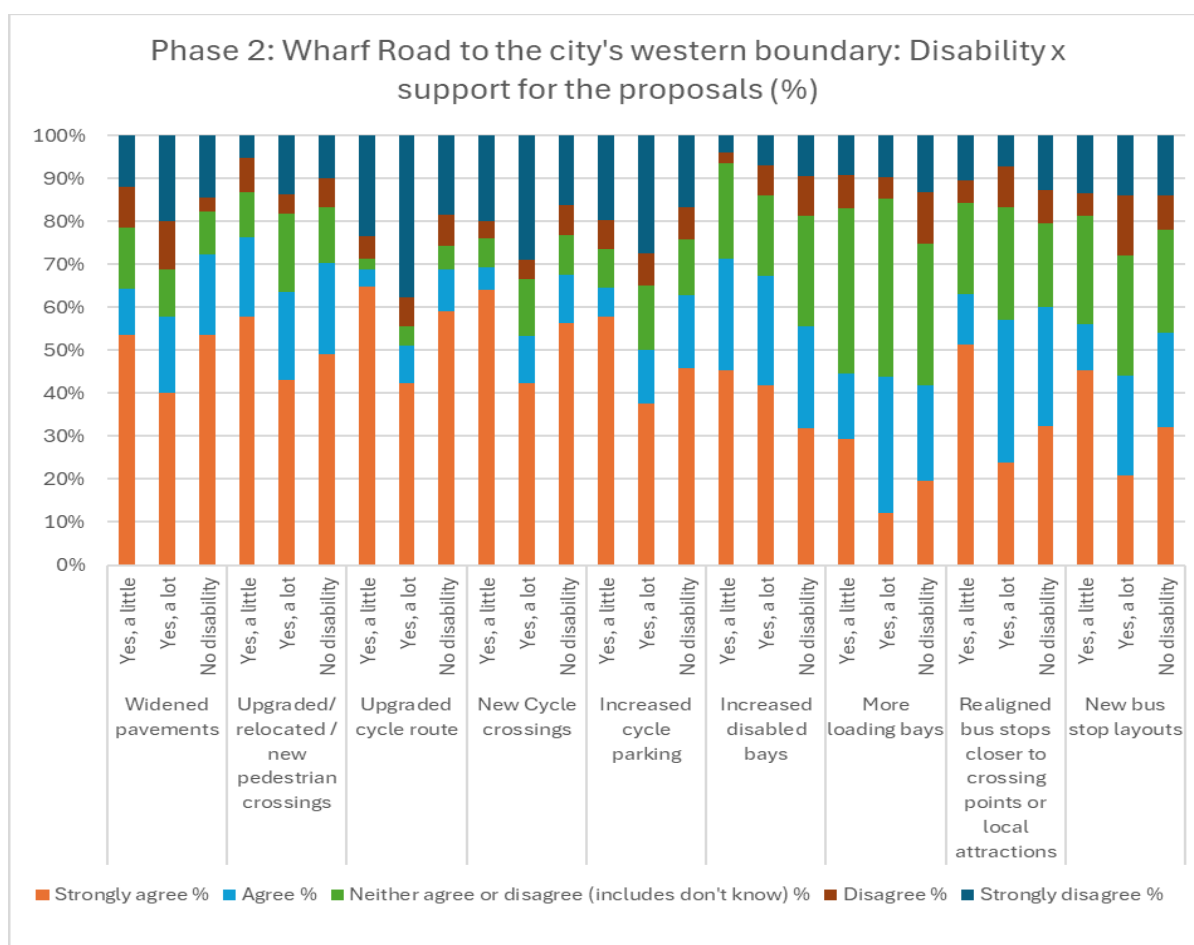
The graph below unsurprisingly shows higher levels of support for increases in disabled bays, widened pavements and upgraded / relocated or new pedestrian crossings. Increased loading bays has the lowest levels of support. There is a difference shown between those who say they are disabled a little or disabled a lot for levels of support for the upgraded cycle route. Far less support is shown by those who are disabled a lot. New bus stop layouts are supported more, or less, equally between disabled and non-disabled respondents. Similar levels of support are also shown for Phase 2 with increased loading bays and new bus stop layouts being the most unsupported.



PHASE 1						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	Yes, a little	55.1	17.4	8.7	10.1	8.7

PHASE 1						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>Yes, a lot</i>	42.1	13.2	10.5	26.3	7.9
	<i>No disability</i>	54.1	15.2	7.3	13.4	10.0
Upgraded /relocated / new pedestrian crossing points	<i>Yes, a little</i>	55.2	17.9	4.5	4.5	17.9
	<i>Yes, a lot</i>	40.0	28.6	0.0	14.3	17.1
	<i>No disability</i>	49.7	20.9	5.6	11.2	12.6
Upgraded cycle route	<i>Yes, a little</i>	61.2	6.0	6.0	23.9	3.0
	<i>Yes, a lot</i>	26.7	43.3	5.0	18.3	6.7
	<i>No disability</i>	63.0	6.8	6.6	19.4	4.2
New cycle crossing points	<i>Yes, a little</i>	58.2	11.9	3.0	16.4	10.4
	<i>Yes, a lot</i>	43.2	10.8	5.4	18.9	21.6
	<i>No disability</i>	57.3	12.7	6.9	15.1	8.0
Increased cycle parking	<i>Yes, a little</i>	53.8	15.4	6.2	13.8	10.8
	<i>Yes, a lot</i>	33.3	16.7	16.7	19.4	13.9
	<i>No disability</i>	51.9	17.5	6.6	14.0	10.1
Increased provision of disabled parking bays	<i>Yes, a little</i>	35.5	37.1	1.6	8.1	17.7
	<i>Yes, a lot</i>	55.3	15.8	13.2	5.3	10.5
	<i>No disability</i>	29.3	30.9	6.5	9.2	24.1
More loading bays	<i>Yes, a little</i>	21.7	23.3	8.3	8.3	38.3
	<i>Yes, a lot</i>	15.2	21.2	12.1	27.3	24.2
	<i>No disability</i>	16.8	21.8	9.9	12.4	39.1
More public space outside businesses for seating	<i>Yes, a little</i>	35.5	37.1	1.6	8.1	17.7
	<i>Yes, a lot</i>	55.3	15.8	13.2	5.3	10.5
	<i>No disability</i>	42.8	23.3	6.2	11.4	16.3
Realigned bus stops closer to crossing	<i>Yes, a little</i>	44.4	23.8	6.3	7.9	17.5
	<i>Yes, a lot</i>	27.0	29.7	16.2	16.2	10.8

PHASE 1						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
points or local attractions	No disability	35.2	29.2	6.3	10.7	18.6
New bus stop layouts	Yes, a little	37.7	24.6	8.2	11.5	18.0
	Yes, a lot	30.6	22.2	13.9	13.9	19.4
	No disability	31.5	24.9	6.3	12.6	24.7



PHASE 2						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	Yes, a little	53.6	10.7	9.5	11.9	14.3
	Yes, a lot	40.0	17.8	11.1	20.0	11.1
	No disability	49.6	17.3	3.0	13.3	9.3

PHASE 2						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Upgraded /relocated / new pedestrian crossing points	<i>Yes, a little</i>	57.9	18.4	7.9	5.3	10.5
	<i>Yes, a lot</i>	43.2	20.5	4.5	13.6	18.2
	<i>No disability</i>	49.1	21.1	6.7	9.9	13.1
Upgraded cycle route	<i>Yes, a little</i>	64.9	3.9	5.2	23.4	2.6
	<i>Yes, a lot</i>	42.2	8.9	6.7	37.8	4.4
	<i>No disability</i>	59.0	9.9	7.4	18.4	5.3
New cycle crossing points	<i>Yes, a little</i>	64.0	5.3	4.0	20.0	6.7
	<i>Yes, a lot</i>	42.2	11.1	4.4	28.9	13.3
	<i>No disability</i>	56.4	11.2	6.9	16.2	9.3
Increased cycle parking	<i>Yes, a little</i>	57.9	6.6	6.6	19.7	9.2
	<i>Yes, a lot</i>	37.5	12.5	7.5	27.5	15.0
	<i>No disability</i>	45.9	17.0	7.5	16.6	12.9
Increased provision of disabled parking bays	<i>Yes, a little</i>	45.5	26.0	2.6	3.9	22.1
	<i>Yes, a lot</i>	41.9	25.6	7.0	7.0	18.6
	<i>No disability</i>	31.9	23.7	9.1	9.5	25.7
More loading bays	<i>Yes, a little</i>	25.0	13.0	6.6	7.9	32.9
	<i>Yes, a lot</i>	12.2	31.7	4.9	9.8	41.5
	<i>No disability</i>	19.7	22.1	11.9	13.2	33.1
Realigned bus stops closer to crossing points or local attractions	<i>Yes, a little</i>	51.3	11.8	5.3	10.5	21.1
	<i>Yes, a lot</i>	23.8	33.3	9.5	7.1	26.2
	<i>No disability</i>	32.5	27.6	7.9	12.6	19.4
New bus stop layouts	<i>Yes, a little</i>	45.3	10.7	5.3	13.3	25.3
	<i>Yes, a lot</i>	20.9	23.3	14.0	14.0	27.9
	<i>No disability</i>	32.0	22.0	8.0	14.0	24.0

Responses to the questions by location of respondents

The highest number of respondents were Brighton & Hove City residents (87%) with 65% located in Hove and Portslade (identified by BN3 and BN41 postcodes).

A majority of Hove (BN3) respondents support the Phase 1 proposals and a majority of Portslade (BN41) respondents support the Phase 2 proposals.

Postcode / area	Number of respondents	% of respondents
BN1&2 (Brighton)	174	19.2
BN3 (Hove)	466	51.2
BN41 (Portslade)	126	13.8
West of BN41 (West Sussex)	81	8.9
Others (Outside the area)	36	4.0

Levels of support for Phase 1 proposals from BN3 and BN41 respondents:

For Phase 1 proposals: more than 50% of respondents from BN3 and BN41 postcodes strongly agree or agree on most of the proposals apart from increased loading bays at 23.5% for BN3 respondents and 36.9% for BN41 respondents and also for new bus stops at 48.5 for BN3 respondents and 46.5% for those with BN41 postcodes.

PHASE 1						
Agree or disagree with the following proposals?	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	BN1&2 (Brighton)	59.7	10.8	7.2	14.4	7.9
	BN3 (Hove)	46.3	15.9	10.9	15.3	11.5
	BN41 (Portslade)	45.0	11.7	5.0	31.7	6.7
	West of BN41 (West Sussex)	47.9	12.5	6.3	22.9	10.4
	Others (Outside the area)	53.8	26.9	0.0	3.8	19.2
Upgraded /relocated / new pedestrian crossing points	BN1&2 (Brighton)	51.1	22.7	4.3	10.6	11.3
	BN3 (Hove)	44.0	22.8	6.9	11.4	15.0
	BN41 (Portslade)	39.0	28.8	5.1	18.6	8.5
	West of BN41 (West Sussex)	44.4	17.8	4.4	13.3	20.0
	Others (Outside the area)	47.8	26.1	8.7	4.3	13.0

PHASE 1						
Agree or disagree with the following proposals?	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Upgraded cycle route	BN1&2 (Brighton)	62.4	4.3	6.4	23.4	4.9
	BN3 (Hove)	49.7	9.8	7.7	26.2	7.1
	BN41 (Portslade)	52.3	3.1	7.7	33.8	3.5
	West of BN41 (West Sussex)	66.7	4.2	4.2	22.9	4.2
	Others (Outside the area)	83.3	4.2	0.0	12.5	0.0
New cycle crossing points	BN1&2 (Brighton)	57.6	9.4	5.8	20.9	6.5
	BN3 (Hove)	47.8	14.3	8.7	17.6	11.6
	BN41 (Portslade)	48.4	3.2	4.8	29.0	14.5
	West of BN41 (West Sussex)	59.1	15.9	2.3	15.9	6.8
	Others (Outside the area)	70.8	8.3	4.2	12.5	4.2
Increased cycle parking	BN1&2 (Brighton)	55.4	12.9	7.2	17.3	7.2
	BN3 (Hove)	41.0	17.5	8.7	18.1	14.8
	BN41 (Portslade)	41.3	15.9	3.2	31.7	7.9
	West of BN41 (West Sussex)	61.4	13.6	4.5	13.6	6.8
	Others (Outside the area)	60.9	13.0	0.0	17.4	8.7
Increased provision of disabled parking bays	BN1&2 (Brighton)	36.7	30.2	4.3	8.6	20.1
	BN3 (Hove)	27.0	27.6	10.4	8.3	26.7
	BN41 (Portslade)	23.0	27.9	8.2	16.4	24.6
	West of BN41 (West Sussex)	32.6	27.9	9.3	9.3	20.9
	Others (Outside the area)	29.2	29.2	0.0	8.3	33.3
More loading bays	BN1&2 (Brighton)	18.5	23.7	10.4	10.4	37.0
	BN3 (Hove)	13.1	20.2	12.5	14.0	40.2
	BN41 (Portslade)	12.1	17.2	5.2	34.5	31.0

PHASE 1						
Agree or disagree with the following proposals?	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>West of BN41 (West Sussex)</i>	24.4	17.1	4.9	14.6	39.0
	<i>Others (Outside the area)</i>	21.7	17.4	0.0	8.7	52.2
More public space outside businesses for seating	<i>BN1&2 (Brighton)</i>	44.9	21.0	8.7	12.3	13.0
	<i>BN3 (Hove)</i>	38.7	21.8	8.6	11.0	19.9
	<i>BN41 (Portslade)</i>	29.5	29.5	6.6	23.0	11.5
	<i>West of BN41 (West Sussex)</i>	35.7	28.6	7.1	14.3	14.3
	<i>Others (Outside the area)</i>	50.0	20.8	0.0	4.2	25.0
Realigned bus stops closer to crossing points or local attractions	<i>BN1&2 (Brighton)</i>	35.5	33.3	5.8	8.7	16.7
	<i>BN3 (Hove)</i>	31.0	23.9	8.9	12.6	23.6
	<i>BN41 (Portslade)</i>	25.4	30.5	6.8	23.7	13.6
	<i>West of BN41 (West Sussex)</i>	35.7	31.0	7.1	14.3	11.9
	<i>Others (Outside the area)</i>	37.5	29.2	0.0	8.3	25.0
New bus stop layouts	<i>BN1&2 (Brighton)</i>	34.1	22.5	7.2	12.3	23.9
	<i>BN3 (Hove)</i>	27.2	21.3	7.7	14.2	29.6
	<i>BN41 (Portslade)</i>	24.1	22.4	10.3	32.8	10.3
	<i>West of BN41 (West Sussex)</i>	35.7	8.0	6.0	14.3	3.0
	<i>Others (Outside the area)</i>	31.8	22.7	4.5	4.5	36.4

Levels of support for Phase 2 proposals from BN3 and BN41 respondents:

For Phase 2 proposals, 50% or more of respondents from BN3 and BN41 postcodes strongly agree or agree on most proposals apart from increased loading bays at 34.5% for BN3 respondents and 36.9% for BN41 respondents.

PHASE 2						
Agree or disagree with the following proposals?						Don't know / Neither agree or disagree (%)
	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Widened pavements	<i>BN1&2 (Brighton)</i>	60.9	0.8	11.3	15.0	12.0
	<i>BN3 (Hove)</i>	42.2	16.7	12.5	17.0	11.7
	<i>BN41 (Portslade)</i>	42.2	18.3	12.8	20.2	6.4
	<i>West of BN41 (West Sussex)</i>	48.6	20.3	8.1	14.9	8.1
	<i>Others (Outside the area)</i>	55.2	20.7	3.4	13.8	6.9
Upgraded /relocated / new pedestrian crossing points	<i>BN1&2 (Brighton)</i>	49.3	17.6	6.8	13.5	12.8
	<i>BN3 (Hove)</i>	43.0	21.6	9.0	11.2	15.1
	<i>BN41 (Portslade)</i>	45.9	22.9	4.6	14.7	11.9
	<i>West of BN41 (West Sussex)</i>	50.0	17.6	7.4	11.8	13.2
	<i>Others (Outside the area)</i>	55.6	22.2	3.7	7.4	11.1
Upgraded cycle route	<i>BN1&2 (Brighton)</i>	57.4	6.8	6.8	24.3	4.7
	<i>BN3 (Hove)</i>	48.5	12.7	10.0	22.5	6.2
	<i>BN41 (Portslade)</i>	48.6	4.6	8.3	33.0	5.5
	<i>West of BN41 (West Sussex)</i>	64.9	10.8	4.1	17.6	2.7
	<i>Others (Outside the area)</i>	75.0	3.6	0.0	17.9	3.6
New cycle crossing points	<i>BN1&2 (Brighton)</i>	55.1	9.5	4.1	22.4	8.8
	<i>BN3 (Hove)</i>	46.2	12.9	9.1	20.9	11.0
	<i>BN41 (Portslade)</i>	48.1	6.5	7.4	26.9	11.1
	<i>West of BN41 (West Sussex)</i>	58.8	16.2	5.9	14.7	4.4
	<i>Others (Outside the area)</i>	71.4	3.6	0.0	21.4	3.6
Increased cycle parking	<i>BN1&2 (Brighton)</i>	49.3	14.6	6.3	21.5	8.3
	<i>BN3 (Hove)</i>	36.8	14.7	11.1	19.4	18.0
	<i>BN41 (Portslade)</i>	39.8	13.0	6.5	27.8	13.0
	<i>West of BN41 (West Sussex)</i>	53.6	15.9	4.3	17.4	8.7
	<i>Others (Outside the area)</i>	57.1	10.7	0.0	21.4	10.7

PHASE 2						
Agree or disagree with the following proposals?		Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)
						Don't know / Neither agree or disagree (%)
Increased provision of disabled parking bays	<i>BN1&2 (Brighton)</i>	37.1	27.3	6.3	8.4	21.0
	<i>BN3 (Hove)</i>	29.5	20.5	9.8	9.6	30.6
	<i>BN41 (Portslade)</i>	29.8	22.1	6.7	14.4	26.9
	<i>West of BN41 (West Sussex)</i>	30.8	29.2	10.8	12.3	16.9
	<i>Others (Outside the area)</i>	35.7	28.6	3.6	14.3	17.9
More loading bays	<i>BN1&2 (Brighton)</i>	25.9	23.8	8.4	10.5	31.5
	<i>BN3 (Hove)</i>	14.0	20.5	14.3	13.2	37.9
	<i>BN41 (Portslade)</i>	19.4	17.5	6.8	23.3	33.0
	<i>West of BN41 (West Sussex)</i>	22.6	25.8	6.5	14.5	30.6
	<i>Others (Outside the area)</i>	25.9	22.2	3.7	14.8	33.3
Realigned bus stops closer to crossing points or local attractions	<i>BN1&2 (Brighton)</i>	34.9	28.3	7.2	9.9	19.7
	<i>BN3 (Hove)</i>	29.3	24.8	9.3	14.1	22.5
	<i>BN41 (Portslade)</i>	28.7	23.1	5.6	19.4	23.1
	<i>West of BN41 (West Sussex)</i>	33.3	33.3	3.0	13.6	16.7
	<i>Others (Outside the area)</i>	33.3	33.3	0.0	14.8	18.5
New bus stop layouts	<i>BN1&2 (Brighton)</i>	40.0	18.6	5.7	15.0	20.7
	<i>BN3 (Hove)</i>	26.5	18.0	10.4	15.8	29.3
	<i>BN41 (Portslade)</i>	25.7	19.0	4.8	22.9	27.6
	<i>West of BN41 (West Sussex)</i>	30.3	28.8	7.6	15.2	18.2
	<i>Others (Outside the area)</i>	29.6	22.2	0.0	18.5	29.6

Analysis of comments

325 (35.7%) respondents made no comment.

475 (52.2%) respondents commented on phase 1 proposals. Many of the comments follow general themes and are either already addressed or are not relevant to the proposals. Where comments relate to site specific suggestions, we have included these in the design changes where appropriate. These changes are listed in the main

headlines section on page 3. The following table presents results of the most popular comments, grouped by theme:

Phase 1 Comment Themes		Number of comments received
1	Cycle lane needs physical barrier / good delineation / kerb / large buffer from cars/ concerned about dooring, unloading people near cycles or cars / set cycle lane slightly lower / dangerous for east bound cyclists/ swap position of pedestrian and cycle lanes / remove central reservation to create more room/ separate pedestrians and cyclists	50
2	Leave it as it is / put it on the prom / cycle lane doesn't need to be changed / maintain / improve existing infrastructure instead/ stop building cycle lanes / there's already a cycle lane / put on New Church Road / extend Phase 1 to Hove Street instead	43
3	Traffic congestion: will increase/ loss of traffic lanes / could drive away tourists / e-w travel will be impossible by car / more congestion at Victoria Terrace shops / remove cycle lanes altogether/ will need passing places for emergency services / anti-car too focussed on cycling/ pedestrians	40
4	Concerned about removal of parking / unclear about loss of parking Zone N / Zone L / outside Berriedale House / St Keyna-Boundary Road / at Victoria Terrace/ at Gather Inn / on Kingsway/ Zone W needs to be full-scheme since Hove Beach Park / need parking to access the beach/ don't support moving parking to N Side of Kingsway	21
5	Needs clear signage: for cycles/ all vehicles / stop signs at crossings / at western end /speed bumps for cyclists /indicate pedestrian priority / to stop pedestrians wandering into cycle lane / universal colour for cycle lanes	18
6	Safer for cycling / support for wider cycle lanes / HGV's can be intimidating	16
7	Spend money elsewhere: Improve road condition / maintain existing infrastructure	15
8	Confusion about access: Hove Street Junctions for cars and cycles/ King Alfred car park	13
9	Bus stops will cause congestion: on single traffic lane/ on south side / opposite each other/ Brittany Road-Roman Road East Bound	11
10	Enforcement / fines for cyclists: to stop cycling on prom / to stop at crossings/ to stay in cycle lanes/ speeding courier cycles / illegal e-bikes-e-scooters/ not adhering to Highway Code / wear helmet	10

404 (44.4%) respondents commented on phase 2 proposals. Many of the comments follow general themes and are either already addressed or are not relevant to the proposals. Where comments relate to site specific suggestions, we have included these in the design changes where appropriate. These changes are listed in the main headlines section on page 3. The following table presents results of the most popular comments, grouped by theme:

Phase 2 Comment Themes		Number of comments received
1	Traffic congestion: will increase/ loss of traffic lanes / could drive away tourists / e-w travel will be impossible by car / more congestion at Victoria Terrace shops / remove cycle lanes altogether/ will need passing places for emergency services / anti-car too focussed on cycling/ pedestrians	38
2	Leave it as it is / put it on the prom / cycle lane doesn't need to be changed / maintain / improve existing infrastructure instead/ stop building cycle lanes / there's already a cycle lane / put on New Church Road / extend Phase 1 to Hove Street instead	24
3	Concerned about removal of parking / unclear about loss of parking Zone N / Zone L / outside Berriedale House / St Keyna-Boundary Road / at Victoria Terrace/ at Gather Inn / on Kingsway/ Zone W needs to be full-scheme since Hove Beach Park / need parking to access the beach/ don't support moving parking to N Side of Kingsway	24
4	Extend west: to Worthing / Shoreham/ Adur. Work with West Sussex to extend route	22
5	Westbound after Church Road: concerns / where can cycles rejoin the traffic?	21
6	Cycle lane needs physical barrier / good delineation / kerb / large buffer from cars/ concerned about dooring, unloading people near cycles or cars / set cycle lane slightly lower / dangerous for east bound cyclists/ swap position of pedestrian and cycle lanes / remove central reservation to create more room/ separate pedestrians and cyclists	19
7	Spend money elsewhere: Improve road condition / maintain existing infrastructure	19
8	Bus stops will cause congestion: on single traffic lane/ on south side / opposite each other/ Brittany Road-Roman Road East Bound	18
9	Add crossings at St Keyna bus stop / St Leonard's Gardens-St Keyna Ave / St Leonard's-St Albans/ St Leonard's Rd-Kingsway/ St Leonard's Avenue	18
10	Port route: keep / use / improve / make safer / open up seafront route south of Hove Lagoon and link to this route	14

585 (64.3%) respondents commented on the whole scheme. Many of the comments follow general themes and are either already addressed or are not relevant to the proposals. Where comments relate to site specific suggestions, we have included these in the design changes where appropriate. These changes are listed in the main headlines section on page 3. The following table presents results of the most popular comments, grouped by theme:

Whole Scheme Comment Themes		Number of comments received
1	Traffic congestion: will increase/ loss of traffic lanes / could drive away tourists / e-w travel will be impossible by car / more congestion at	76

Whole Scheme Comment Themes		Number of comments received
	Victoria Terrace shops / remove cycle lanes altogether/ will need passing places for emergency services / anti-car too focussed on cycling/ pedestrians	
2	Spend money elsewhere: Improve road condition / maintain existing infrastructure	44
3	Leave it as it is / put it on the prom / cycle lane doesn't need to be changed / maintain / improve existing infrastructure instead/ stop building cycle lanes / there's already a cycle lane / put on New Church Road / extend Phase 1 to Hove Street instead	40
4	Cycle lane needs physical barrier / good delineation / kerb / large buffer from cars/ concerned about dooring, unloading people near cycles or cars / set cycle lane slightly lower / dangerous for east bound cyclists/ swap position of pedestrian and cycle lanes / remove central reservation to create more room/ separate pedestrians and cyclists	24
5	Extend west: to Worthing / Shoreham/ Adur. Work with West Sussex to extend route	22
6	Enforcement / fines for cyclists: to stop cycling on prom / to stop at crossings/ to stay in cycle lanes/ speeding courier cycles / illegal e-bikes-e-scooters/ not adhering to Highway Code / wear helmets	22
7	Concerned about removal of parking / unclear about loss of parking Zone N / Zone L / outside Berriedale House / St Keyna-Boundary Road / at Victoria Terrace/ at Gather Inn / on Kingsway/ Zone W needs to be full-scheme since Hove Beach Park / need parking to access the beach/ don't support moving parking to N Side of Kingsway	20
8	Needs clear signage: for cycles/ all vehicles / stop signs at crossings / at western end /speed bumps for cyclists /indicate pedestrian priority / to stop pedestrians wandering into cycle lane / universal colour for cycle lanes	19
9	Concerns about shared space in general	15
10	Safer for cycling / support for wider cycle lanes / HGVs can be intimidating	12

Stakeholder and local businesses comments

12 responses were received from local businesses and 24 responses from stakeholders. General comments have been fed into the tables above. Specific comments or issues raised by businesses and organisations are also summarised here.

Cycling related – Cycling stakeholder groups are supportive of the scheme but raised concerns about the separation buffer not being wide enough adjacent to parking. They also asked how safety can be improved at locations where vehicles turn across the cycle lane. In addition, they asked for the toucan crossing point design to be reviewed to see if they could be made ‘straight across’ crossings to make them more accessible to cyclists.

Bus – Both bus operators gave feedback before the public consultation and were supportive but wanted reassurance that at certain locations buses would not be negatively impacted by the scheme. A bus stakeholder group also gave similar feedback - supportive but concerned a couple of locations could see buses holding up traffic. They also raised concerns about the potential impact on the bus services during construction of the scheme.

Parking – A guest house raised concerns about loss of parking outside their business. The designs have been reviewed and parking has now been retained at that location.

Accessibility – A disability stakeholder group is supportive of phase 1; however, they have concerns about phase 2. Specifically, the safety of the shared use area for pedestrians and the potential for buses to block traffic when at the bus stops.

Local resident groups – Supportive, especially of additional green space and crossing points.

Adjacent local authorities - Both Adur & Worthing District Council and West Sussex County Council are supportive of the proposals. They confirm the scheme supports the objectives of The Shoreham Harbour Joint Area Action Plan (JAAP) which was adopted by all three local authorities in 2019, and forms part of a long-term strategy to revitalise the area. They want to ensure work continues to align with West Sussex County Council's proposals to continue the separated cycle lane through to Shoreham-by-Sea. Reassurance was sought on junction modelling to ensure traffic levels will not be impacted, and for consideration to be given on how future maintenance and utility works would be carried out and not be too disruptive to the wider network.

Public events, workshops and meeting feedback

Three in-person events were held at Hove Lagoon (Saturday 28 June, 10:30-3:30pm), King Alfred Leisure Centre (Thursday 03 July, 4-7pm) and South Portslade Community Centre (Thursday 10 July, 2-5pm). At Hove Lagoon, flyers were distributed to those passing by and using the Hove Beach Park facilities.

In addition, an online briefing was given for all Members, a site visit took place with Bricycles and the designs were presented at a West Hove Forum meeting.

A disability group workshop was held in conjunction with Possability People and BADGE to discuss key design elements and take on board their feedback.

Headline summary below of themes raised:

- Concerns there will be a loss of parking spaces
- Concerns at speed of cyclists and not slowing to allow pedestrians to cross
- Wider buffer requested adjacent to parking
- Concerns about emergency vehicles being able to travel westbound at Victoria Terrace
- Concerns about the St Aubyns South right turn ban

- How residents can safely access driveways adjoining the cycle track
- New pedestrian crossings requested
- Concerns about pedestrian safety in the shared use area
- Concerns buses may hold up traffic on the sections of the scheme with one westbound lane.

Demographic Information

Age	Number	%
18-24	18	2.4
25-34	73	9.8
35-44	137	18.4
45-54	186	25.0
55-64	187	25.2
65-74	100	13.5
75+	42	5.7
Total	743	100

What gender are you?	Number	%
Male	409	55.5
Female	314	42.6
Non-binary	9	1.2
Other	5	0.7
Total	737	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	709	98.9
No	8	1.1
Total	717	100

How would you describe your ethnic background?	Number	%
White	653	92.8
Black/African/Caribbean/Black British	5	0.7
Mixed/Multiple Ethnic Groups	24	3.4
Other ethnic group	15	2.1
Asian/Asian British	7	1.0
Total	704	100

Disability	Number	%
Yes, a little	103	14.6
Yes, a lot	60	8.5

No	544	76.9
Total	707	100

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you	Number
Physical impairment	78
Sensory impairment	15
Learning disability / difficulty	7
Long-standing illness	42
Mental health condition	21
Development condition	8
Autistic spectrum	14
Other	18

A259 Hove to Portslade Active Travel Scheme

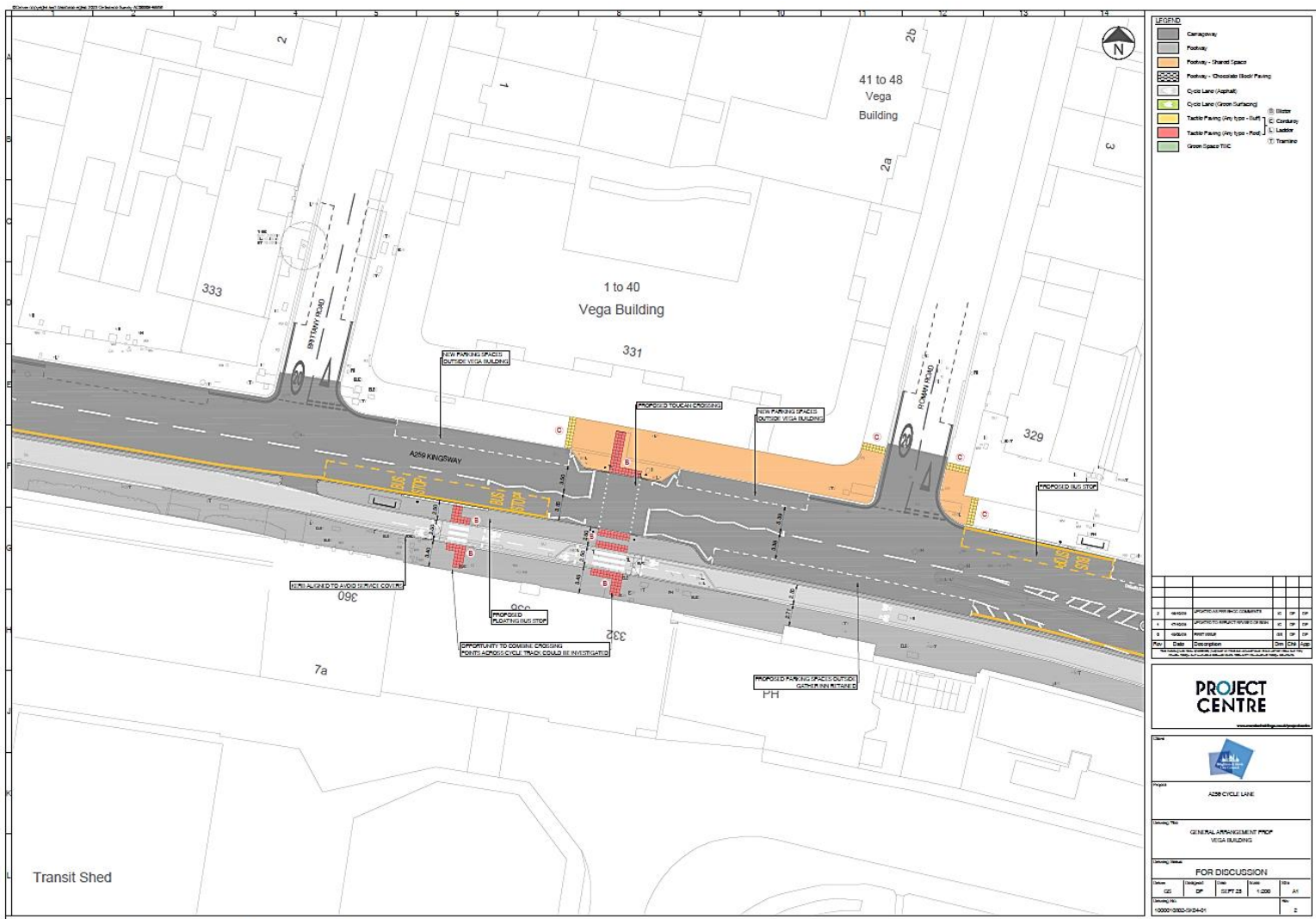
Revised technical drawings in response to consultation feedback

N.B. The designs are still in development, however, the below is provided to demonstrate how the designs have been amended in response to consultation feedback in three significant areas of the scheme.

St Aubyns South and A259 Kingsway, Hove

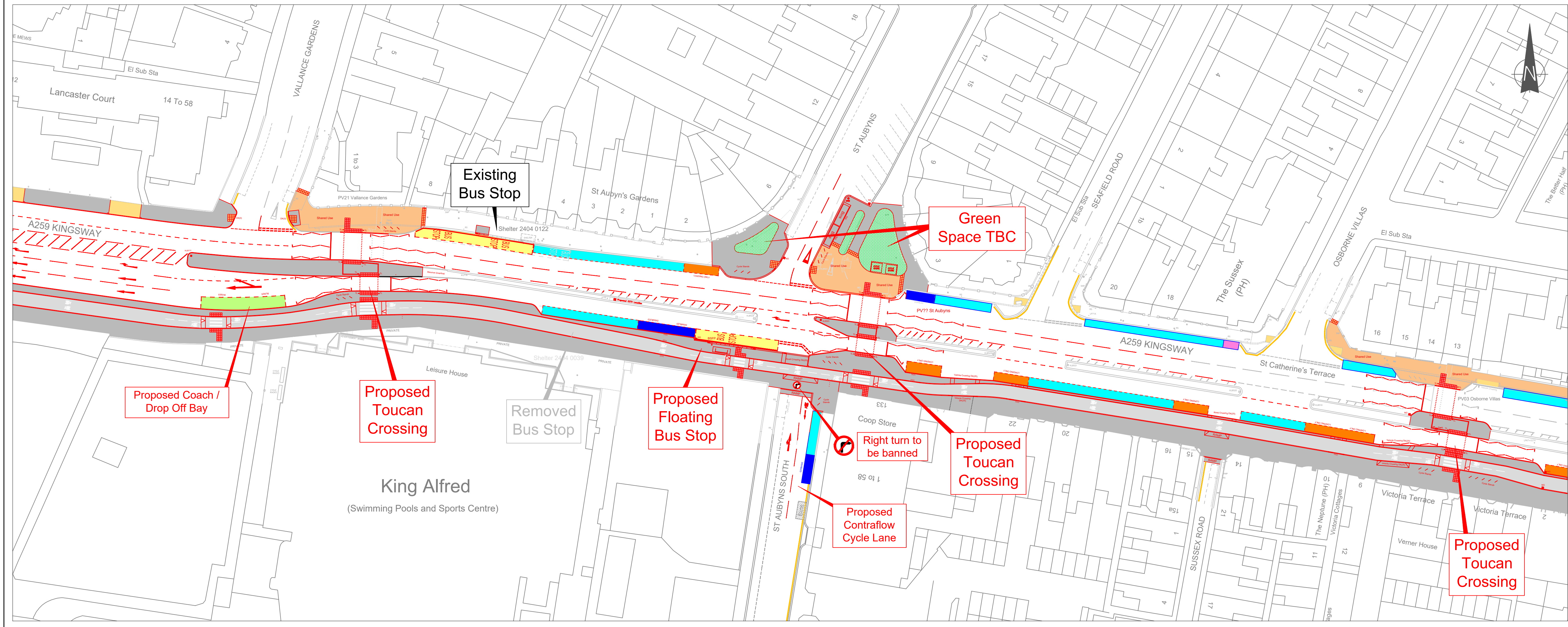
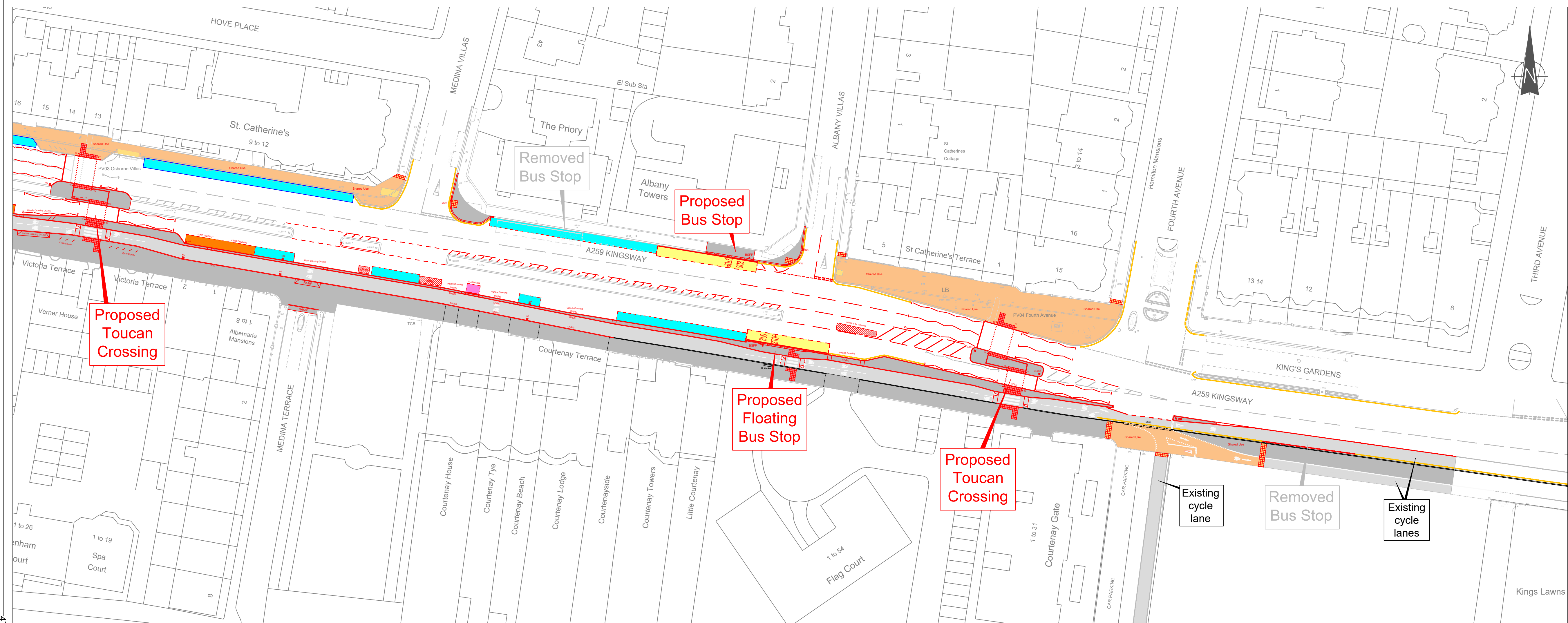


Roman Road, A259 Kingsway, Hove (includes Vega building and The Gather Inn)




St Keyna Avenue and A259 Kingsway, Hove (includes Pets Corner)

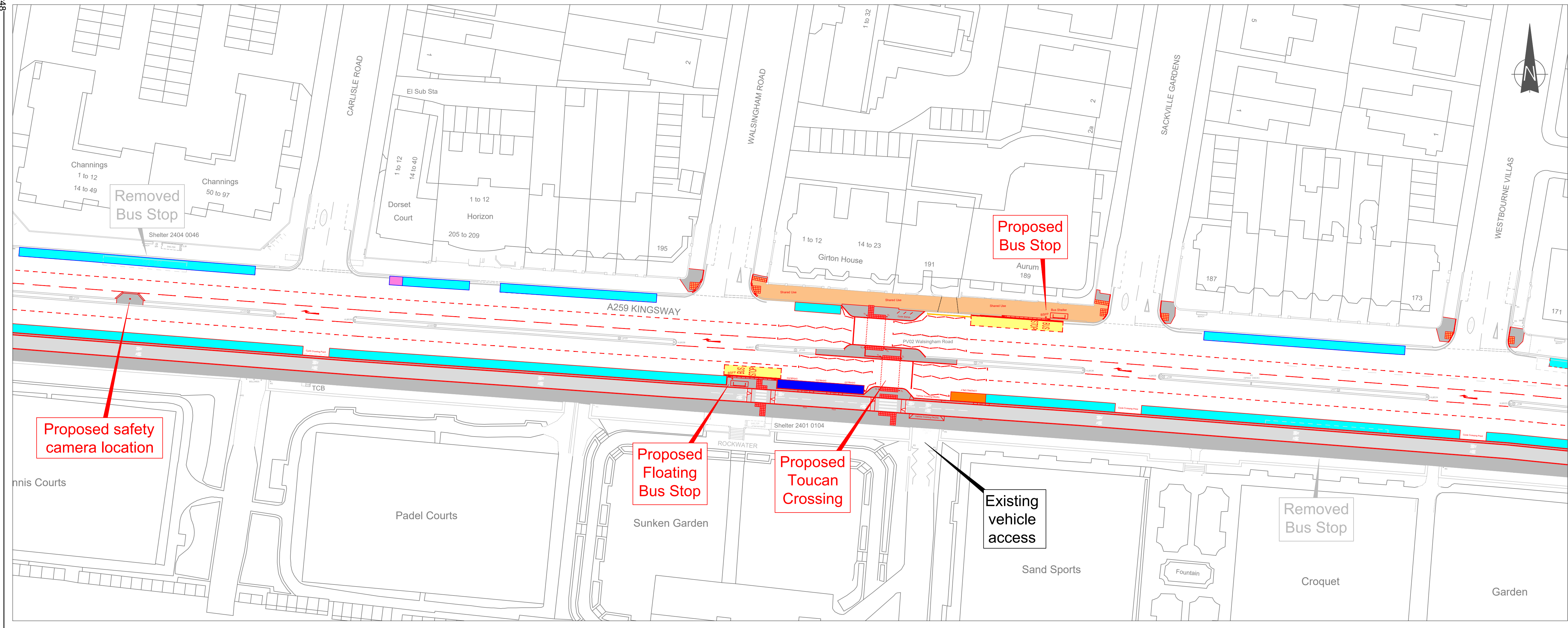
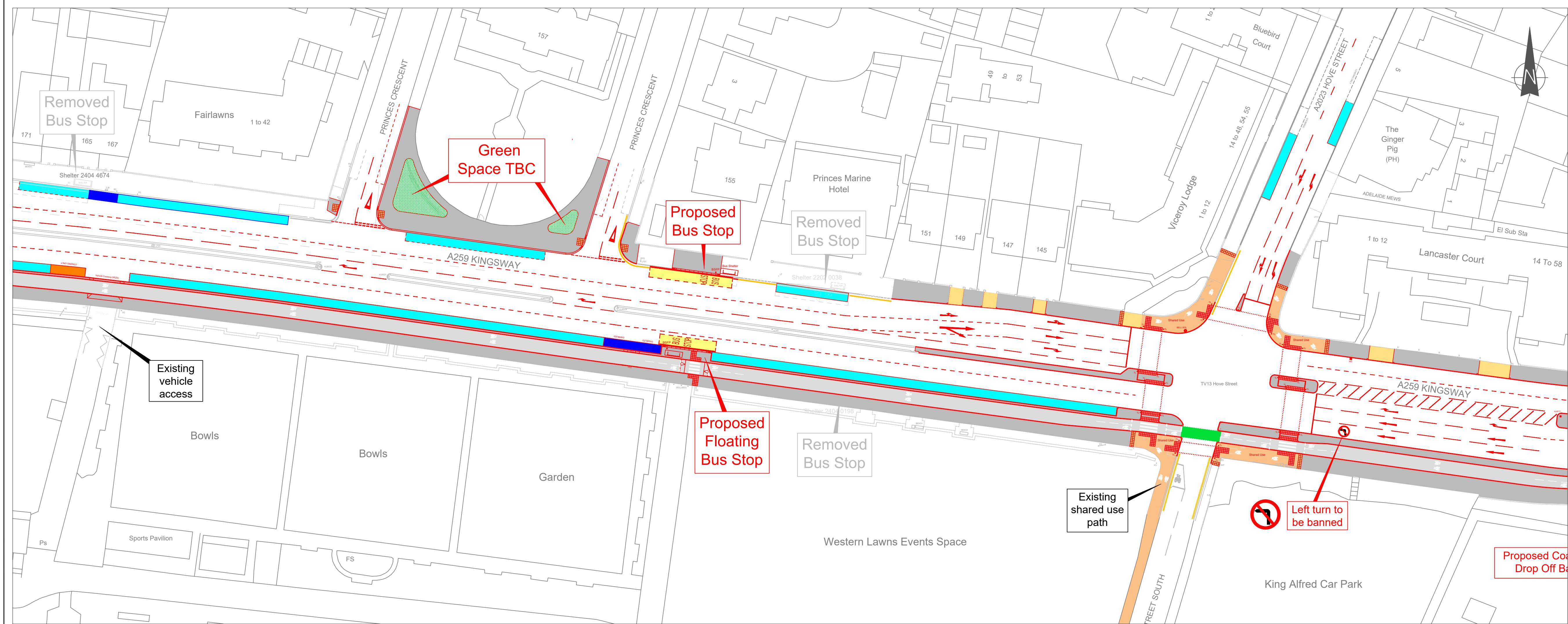




- LEGEND:
- Parking Bays
 - Disabled Bays
 - Loading Bays
 - EV Charging Bays
 - Motorcycle Bays
 - Coach / Drop Off Bay
 - Bus Stops
 - Cycle Track
 - Footway
 - Shared Use Footway

REV	DATE	BY	REVISION DETAILS	CHK	APP

			
PROJECT: A259 ACTIVE TRAVEL SCHEME HOVE AND PORTSLADE			
TITLE: GENERAL ARRANGEMENT DRAWING 1 of 6			
LOCATION: A259 KINGSWAY AND WELLINGTON ROAD			
DRAWING STATUS: DRAFT DESIGN			
DRAWN: BAS	SURVEYED: WARNER SURVEY	CHECKED: -	APPROVED: -
DRAWING No: HD/BAS/A259/GA/01			
DATE: May 2025	SCALE: N.T.S.	SIZE: A1	REV: C



LEGEND:

- Parking Bays
- Disabled Bays
- Loading Bays
- EV Charging Bays
- Motorcycle Bays
- Coach / Drop Off Bay
- Bus Stops
- Cycle Track
- Footway
- Shared Use Footway

REV	DATE	BY	REVISION DETAILS	CHK	APP

Brighton & Hove City Council

PROJECT: A259 ACTIVE TRAVEL SCHEME HOVE AND PORTSLADE

TITLE: GENERAL ARRANGEMENT DRAWING 2 of 6

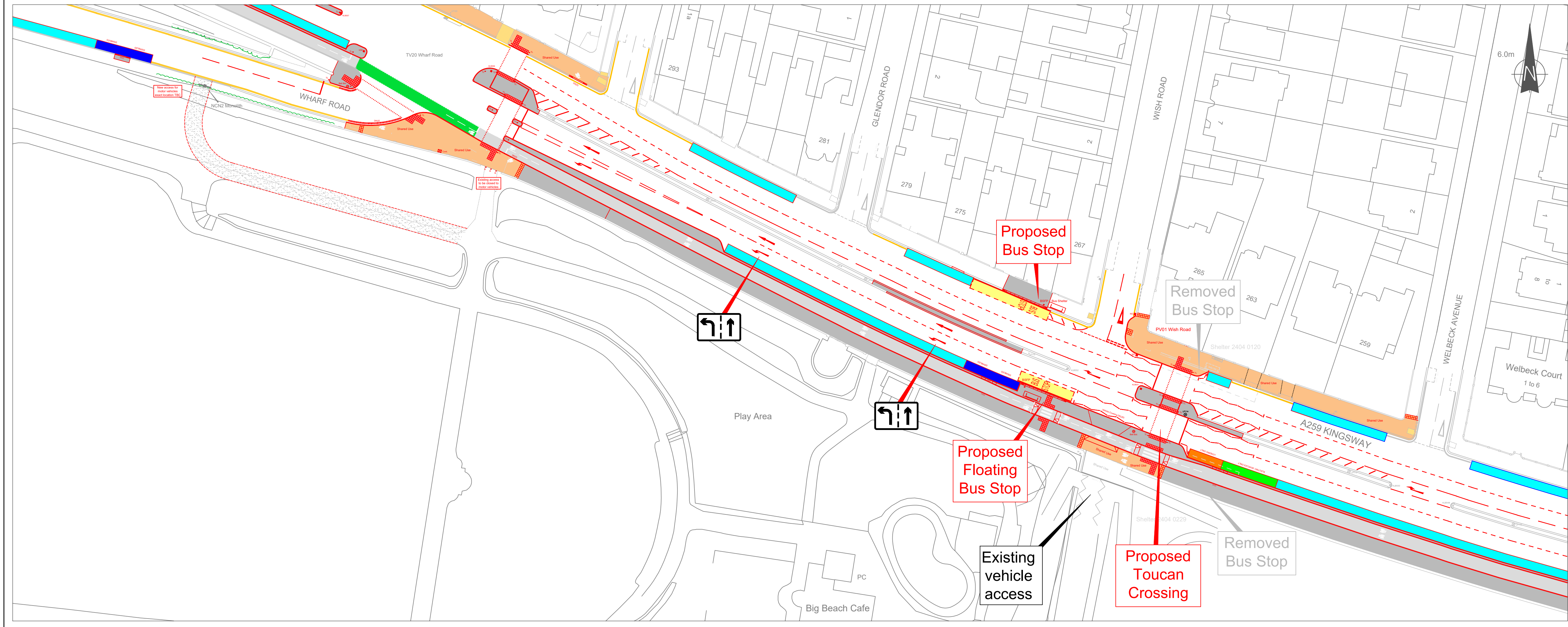
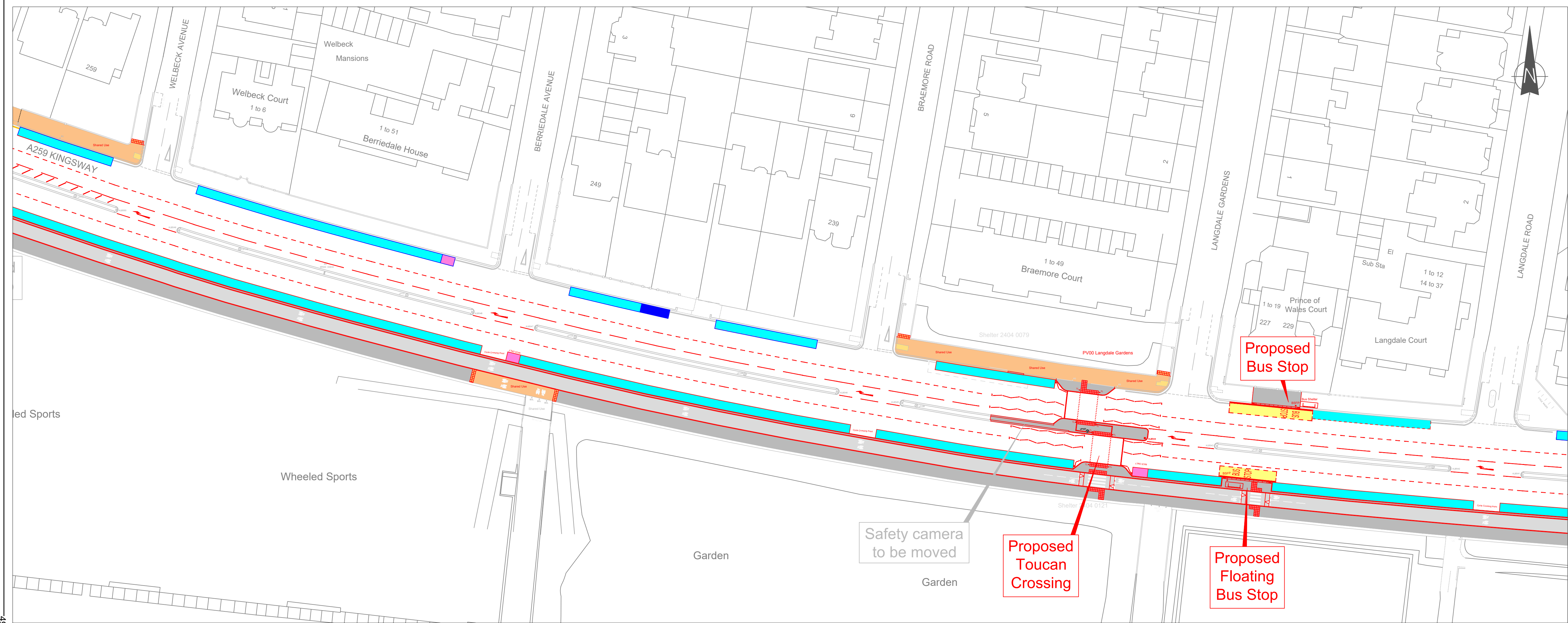
LOCATION: A259 KINGSWAY AND WELLINGTON ROAD

DRAWING STATUS: DRAFT DESIGN

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BAS	WARNER SURVEY	-	-

DRAWING No: HD/BAS/A259/GA/02

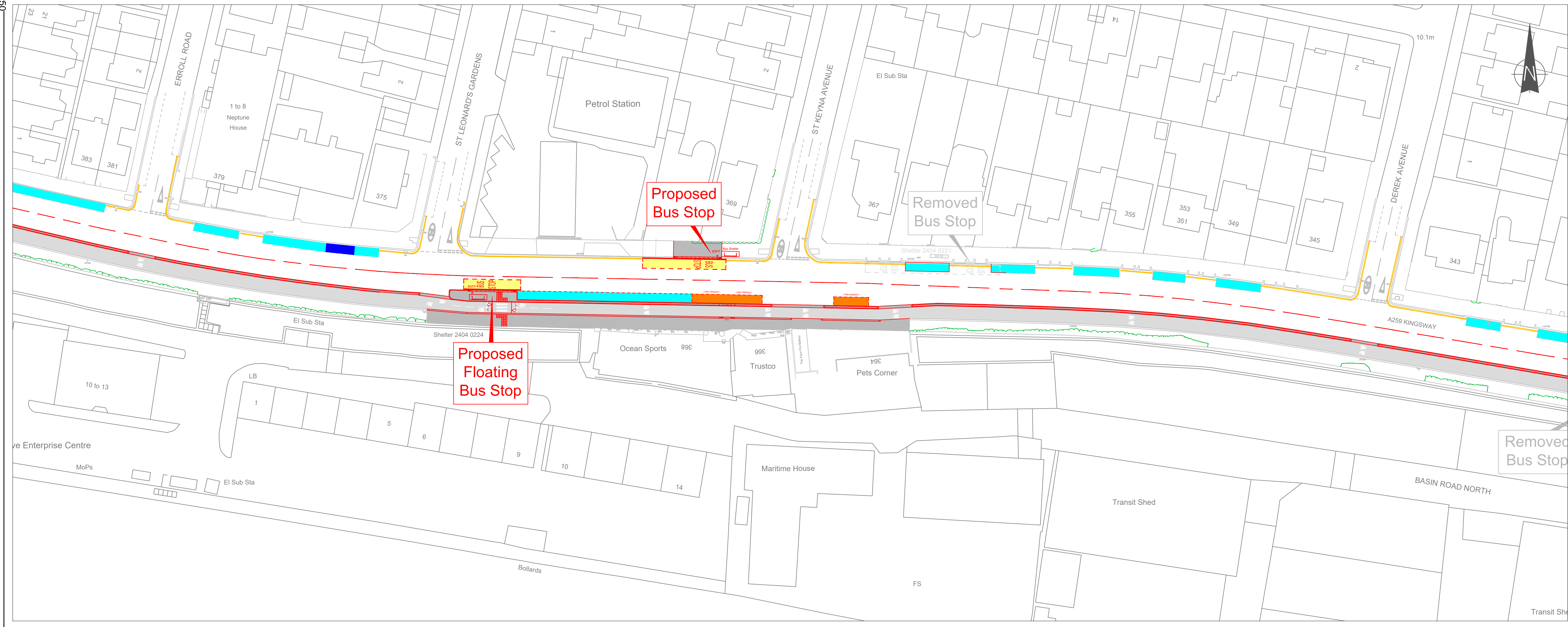
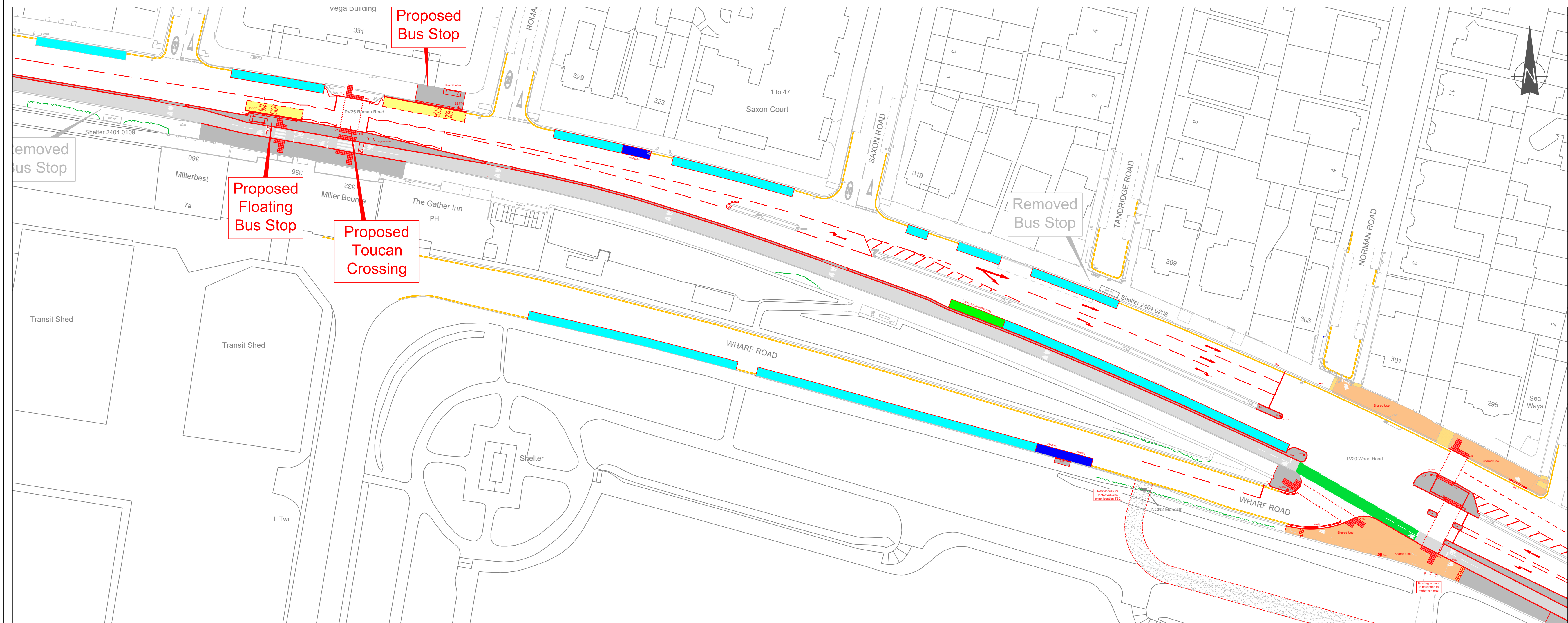
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May 2025	N.T.S.	A1	C



- LEGEND:
- Parking Bays
 - Disabled Bays
 - Loading Bays
 - EV Charging Bays
 - Motorcycle Bays
 - Coach / Drop Off Bay
 - Bus Stops
 - Cycle Track
 - Footway
 - Shared Use Footway

REV	DATE	BY	REVISION DETAILS	CHK	APP

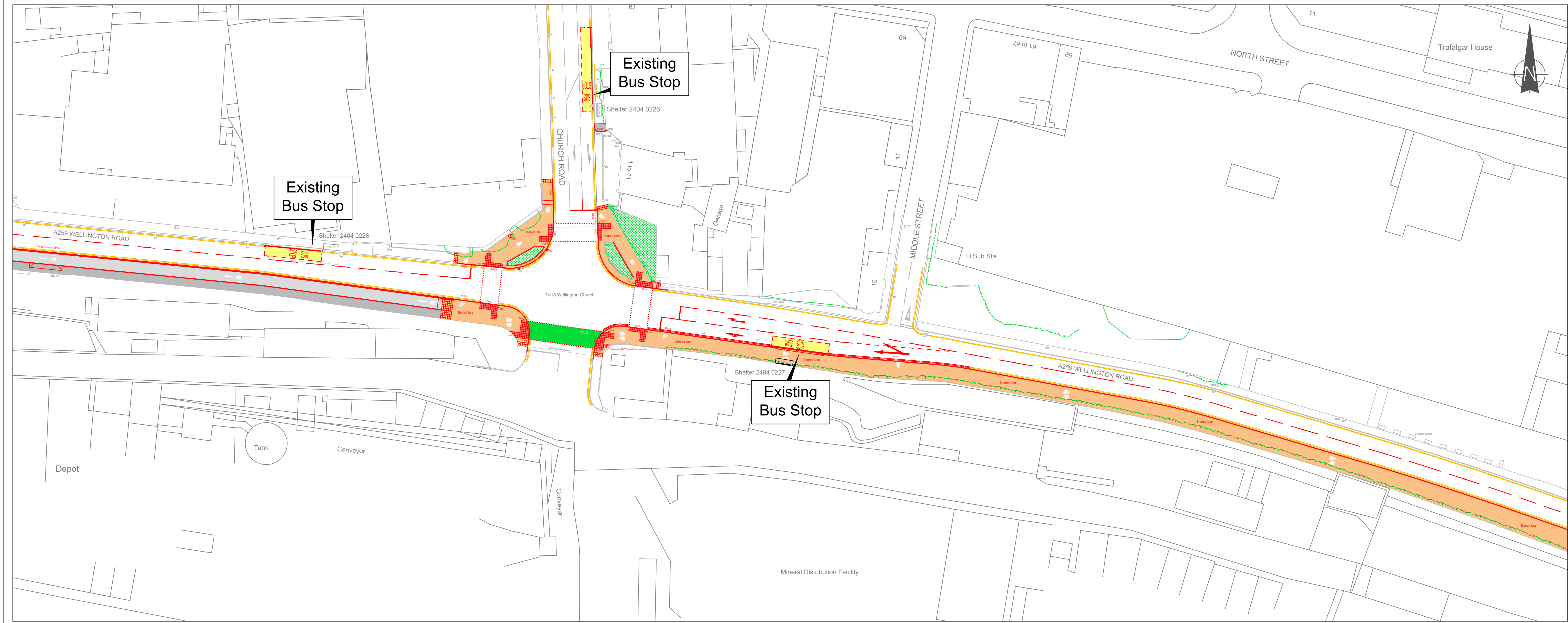
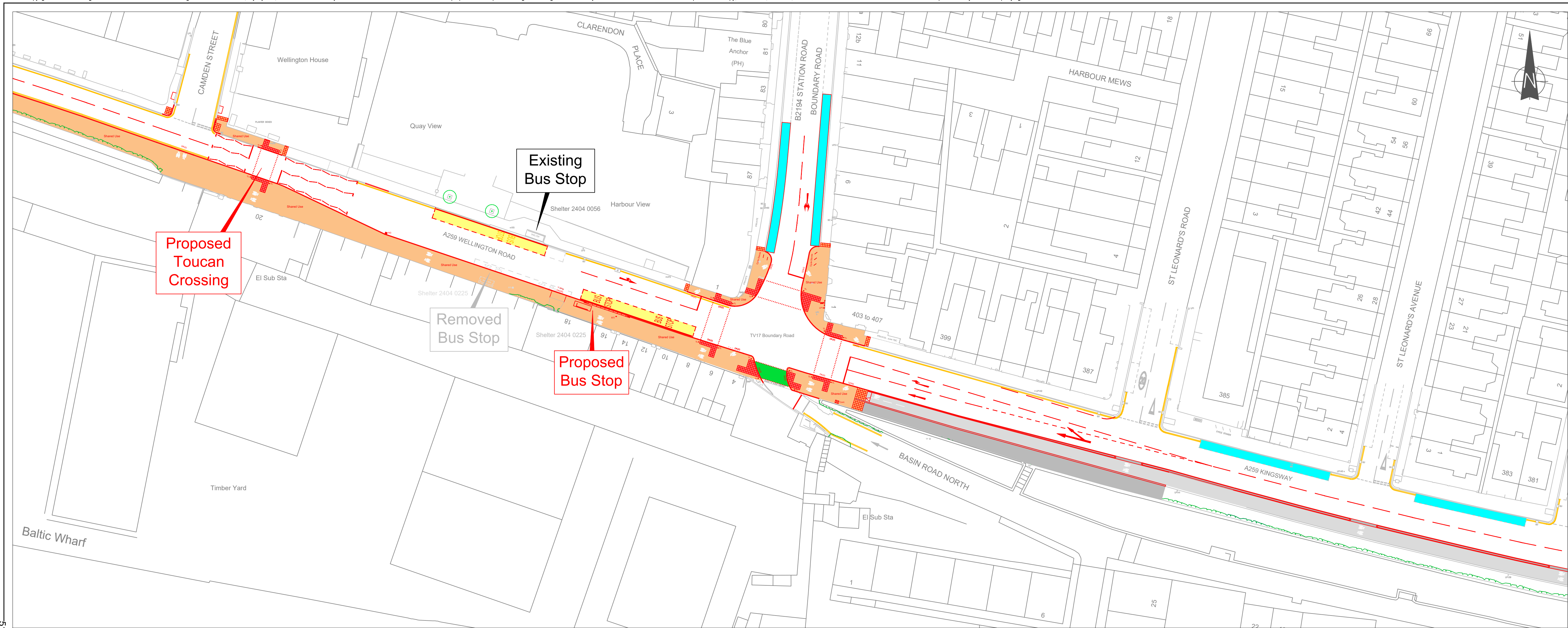
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TITLE: GENERAL ARRANGEMENT DRAWING 3 of 6			
LOCATION: A259 KINGSWAY AND WELLINGTON ROAD			
DRAWING STATUS: DRAFT DESIGN			
DRAWN: BAS	SURVEYED: WARNER SURVEY	CHECKED: -	APPROVED: -
DRAWING No: HD/BAS/A259/GA/03			
DATE: May 2025	SCALE: N.T.S.	SIZE: A1	REV: C



- LEGEND:
- Parking Bays
 - Disabled Bays
 - Loading Bays
 - EV Charging Bays
 - Motorcycle Bays
 - Coach / Drop Off Bay
 - Bus Stops
 - Cycle Track
 - Footway
 - Shared Use Footway

REV	DATE	BY	REVISION DETAILS	CHK	APP

PROJECT:				A259 ACTIVE TRAVEL SCHEME HOVE AND PORTSLADE			
TITLE:				GENERAL ARRANGEMENT DRAWING 4 of 6			
LOCATION:				A259 KINGSWAY AND WELLINGTON ROAD			
DRAWING STATUS:				DRAFT DESIGN			
DRAWN:		SURVEYED:		CHECKED:		APPROVED:	
BAS		WARNER SURVEY		-		-	
DRAWING No:				HD/BAS/A259/GA/04			
DATE:		SCALE:		SIZE:		REV:	
May 2025		N.T.S.		A1		C	



LEGEND:

- Parking Bays
- Disabled Bays
- Loading Bays
- EV Charging Bays
- Motorcycle Bays
- Coach / Drop Off Bay
- Bus Stops
- Cycle Track
- Footway
- Shared Use Footway

REV	DATE	BY	REVISION DETAILS	CHK	APP

PROJECT: A259 ACTIVE TRAVEL SCHEME
HOVE AND PORTSLADE

TITLE: GENERAL ARRANGEMENT DRAWING 5 of 6

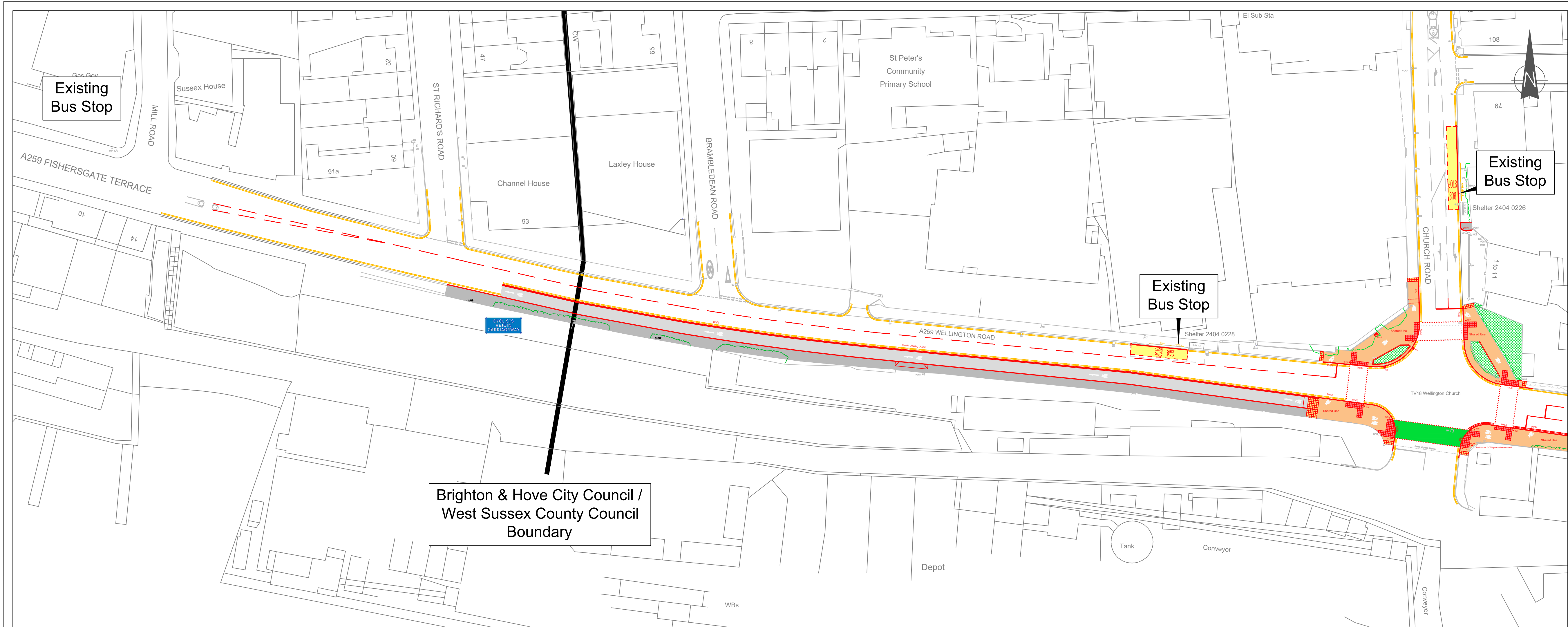
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DRAWING STATUS: DRAFT DESIGN

DRAWN:	SURVEYED:	CHECKED:	APPROVED:
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DRAWING No: HD/BAS/A259/GA/05

DATE:	SCALE:	SIZE:	REV:
May 2025	N.T.S.	A1	C



- LEGEND:
- Parking Bays
 - Disabled Bays
 - Loading Bays
 - EV Charging Bays
 - Motorcycle Bays
 - Coach / Drop Off Bay
 - Bus Stops
 - Cycle Track
 - Footway
 - Shared Use Footway

REV	DATE	BY	REVISION DETAILS	CHK	APP



PROJECT:

A259 ACTIVE TRAVEL SCHEME
HOVE AND PORTSLADE

TITLE:

GENERAL ARRANGEMENT DRAWING 6 of 6

LOCATION:

A259 KINGSWAY AND WELLINGTON ROAD

DRAWING STATUS:

DRAFT DESIGN

DRAWN:

BAS

SURVEYED:

WARNER SURVEY

CHECKED:

-

APPROVED:

-

DRAWING No:

HD/BAS/A259/GA/06

DATE:

May 2025

SCALE:

N.T.S.

SIZE:

A1

REV:

C

General Equality Impact Assessment (EIA) Form

Support:

An [EIA toolkit](#), [workshop content](#), and guidance for completing an [Equality Impact Assessment \(EIA\) form](#) are available on the [EIA page](#) of the [EDI Internal Hub](#). Please read these before completing this form.

For enquiries and further support if the toolkit and guidance do not answer your questions, contact your Equality, Diversity, and Inclusion (EDI) Business Partner as follows:

- Economy, Environment and Culture (EEC) – [Chris Brown](#),
- Families, Children, and Learning (FCL) – [Jamarl Billy](#),
- Governance, People, and Resources (GPR) – [Eric Page](#).
- Health and Adult Social Care (HASC) – [Zofia Danin](#),
- Housing, Neighbourhoods, and Communities (HNC) – [Jamarl Billy](#)

Processing Time:

- EIAs can take up to 10 business days to approve after a completed EIA of a good standard is submitted to the EDI Business Partner. This is not considering unknown and unplanned impacts of capacity, resource constraints, and work pressures on the EDI team at the time your EIA is submitted.
- If your request is urgent, we can explore support exceptionally on request.
- We encourage improved planning and thinking around EIAs to avoid urgent turnarounds as these make EIAs riskier, limiting, and blind spots may remain unaddressed for the 'activity' you are assessing.

Process:

- Once fully completed, submit your EIA to your EDI Business Partner, copying in your Head of Service, Business Improvement Manager (if one exists in your directorate), Equalities inbox, and any other relevant service colleagues to enable EIA communication, tracking and saving.
- When your EIA is reviewed, discussed, and then approved, the EDI Business Partner will assign a reference to it and send the approved EIA form back to you with the EDI Manager or Head of Communities, Equality, and Third Sector (CETS) Service's approval as appropriate.
- Only approved EIAs are to be attached to Committee reports. Unapproved EIAs are invalid.

1. Assessment details

Throughout this form, 'activity' is used to refer to many different types of proposals being assessed.

Read the [EIA toolkit](#) for more information.

Name of activity or proposal being assessed:	A259 Active Travel Scheme Hove & Portslade
Directorate:	City Services
Service:	City Transport
Team:	Transport Projects & Engineering

Is this a new or existing activity?	New
Are there related EIAs that could help inform this EIA? Yes or No (If Yes, please use this to inform this assessment)	Yes – A259 – Walking, Cycling and Accessibility Improvements (phase 2) – 2021 <i>(this was the EIA carried out for the original iteration of the scheme, but the designs have substantially changed as Members wanted it built to a higher specification whilst not removing vehicle lanes where possible)</i>

2. Contributors to the assessment (Name and Job title)

Responsible Lead Officer:	Jasmin Barnicoat, Senior Project Manager
Accountable Manager:	Tracy Beverley, Transport Capital Programme Manager
Additional stakeholders collaborating or contributing to this assessment:	

3. About the activity

Briefly describe the purpose of the activity being assessed:

To install a new bi-directional cycle lane on the south side of the A259 between Fourth Ave, Hove and the western city boundary that is fully kerbed and separated from the footway and carriageway.

As part of this work, signalled pedestrian crossings along the route will be made accessible and 2 new crossings will be installed.

The parking and bus stops along this route will become floated to allow for the cycle lane installation.

What are the desired outcomes of the activity?

To increase the numbers of residents, visitors and commuters to the City travelling actively whilst also keeping them safe as they cycle. By providing a high specification strategic cycle route connecting to the adjacent county and to some key areas of interest (Hove Beach Park and King Alfred Leisure Centre) this should increase those numbers.

Which key groups of people do you think are likely to be affected by the activity?

Positive impact for disabled people, age (young and elderly), carers and pregnant people, maternity, paternity, adoption.

Negative impact for those with disabilities, age (young and elderly), carers and pregnant people, maternity, paternity, adoption.

4. Consultation and engagement

What consultations or engagement activities have already happened that you can use to inform this assessment?

- For example, relevant stakeholders, groups, people from within the council and externally consulted and engaged on this assessment. **If no consultation** has been done or it is not enough or in process – state this and describe your plans to address any gaps.

The scheme in its previous iteration was consulted on a few times and an audit was carried out by Possability People.

For this version of the scheme, we will engage with some key disability groups (Possability People, the Thomas Pocklington Trust and Badge) on the draft designs before going out to public consultation. We will contact them offering a meeting to talk through the design proposals and seek their feedback. If appropriate, we will also offer to meet them on site to move through the plans and talk through any concerns they might have.

The consultation will involve emails to key internal and external stakeholders including members of the Transport Partnership, and local equalities groups for disability, age etc., making them aware the consultation is live and encouraging them to give their feedback. The consultation will be run on the Your Voice platform and will be promoted on social media by the council and partners. Residents directly affected will be sent a leaflet and wider affected residents will be sent a postcard. Two in person exhibitions will also be arranged on the route of the proposed scheme. As the consultation is promoted, we will also be making people aware of the alternative formats they can receive the consultation materials, including hard copies.

A list of stakeholders who will be sent information about the consultation directly, has been populated using the master transport stakeholder list. Some of the groups identified are: Guide Dogs, Carers Centre, Pedal People, B&H Older People's Council, Age UK, B&H Youth Council, Mind in B&H and many more.

This EIA will be updated with consultation and engagement results when they are available.

5. Current data and impact monitoring

Do you currently collect and analyse the following data to enable monitoring of the impact of this activity? Consider all possible intersections.

(State Yes, No, Not Applicable as appropriate)

Age	NO
Disability and inclusive adjustments, coverage under equality act and not	NO
Ethnicity, 'Race', ethnic heritage (including Gypsy, Roma, Travellers)	Not applicable
Religion, Belief, Spirituality, Faith, or Atheism	Not applicable
Gender Identity and Sex (including non-binary and Intersex people)	Not applicable
Gender Reassignment	Not applicable
Sexual Orientation	Not applicable
Marriage and Civil Partnership	Not applicable

Pregnant people, Maternity, Paternity, Adoption, Menopause, (In)fertility (across the gender spectrum)	NO
Armed Forces Personnel, their families, and Veterans	Not applicable
Expatriates, Migrants, Asylum Seekers, and Refugees	Not applicable
Carers	NO
Looked after children, Care Leavers, Care and fostering experienced people	Not applicable
Domestic and/or Sexual Abuse and Violence Survivors, and people in vulnerable situations (All aspects and intersections)	Not applicable
Socio-economic Disadvantage	NO
Homelessness and associated risk and vulnerability	Not applicable
Human Rights	Not applicable
Another relevant group (please specify here and add additional rows as needed)	Not applicable

Additional relevant groups that may be widely disadvantaged and have intersecting experiences that create exclusion and systemic barriers may include:

- Ex-offenders and people with unrelated convictions
- Lone parents
- People experiencing homelessness
- People facing literacy, numeracy and /or digital barriers
- People on a low income and people living in the most deprived areas
- People who have experienced female genital mutilation (FGM)
- People who have experienced human trafficking or modern slavery
- People with experience of or living with addiction and/ or a substance use disorder (SUD)
- Sex workers

If you answered “NO” to any of the above, how will you gather this data to enable improved monitoring of impact for this activity?

We do not currently collect equalities data from cyclists, pedestrians, residents or road users in the impacted area. However, we will monitor impacts through the methods outlined below.

What are the arrangements you and your service have for monitoring, and reviewing the impact of this activity?

We will encourage and monitor impact through feedback received via Your Voice / emails, complaints and concerns, stakeholder meetings (Transport Partnership, disability groups and local residential groups). We will also have cameras in place to monitor vehicle, cyclist and pedestrian numbers at key locations along the route to understand the impact of the new infrastructure on these movements.

6. Impacts

Advisory Note:

- **Impact:**
 - Assessing disproportionate impact means understanding potential negative impact (that may cause direct or indirect discrimination), and then assessing the relevance (that is: the

potential effect of your activity on people with protected characteristics) and proportionality (that is: how strong the effect is).

- These impacts should be identified in the EIA and then re-visited regularly as you review the EIA every 12 to 18 months as applicable to the duration of your activity.
- **SMART Actions mean:** Actions that are (SMART = Specific, Measurable, Achievable, Realistic, T = Time-bound)
- **Cumulative Assessment:** If there is impact on all groups equally, complete **only** the cumulative assessment section.
- **Data analysis and Insights:**
 - In each protected characteristic or group, in answer to the question ‘If “YES”, what are the positive and negative disproportionate impacts?’, describe what you have learnt from your data analysis about disproportionate impacts, stating relevant insights and data sources.
 - Find and use contextual and wide ranges of data analysis (including community feedback) to describe what the disproportionate positive and negative impacts are on different, and intersecting populations impacted by your activity, especially considering for [Health inequalities](#), review guidance and inter-related impacts, and the impact of various identities.
 - For example: If you are doing road works or closures in a particular street or ward – look at a variety of data and do so from various protected characteristic lenses. Understand and analyse what that means for your project and its impact on different types of people, residents, family types and so on. State your understanding of impact in both effect of impact and strength of that effect on those impacted.
- **Data Sources:**
 - **Consider a wide range (including but not limited to):**
 - [Census](#) and [local intelligence data](#)
 - Service specific data
 - Community consultations
 - Insights from customer feedback including complaints and survey results
 - Lived experiences and qualitative data
 - [Joint Strategic Needs Assessment \(JSNA\) data](#)
 - [Health Inequalities data](#)
 - Good practice research
 - National data and reports relevant to the service
 - Workforce, leaver, and recruitment data, surveys, insights
 - Feedback from internal ‘staff as residents’ consultations
 - Insights, gaps, and data analyses on intersectionality, accessibility, sustainability requirements, and impacts.
 - Insights, gaps, and data analyses on ‘who’ the most intersectionally marginalised and excluded under-represented people and communities are in the context of this EIA.
- Learn more about the [Equality Act 2010](#) and about our [Public Sector Equality Duty](#).

6.1 Age

Does your analysis indicate a disproportionate impact relating to any particular Age group? For example: those under 16, young adults, with other intersections.	YES
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If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

The cycle lane will provide an off road and off pavement safe cycle route which will have a positive impact for all age groups, particularly more vulnerable age groups to reach some key locations in the city including the seafront, the King Alfred Centre, Hove Beach Park and the pump track. A safer environment encourages Active Travel, promoting wellbeing and increased positive health outcomes, including for those with limited mobility and other access requirements.

In addition, with the better alignment of signalled crossing points and 2 additional signalled crossing points, this will provide a safer crossing environment for the vulnerable age groups to enable them to walk more easily, safely and independently. The addition of pedestrian crossing build outs will reduce the distance required for pedestrians to cross which will also make the environment safer for pedestrians of vulnerable ages who may not be able to cross a road quickly.

Having the bus stops floated out from the kerb will provide a positive impact as it means the buses do not need to turn into a space but stop flush with the kerb line making it easier for passengers to disembark.

The negative impacts of the scheme are that pedestrians will need to cross the cycle lane to reach the pavement and/or signalled carriageway crossings. It is imperative they are designed in a way to indicate to cyclists where the pedestrian has priority.

During the construction phases of the scheme, it will be important to ensure alternative safe road crossing locations are identified, access is maintained to the key locations on the route that people will be visiting and that we communicate any bus stop and parking suspensions in good time. We also need to ensure there is a safe cycling route alternative during construction for those that use the cycle lane already in place.

There are 10 nursing / care homes in the immediate vicinity of the route of the scheme. In addition, the scheme will run through Wish ward which has a higher population aged under 16 (20.25%) than Brighton & Hove (15.06%) and England (18.56%) (source: Census 2021).

6.2 Disability:

Does your analysis indicate a disproportionate impact relating to Disability , considering our anticipatory duty ?	YES
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If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

This scheme will provide a positive impact, as currently the cycle lane section between Hove St and Wharf Rd is adjacent to the pavement with just a white line separating them, which means those with sight loss might find themselves inadvertently in the cycle lane. In addition, when exiting side entrances to the seafront, pedestrians currently have to cross the current cycle lane with no safety features in place. This will change with the revised layout of the cycle lane.

The cycle lane will also provide a safe space for those with a variety of abilities to use a bike including those with disabilities. Because of the width of the cycle lane, it will comfortably

accommodate adapted cycles. In addition, we are planning to install some cargo bike / adapted bike parking at key locations (Hove Lagoon being one).

We commit to working in alignment with BHCC's Accessible City Strategy's vision and aims.

We will be ensuring we install kerb lines, dropped kerbs with tactiles, identifiable crossing points such as zebras and push button crossings that guide dogs can recognise. A consistent approach across the city to infrastructure can help blind and partially sighted people navigate streets and public spaces. Footways and crossings must be of adequate width and design to facilitate safe access in line with national guidance.

In addition, with the better alignment of signalled crossing points and 2 additional signalled crossing points, this will provide a safer crossing environment for disabled users to enable them to walk more easily, safely and independently. The addition of pedestrian crossing build outs will reduce the distance required for pedestrians to cross which will also make the environment safer for pedestrians of a vulnerable ages who may not be able to cross a road quickly.

Having the bus stops floated out from the kerb will provide a positive impact as it means the buses do not need to turn into a space but stop flush with the kerb line making it easier for passengers to disembark.

The negative impacts of the scheme are that pedestrians will need to cross the cycle lane to reach the pavement, signalled carriageway crossings and/or bus stops. It is imperative they are designed in a way to indicate to cyclists where the pedestrian has priority and for those with sight loss to be able to find and use those crossing points. The authority has received feedback on similar bus stops in the City which we are reviewing. In addition, we have reviewed (and will continue to review) research papers from disability organisations (e.g. UCL commissioned research paper, 'Designing for Inclusion' by Guide Dogs, Sept 2024) and national guidance (DfT's 'Cycle infrastructure design (LTN 1/20), July 2020), (DfT's Local Transport Note 1/24: Bus User Priority, March 2024), (DfT's Inclusive Mobility Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Dec 2021).

During the construction phases of the scheme, it will be important to ensure alternative safe road crossing locations are identified, access is maintained to the key locations on the route that people will be visiting and that we communicate any bus stop and parking suspensions in good time. In addition, if existing disabled bays are removed for temporary / permanent transport measures, alternative provision should be made if needed. We also need to ensure there is a safe cycling route alternative during construction for those that use the cycle lane already in place.

Blue badge parking is needed as close as possible to healthcare and other facilities and as part of the scheme, locations for additional disabled bays will be identified.

Step free access and Copenhagen crossings support residents who are wheeling, scooting or have a pushchair or buggy, but can be hard to navigate for the blind or partially sighted.

It is important to consider that the scheme will run through the South Portslade ward where the number of disabled people under the equality act and whose day to day activities are limited a lot is 8.01% which is higher than across Brighton & Hove (7.34%) and higher than England (7.33%) (Source: Census 2021).

What [inclusive adjustments](#) are you making for diverse disabled people impacted? For example: D/deaf, deafened, hard of hearing, blind, neurodivergent people, those with non-visible disabilities, and with access requirements that may not identify as disabled or meet the legal definition of disability, and have various intersections (Black and disabled, LGBTQIA+ and disabled).

Engage in an accessible way with relevant local groups including Grace Eyre, Thomas Pocklington Trust and Possibility People to ensure accessibility needs are considered fully and encourage feedback on the scheme. This is especially important for the locations where cycle lane and footpath intersect and where there are locations pedestrians will be required to cross the cycle lane.

Share information about changes and works being undertaken with local representative groups for wider dissemination.

Offer on-site walk through meetings if necessary to get feedback.

Engaging with organisations such as BADGE about impact on accessible parking spaces including blue badge bays.

Increase step-free access and avoid or reduce, as far as possible, any physical barriers as part of crossing improvements that would create accessibility issues.

Information about the transport changes should be clear, accessible and available in a range of formats. Information shared publicly about the temporary changes must be accessible and inclusive, as well as the mechanisms for feeding back views.

6.3 Ethnicity, 'Race', ethnic heritage (including Gypsy, Roma, Travellers):

Does your analysis indicate a disproportionate impact relating to ethnicity?	YES
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If "YES", what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

As the default communication will be in English, there may be potential issues with communicating the scheme consultation and construction to people with English as an additional language.

We will make sure the consultation is accessible with alternative language options and any signage used during construction is clear to those who may not be able to read English.

6.4 Religion, Belief, Spirituality, Faith, or Atheism:

Does your analysis indicate a disproportionate impact relating to Religion, Belief, Spirituality, Faith, or Atheism?	NO
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If "YES", what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.5 Gender Identity and Sex:

Does your analysis indicate a disproportionate impact relating to [Gender Identity](#) and [Sex](#) (including non-binary and intersex people)?

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.6 Gender Reassignment:

Does your analysis indicate a disproportionate impact relating to [Gender Reassignment](#)?

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.7 Sexual Orientation:

Does your analysis indicate a disproportionate impact relating to [Sexual Orientation](#)?

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.8 Marriage and Civil Partnership:

Does your analysis indicate a disproportionate impact relating to [Marriage and Civil Partnership](#)?

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.9 Pregnant people, Maternity, Paternity, Adoption, Menopause, (In)fertility (across the gender spectrum):

Does your analysis indicate a disproportionate impact relating to Pregnant people, Maternity, Paternity, Adoption, Menopause, (In)fertility (across the gender spectrum)?	YES
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If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

This scheme will provide a positive impact, as currently the cycle lane section between Hove St and Wharf Rd is adjacent to the pavement with just a white line separating them, this means young children might find themselves inadvertently in the cycle lane. In addition, when exiting side entrances to the seafront, pedestrians have to cross the current cycle lane with no safety features in place. This will change with the revised layout of the cycle lane. This is especially important as the cycle lane runs adjacent to the Hove Lagoon park, beach entrances and the new pump track.

We will ensure changes are designed with all types of family travel in mind, e.g. space for double buggy. Footway widths, dropped kerbs and tactiles will all be considered to make it easier for parents and carers. We will also increase step-free access and Copenhagen crossings and avoid or reduce, as far as possible, any physical barriers as part of crossing improvements that would create accessibility issues.

In addition, with the better alignment of signalled crossing points and 2 additional signalled crossing points, this will provide a safer crossing environment for users to enable them to walk more easily and safely. The addition of pedestrian crossing build outs will reduce the distance required for pedestrians to cross which will also make the environment safer for pedestrians with disabilities who may not be able to cross a road quickly.

Having the bus stops floated out from the kerb will provide a positive impact as it means the buses do not need to turn into a space, but stop flush with the kerb line making it easier for passengers to disembark.

A significant number of people may need / choose to travel as part of a family unit. Obstructions, poor quality footways and crossings, and inaccessible walking infrastructure may discourage family units from travelling actively and present safety concerns.

The negative impacts of the scheme are that pedestrians will need to cross the cycle lane to reach the pavement, signalled carriageway crossings and/or bus stops. It is imperative they are designed in a way to indicate to cyclists where the pedestrian has priority.

During the construction phases of the scheme, it will be important to ensure alternative safe road crossing locations are identified, access is maintained to the key locations on the route that people will be visiting and that we communicate any bus stop and parking suspensions in good time. We also need to ensure there is a safe cycling route alternative during construction for those that use the cycle lane already in place.

The scheme will run through Wish ward which has a higher population aged under 16 (20.25%) than Brighton & Hove (15.06%) and England (18.56%) (source: Census 2021).

6.10 Armed Forces Personnel, their families, and Veterans:

Does your analysis indicate a disproportionate impact relating to Armed Forces Members and Veterans?	NO
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If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.11 Expatriates, Migrants, Asylum Seekers, and Refugees:

Does your analysis indicate a disproportionate impact relating to Expatriates, Migrants, Asylum seekers, Refugees, those New to the UK, and UK visa or assigned legal status? (Especially considering for age, ethnicity, language, and various intersections)	NO
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If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.12 [Carers](#):

Does your analysis indicate a disproportionate impact relating to Carers (Especially considering for age, ethnicity, language, and various intersections).	YES
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If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

This scheme will provide a positive impact for some people with caring responsibilities to assist them in navigating the environment with those they care for. Currently the cycle lane section between Hove St and Wharf Rd is adjacent to the pavement with just a white line separating them, this means those with sight loss might find themselves inadvertently in the cycle lane. In addition, when exiting side entrances to the seafront, pedestrians have to cross the current cycle lane with no safety features in place. This will change with the revised layout of the cycle lane.

The cycle lane will also provide a safe space for those with a variety of abilities to use a bike including those cycling with someone they are a carer for. Because of the width of the cycle

lane, it will comfortably accommodate adapted cycles. In addition, we are planning to install some cargo bike / adapted bike parking at key locations (Hove Lagoon being one).

We will be ensuring we install kerb lines, dropped kerbs with tactiles, identifiable crossing points such as zebras and push button crossings that guide dogs can recognise. A consistent approach across the city to infrastructure can help blind and partially sighted people navigate streets and public spaces. Footways and crossings must be of adequate width and design to facilitate safe access in line with national guidance. Step free access and Copenhagen crossings support pedestrians who may be with someone they are a carer for.

In addition, with the better alignment of signalled crossing points and 2 additional signalled crossing points, this will provide a safer crossing environment for disabled users to enable them to walk more easily, safely and independently. The addition of pedestrian crossing build outs will reduce the distance required for pedestrians to cross which will also make the environment safer for pedestrians with someone they are a carer for who may not be able to cross a road quickly.

Having the bus stops floated out from the kerb will provide a positive impact as it means the buses do not need to turn into a space but stop flush with the kerb line making it easier for passengers to disembark.

The negative impacts of the scheme are that pedestrians will need to cross the cycle lane to reach the pavement, signalled carriageway crossings and/or bus stops. It is imperative they are designed in a way to indicate to cyclists where the pedestrian has priority and for those with sight loss to be able to find and use those crossing points.

Blue badge parking is needed as close as possible to healthcare and other facilities and as part of the scheme, locations for additional disabled bays will be identified. In addition, if existing bays are removed for temporary / permanent transport measures, alternative provision should be made if needed.

There are 10 nursing / care homes in the immediate vicinity of the route of the scheme so assisting residents to visit the nearby seafront could happen often.

During the construction phases of the scheme, it will be important to ensure alternative safe road crossing locations are identified, access is maintained to the key locations on the route that people will be visiting and that we communicate any bus stop and parking suspensions in good time. In addition, if existing disabled bays are removed for temporary / permanent transport measures, alternative provision should be made if needed. We also need to ensure there is a safe cycling route alternative during construction for those that use the cycle lane already in place.

6.13 Looked after children, Care Leavers, Care and fostering experienced people:

Does your analysis indicate a disproportionate impact relating to Looked after children, Care Leavers, Care and fostering experienced children and adults (Especially considering for age, ethnicity, language, and various intersections).

Also consider our [Corporate Parenting Responsibility](#) in connection to your activity.

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.14 Homelessness:

Does your analysis indicate a disproportionate impact relating to people experiencing homelessness, and associated risk and vulnerability? (Especially considering for age, veteran, ethnicity, language, and various intersections)

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.15 Domestic and/or Sexual Abuse and Violence Survivors, people in vulnerable situations:

Does your analysis indicate a disproportionate impact relating to Domestic Abuse and Violence Survivors, and people in vulnerable situations (All aspects and intersections)?

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.16 Socio-economic Disadvantage:

Does your analysis indicate a disproportionate impact relating to Socio-economic Disadvantage? (Especially considering for age, disability, D/deaf/ blind, ethnicity, expatriate background, and various intersections)

YES

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

The cycle lane will provide an off road and off pavement safe cycle route which will have a positive impact for those with a socio-economic disadvantage and may use a bike to travel, to enable them to reach some key locations in the city including the seafront, the King Alfred Centre, Hove Beach Park and the pump track. They could also use it to safely access work and education. A safer environment encourages Active Travel, promoting wellbeing and increased

positive health outcomes, including for those with limited mobility and other access requirements.

The scheme would provide this safe access from South Portslade to the city centre. South Portslade has a higher than average proportion of working age people receiving benefits for unemployment (4.84% compared to 4.33% in Brighton & Hove and 4.36% across England) (Source: Department for Work and Pensions (DWP) (Aug-2024))

During the construction phases of the scheme, it will be important to ensure alternative safe road crossing locations are identified, access is maintained to the key locations on the route that people will be visiting and that we communicate any bus stop and parking suspensions in good time. We also need to ensure there is a safe cycling route alternative during construction for those that use the cycle lane already in place.

6.17 Human Rights:

Will your activity have a disproportionate impact relating to Human Rights?

NO

If “YES”, what are the positive and negative disproportionate impacts?

Please share relevant insights from data and engagement to show how conclusions about impact have been shaped. Include relevant data sources or references.

No disproportionate negative impacts identified for this group at this time.

6.18 Cumulative, multiple [intersectional](#), and complex impacts (including on additional relevant groups):

What cumulative or complex impacts might the activity have on people who are members of multiple Minoritised groups?

- For example: people belonging to the Gypsy, Roma, and/or Traveller community who are also disabled, LGBTQIA+, older disabled trans and non-binary people, older Black and Racially Minoritised disabled people of faith, young autistic people.
- Also consider wider disadvantaged and intersecting experiences that create exclusion and systemic barriers:
 - People experiencing homelessness
 - People on a low income and people living in the most deprived areas
 - People facing literacy, numeracy and/or digital barriers
 - Lone parents
 - People with experience of or living with addiction and/ or a substance use disorder (SUD)
 - Sex workers
 - Ex-offenders and people with unrelated convictions
 - People who have experienced female genital mutilation (FGM)
 - People who have experienced human trafficking or modern slavery

7. Action planning

What SMART actions will be taken to address the disproportionate and cumulative impacts you have identified?

- Summarise relevant SMART actions from your data insights and disproportionate impacts below for this assessment, listing appropriate activities per action as bullets. (This will help your Business Manager or Fair and Inclusive Action Plan (FIAP) Service representative to add these to the Directorate FIAP, discuss success measures and timelines with you, and monitor this EIA's progress as part of quarterly and regular internal and external auditing and monitoring)

1. Ensure we design and provide accessible and inclusive crossing places for pedestrians.

- Consider best practice and feedback when designing the floating bus stops
- Consider best practice and feedback when designing pedestrian crossing points
- Consider best practice and feedback when designing in locations where pedestrians and cyclists do come into contact

These actions will take place during the feasibility design stage, consultation stage and detailed design stage which will be up to Summer 2025. We will also keep these actions in mind during construction which will be from Winter 2025 onwards.

We will know we have been successful if we receive positive feedback from relevant user groups on the level of engagement and consideration given.

We will also know we have been successful if, when the scheme is constructed, we receive positive feedback from users navigating the new infrastructure.

2. Maintain safe access and routes during construction

- Ensure alternative safe road crossing locations are identified
- Access is maintained to the key locations on the route that people will be visiting
- We communicate any bus stop and parking suspensions in good time and using formats that are accessible and inclusive (e.g. for disabled people and those who cannot read English text).
- Alternative disabled bays provision should be made if existing bays are removed temporarily
- Ensure there is a safe cycling route alternative during construction for those that use the cycle lane already in place

These actions will take place during the construction stage which will be from Winter 2025 onwards.

We will know we have been successful if we receive positive feedback from relevant user groups on the level of engagement and consideration given.

Which action plans will the identified actions be transferred to?

- For example: Team or Service Plan, Local Implementation Plan, a project plan related to this EIA, FIAP (Fair and Inclusive Action Plan) – mandatory noting of the EIA on the Directorate EIA Tracker to enable monitoring of all equalities related actions identified in this EIA. This is done as part of FIAP performance reporting and auditing. Speak to your Directorate's Business Improvement Manager (if one exists for your Directorate) or to the Head of Service/ lead who enters actions and performance updates on FIAP and seek support from your Directorate's EDI Business Partner.

A project plan related to this EIA

8. Outcome of your assessment

What decision have you reached upon completing this Equality Impact Assessment? (Mark 'X' for any ONE option below)

Stop or pause the activity due to unmitigable disproportionate impacts because the evidence shows bias towards one or more groups.	
Adapt or change the activity to eliminate or mitigate disproportionate impacts and/or bias.	X
Proceed with the activity as currently planned – no disproportionate impacts have been identified, or impacts will be mitigated by specified SMART actions.	
Proceed with caution – disproportionate impacts have been identified but having considered all available options there are no other or proportionate ways to achieve the aim of the activity (for example, in extreme cases or where positive action is taken). Therefore, you are going to proceed with caution with this policy or practice knowing that it may favour some people less than others, providing justification for this decision.	

If your decision is to "Proceed with caution", please provide a reasoning for this:

Summarise your overall equality impact assessment recommendations to include in any committee papers to help guide and support councillor decision-making:

Overall the implementation of the cycle lane on the A259 between Fourth Avenue and the western city boundary will have positive effects for the following protected characteristics – age, disability, carers, socio-economic disadvantage and pregnant people, maternity, paternity, adoption. It will provide access to a safe space to use cycles, but also will improve and make safer the current locations where pedestrians come into contact with cyclists.

The pedestrian crossing points across the cycle lane to reach signalled carriageway crossings, floating bus stops and parking will have a negative effect on those with the protected characteristics of age, disability, carers and pregnant people, maternity, paternity, adoption. It is important their accessibility requirements are considered during the design and construction of the scheme and it is imperative it is designed in a way to indicate to cyclists where the pedestrian has priority.

The A259 Active Travel Scheme Hove & Portslade project team will continually work to ensure groups are aware of the project through clear communication and a wide-ranging public consultation.

9. Publication

All Equality Impact Assessments will be published. If you are recommending, and choosing not to publish your EIA, please provide a reason:

10. Directorate and Service Approval

Signatory:	Name and Job Title:	Date: DD-MMM-YY
Responsible Lead Officer:	Jasmin Barnicoat	21/10/2024
Accountable Manager:	Tracy Beverley	4/11/2024

Notes, relevant information, and requests (if any) from Responsible Lead Officer and Accountable Manager submitting this assessment:

EDI Review, Actions, and Approval:

Equality Impact Assessment sign-off

EIA Reference number assigned: City-Services-80-05-Nov-2024-EIA-A259-Active-Travel-Scheme-Hove-and-Portslade

For example, HNC##-25-Dec-23-EIA-Home-Energy-Saving-Landlord-Scheme

EDI Business Partner to cross-check against aims of the equality duty, public sector duty and our civic responsibilities the activity considers and refer to relevant internal checklists and guidance prior to recommending sign-off.

Once the EDI Business Partner has considered the equalities impact to provide first level approval for by those submitting the EIA, they will get the EIA signed off and sent to the requester copying the Head of Service, Business Improvement Manager, [Equalities inbox](#), any other service colleagues as appropriate to enable EIA tracking, accountability, and saving for publishing.

Signatory:	Name:	Date: DD-MMM-YY
EDI Business Partner:	Chris Brown	05-Nov-2024
EDI Manager:	Sabah Holmes	06-Nov-2024
Head of Communities, Equality, and Third Sector (CETS) Service: (For Budget EIAs/ in absence of EDI Manager/ as final approver)		

Notes and recommendations from EDI Business Partner reviewing this assessment:

Notes and recommendations (if any) from EDI Manager reviewing this assessment:

Notes and recommendations (if any) from Head of CETS Service reviewing this assessment:

Brighton & Hove City Council

Cabinet

Agenda Item 69

Subject: Homes for Brighton & Hove -Sackville Road Trading Estate update

Date of meeting: Thursday, 13 November 2025

Report of: Cabinet Member for Housing

Lead Officer: Name: Corporate Director for Homes & Care, Corporate Director- Operations

Contact Officer: Name: Sam Smith

Email: sam.smith@brighton-hove.gov.uk

Ward(s) affected: Goldsmid

Key Decision: Yes

Reason(s) Key: Expenditure which is, or the making of savings which are, significant having regard to the expenditure of the City Council's budget, namely above £1,000,000.

For general release

1. Purpose of the report and policy context

- 1.1 This report provides an update on the Homes for Brighton & Hove (HBH) joint venture at Sackville Road Trading Estate ("the project"), following the previous Cabinet decision to proceed with the acquisition and development of the site for affordable housing in June 2024. The report seeks approval for the next steps in the delivery of the scheme, reflecting the latest financial position.
- 1.2 The proposals align with the Council's Corporate Plan 2023–2027, particularly Priority 2: A fair and inclusive city, and Outcome 3: Homes for everyone, which commits to increasing the number of new affordable homes delivered by the council and its partners. It is also key to delivering the Housing Strategy 2026-30 and in particular the commitment is to deliver 'at least 2,000 affordable homes over the lifetime of the strategy'.

2. Recommendations

- 2.1 Cabinet notes progress with the project and approves the budget increase of up to £2.6m to fund the development and purchase of the affordable homes as set out in the financial implications.
- 2.2 Cabinet agrees to delegate authority to the Corporate Director City Operations, in consultation with the Cabinet Member for Housing, to agree

and enter into the necessary variations of the legal documentation for the project as a consequence of the increased funding requirement.

3. Context and background information

- 3.1 The Sackville Road development is a cornerstone of the council's wider placemaking approach for Brighton & Hove, aiming to create vibrant, inclusive neighborhoods that respond to the city's evolving needs. This project is not just about delivering new homes; it's about shaping a sustainable community, enhancing public realm, and ensuring that new development integrates with existing local character and infrastructure.
- 3.2 The HBH partnership is a 50:50 joint venture between Brighton & Hove City Council and Hyde Housing Association, established to deliver 1,000 affordable homes across the city. To date, the partnership has delivered 346 affordable homes, with the Sackville Road Trading Estate identified as the next major site.
- 3.3 The previous Cabinet report (June 2024) approved the development of 306 homes, 60% of which (183) will be purchased and let by the council's Housing Revenue Account (HRA) at Social Rents at Sackville Road Trading Estate, with Hyde acquiring the site and granting a building license to HBH to deliver the scheme. The council will lease the completed social rented homes from Hyde on a 999-year lease, with Hyde retaining the freehold and managing the remaining Shared Ownership homes.
- 3.4 Following extensive negotiations, a Sale and Purchase Agreement for the site between the current owner and Hyde was completed in March 2025, conditional on securing satisfactory planning permission. The Agreement for Lease between the Council and Hyde, and the Development Agreements for the delivery of the scheme between HBH, Brighton & Hove City Council, and Hyde were entered into simultaneously (also conditional on planning and acquisition of the site). The planning application is currently being considered and is anticipated to go before committee on 5 November 2025.
- 3.5 Projected costs for delivering the scheme have increased due to a number of issues including challenges in securing vacant possession of the site and changes to the design to respond to feedback in the planning process. This has included increasing the number of 3 and 4 bed homes to respond to the need for more affordable family homes in the city, larger window sizes in some flats and the introduction of play and food growing areas.
- 3.6 In the process of negotiating the construction contract Hyde have recently identified a significant risk linked to the Building Safety Regulator (BSR) Gateway 2 approval (required as the development will be considered a High Risk Building due to its height). This approval is to be sought by the contractor who should be ready to submit in late Spring. While the statutory approval period is 16 weeks, current submissions are taking between 40 and 50 weeks and could extend up to 80 weeks. Due to construction inflation

each week of delay adds significantly to the build cost, with a very significant impact if the full 80-week duration is realised.

- 3.7 To mitigate the BSR risk, an amendment to the build contract between HBH and the building contractor has been agreed that includes an inflationary layer capped at this cost and sharing the risk between the contractor and JV partners. The contract includes a mechanism where additional costs are payable for each week of delay beyond 16 weeks, capped at 80 weeks after which the risk sits with the contractor. The most likely scenario based on current delays is the process taking around 40 weeks. The maximum cost of the contract therefore includes up to 80 weeks delay, but the most likely scenario is that the actual contract price is significantly below this maximum.
- 3.8 The combined circumstances detailed above have led to an increased funding requirement of up to £2.6m from the council in relation to the social rented homes. This has been agreed by the HBH Board, however Cabinet approval is also required to proceed. A decision is required in November to ensure tight funding deadlines are met and the project remains viable. The Homes England Strategic Partnership requires a start on site before the end of the financial year, and the build contract must be signed by December to start mobilising and avoid further price uplifts.
- 3.9 Importantly, the project remains viable both for Homes for Brighton & Hove and the JV partners, with the main impact of the revised cost profile will be a reduction in the level of profit delivered by the scheme, rather than a threat to its overall deliverability. This is mitigated by an increase in the number 3 and 4 bed homes being delivered and a minor increase in the level of social rent due to an increase in the market valuation of the flats on which the rents are calculated. Previous projects have been delivered within budget by HBH using the same contractor and further costs increases are mitigated by having a fixed price contract and inclusion of significant levels of contingency.

4. Analysis and consideration of alternative options

- 4.1 The alternative would be to not fund these additional costs and therefore not deliver the 306 affordable homes which are important to the council's efforts to tackle the city's 'Housing Crisis' and meet City Plan targets and Council Plan priorities.

5. Community engagement and consultation

- 5.1 Extensive community consultation was undertaken by Moda Homes during the original design and construction of the site.
- 5.2 Further engagement has been undertaken by the HBH development team as the project progressed. Statutory planning consultation was also completed as part of the planning application process.

6. Financial implications

- 6.1 The council entered into a loan agreement with HBH in 2017, which stipulates the council are to provide interest free loans to HBH when required. These loans are provided by the GF and are repaid in full when HBH cash balances allow. The cashflows associated with the project stipulate that there will be loans of up to £4.5m to HBH to fund the initial costs as outlined in the June 2024 cabinet report.
- 6.2 The approval received in June 2024, resulted in entering into an agreement to purchase 183 homes via the council's HRA for £0.315m per home. A total budget of £30.167m (net of the grant contribution of £27.999m) was approved and included in the HRA's capital programme for 2025/26.
- 6.3 The budget is funded through HRA borrowing which is financed through the receipt of new rental income from the new homes. The rental values were calculated based on the formula rent using the assumed market value of the homes at the point of approval (June 2024).
- 6.4 The report sets out the uplift in costs of £2.6m, this would not attract any further grant funding and so would be required to be funded by additional HRA borrowing. A revised appraisal has been undertaken to assess the affordability of the uplift. Rents have been calculated using the government's formula rents as per the original assessment, due to an uplift in market value and a later completion date the rents are deemed sufficient to support the borrowing costs over the life of the asset, therefore not creating an additional revenue burden on the HRA. The appraisal shows a positive NPV which provides a level of comfort and flexibility when setting rents at the point of completion.
- 6.5 The new unit price per home is £0.329m an increase of £2.6m. If approved the HRA budget will increase to £32.790m and will be included in the capital programme, profiled according to the spend profile in the HRA capital programme and associated revenue costs in the MTFP.
- 6.6 The project will continue to be monitored in accordance with the council's financial management procedures, with budget variances being reported as part of the council's TBM reports.

Name of finance officer consulted: Craig Garoghan
Date consulted :23/10/2025

7. Legal implications

- 7.1 This report recommends that the Council increases its funding for the development and acquisition of affordable units at Sackville Estate. The Council can rely on its general powers of competence through the Localism Act 2011 and its powers under part II of the Housing Act 1985 to fund the development and purchase of the affordable units within the development.

Name of lawyer consulted: Siobhan Fry Date consulted: 22/10/25

8. Risk implications

- 8.1 Key risks include cost inflation, delays to delivery, and grant funding conditions. These are mitigated through the fixed price contract for construction which will be completed in December 2025, regular monitoring by the HBH Board, contingency allowances and close liaison with Homes England.

9. Equalities implications

- 9.1 The delivery of new affordable homes will help address housing need for local households on the Housing Register, supporting the Council's equalities objectives.

10. Sustainability implications

- 10.1 The scheme will deliver energy-efficient homes in line with the Council's sustainability commitments, helping to tackle climate change and reduce fuel poverty. There will also be improvements to local transport infrastructure and an active travel plan to encourage people who move into the homes to use sustainable transport.

11. Health and Wellbeing Implications:

- 11.1 The provision of new, affordable, and energy-efficient homes will have a positive impact on the health and wellbeing of future residents. There are strong links between improving housing, providing new affordable homes and reducing health inequalities. The *Health Counts 2024 Survey* found that 0.9% of adults live in temporary or emergency accommodation, with high rates of mental ill-health, substance misuse, and barriers to accessing healthcare. The development will support active travel, which contributes to the health of future tenants and contributes to our Net Zero ambitions.
- 11.2 Energy efficient homes which are easier and cheaper to heat are likely to have a positive influence on the health and financial wellbeing of occupants of the new homes.

Other Implications

12. Procurement implications

- 12.1 The scheme will be delivered in line with the Council's procurement policies and the HBH joint venture's use of Hyde's established frameworks.

13. Crime & disorder implications:

13. Well-designed new homes can help reduce crime and improve quality of life for residents.

14. Conclusion

- 14.1 The Sackville Road Trading Estate scheme represents a significant step forward in delivering affordable homes in Brighton & Hove. Approval of the recommendations will enable the council and its partners to proceed with the next phase of delivery, in line with the Council's corporate priorities and Housing Strategy commitments.
- 14.2 The Sackville Road development remains central to the city's placemaking ambitions, delivering much-needed affordable homes, supporting local economic growth, and fostering a sense of community. Robust governance and oversight are in place to navigate the complexities of the construction and regulatory environment, ensuring that the project delivers lasting benefits for residents and the wider city.

Brighton & Hove City Council

Agenda Item 70

Cabinet

Subject: School Admission Arrangements 2027-28

Date of meeting: 13 November 2025

Report of: Cabinet Member for Children, Families and Youth Services

Contact Officer: Corporate Director - Families Children & Wellbeing

Report Author: Richard Barker
Email: Richard.Barker@brighton-hove.gov.uk

Ward(s) affected: All

For general release

1. Purpose of the report and policy context

- 1.1 This report details the proposed school admission arrangements for the academic year 2027-28 for the schools in the city where the council is the admission authority.
- 1.2 When changes are proposed to admission arrangements, all admission authorities must consult on these new arrangements.
- 1.3 Cabinet will be asked to approve a consultation based on the proposals being suggested. Full Council will then receive a further report on 29 January 2026 seeking the determination of those arrangements for 2027-28.
- 1.4 Local Authorities must also set out schemes for coordinated admissions, including key dates in the admission process and arrangements for consultation with own admission authority schools in the city and with other local authorities. They also establish the area (the “relevant area”) within which the admission consultation should take place.

2. Recommendations

- 2.1 Cabinet agree to make no changes to the council’s admission arrangements other than the changes listed below.
- 2.2 Cabinet agree to consult upon a change to the admission priorities for secondary schools to enable the sibling link to be applied regardless of the catchment area where families live.
- 2.3 Cabinet agree to consult upon a change to the Published Admission Number (PAN) of Rudyard Kipling Primary School from 45 to 30 pupils.
- 2.4 Cabinet agree to consult upon a change to the Published Admission Number (PAN) of Downs Junior School from 128 to 96 pupils to reflect changes previously made at Downs Infant School.

2.5 Cabinet agree to consult upon a change to the way waiting lists are operated.

2.6 Cabinet agree to consult on the Primary and Secondary coordinated schemes and to make no changes to the “relevant area”.

3. Context and background information

3.1 Admission Authorities are required to determine their admission arrangements annually. Where changes such as a decrease in the PAN are proposed the admission authority must first publicly consult on those proposed arrangements. The [School Admissions Code](#) sets out those groups and individuals who must be consulted. These include parents of children between the ages of two and eighteen, other persons in the relevant area who in the opinion of the admission authority have an interest in the proposed admissions all other admission authorities such as governing bodies within the relevant area and any adjoining neighbouring local authorities.

3.2 Consultation and determination of admission arrangements takes place approximately 18 months in advance of the academic year to which they apply. For the academic year 2027-28 the consultation process must take place between 1 October 2025 and 31 January 2026 and last for a minimum of 6 weeks.

3.3 It is proposed to start the consultation on 14 November 2025 and for it to run for 8 weeks, concluding on 9 January 2026.

3.4 Following the consultation the Council must determine its admission arrangements by 28 February 2026 to conform to the requirements of the School Admissions Code.

3.5 A further report will be presented to Full Council on 29 January 2026 detailing the response to the consultation and making recommendations about the admission arrangements for 2027-28.

3.6 The relevant proposed papers for the 2027-28 admission year for the City of Brighton & Hove are attached as appendices to this report.

Published Admission Number

3.7 Schools are funded by the government and not the council. The funding is largely done on a per-pupil basis and nearly all of it covers staffing costs. If schools don't have enough pupils attending or suffer from fluctuating numbers, they may not be able to operate in a financially efficient way and risk entering a budget deficit.

3.8 Pupil numbers starting Reception classes across the city have been falling and are not forecast to increase in the foreseeable future. Appendix 5 shows the current projection of primary pupil numbers until September 2028, pupil numbers are expected to be no more than 1900 pupils. The city currently

has 2445 primary places for Reception age pupils. The proportion of surplus places in September 2027 is 25%. The council's forecasts do not currently model an individual school's forecast as this can be affected by several variables however strong trends of parental preference provide an indication which schools can expect to fill all or a high proportion of places each year. Schools where this is not the case could be susceptible to low class numbers that will negatively impact on their finances.

- 3.9 Appendix 6 shows the current projection of secondary pupil numbers until September 2031. The proportion of surplus places in September 2027 is 11%.
- 3.10 It is expected that pupil forecasts will be updated by December 2025 with more recent data from the NHS that will allow forecast pupil numbers until September 2029 for the Reception year and September 2032 for secondary school entries. This will be available to Full Council prior to the determination of any admission arrangements for September 2027.
- 3.11 The School Admissions Code details that once admission arrangements have been determined for a particular school year, they cannot be revised downwards by the admission authority unless the admission authority consider such changes to be necessary in view of a "major change in circumstances". Such proposals must be referred to the Schools Adjudicator for approval.
- 3.12 The Schools Adjudicator has provided challenge to the council's recent variation requests for both Coldean Primary School and Brunswick Primary School where pupil forecasts and past preference numbers have indicated the need for a PAN reduction that could have been made through the consultation process. This casts doubt on how successful any future requests for a variation would be in similar circumstances.
- 3.13 The School Adjudicator's concern is due to the absence of a formal consultation process for when a variation is requested and so parents and others do not have the opportunity to express their views. They also considered it would "have been obvious in enough time for what has been requested to have been dealt with through the consultation process".
- 3.14 When considering the request to vary the PAN at each school, the Governing Boards were asked to consider organising children into mixed-age classes and to explain their view on why this had not been employed as a method of structuring classes.
- 3.15 Through a schools' bulletin article on 13 October 2025, Governing Boards were asked to contact the council if they wished to include a reduction in PAN for September 2027 as part of the consultation. No school than those outlined below have made a request and the council has not proposed a reduction that does not have the support of the Governing Board.
- 3.16 The proposal to reduce the PAN at Rudyard Kipling Primary School from 45 to 30 pupils has been put forward due to the dropping pupil numbers in the

Deans planning area and particularly the Woodingdean area of the city. This will help to ensure the long-term financial viability of the school where the future number of school places across both schools in Woodingdean is unknown.

- 3.17 The PAN at Downs Infant School was reduced from 120 to 90 pupils in September 2024 and so there will be 90 pupils moving from the infant to junior school in September 2027.
- 3.18 The proposed changes to the PAN at Downs Junior School from 128 to 96 pupils will match the previous reduction at Downs Infant school. This proposal would see the same number of places available at Downs Junior School as required for pupils leaving the infant school.
- 3.19 There is a current consultation underway on the proposed amalgamation of Stanford Infant and Stanford Junior schools to take effect from September 2026. The proposed admission arrangements for September 2027 assume that the proposed amalgamation into an all through primary school has been determined. A final decision would need to be taken by Full Council in accord to the determination of admission arrangements for September 2027.

Secondary school arrangements

- 3.20 Significant changes were made to the secondary school admission criteria in 2025-26 and again in 2026-27. In 2025-26 criteria were introduced to give priority to children eligible for Free School Meals (up to the city average). In 2026-27 among other changes an 'open admission' criterion was introduced to give priority for pupils living in a catchment area containing one school (up to 5% of the school's PAN). Both of these changes have helped to facilitate more children to secure places at schools outside their catchment area.
- 3.21 It is proposed to change to the sibling link priority so that it applies to all pupils regardless of the catchment area where they live. This will allow families who have obtained an out of catchment area place through the Free School Meals or the 'open admission' criteria to benefit from the continuity where younger siblings will be able to attend the same school as the older sibling, if they are still attending the school. This is currently only a benefit that applies to families who have an older sibling in the designated catchment school.
- 3.22 It is not possible to quantify the number of siblings who will be able to benefit from this policy as it will depend on several factors. However, in recent years there have been approximately 400 pupils placed at catchment schools under the sibling link criterion.
- 3.23 Should the proposal be determined, further consideration will need to be given to the council's home to school transport policy and how siblings of pupils offered places in non-catchment area schools are supported, if at all. At the time of writing this report, there continues to be active consideration to the potential of changes to the home to school transport policy with effect for September 2026.

Waiting lists and Reallocation pools

- 3.24 Where the council hold waiting lists for primary schools and reallocation pools for secondary schools, pupils have automatically been added to the waiting list or reallocation pool for their first preference school. However, they have to request to be added to the waiting list or reallocation pool for any subsequent preferences.
- 3.25 This has led to delays in the reallocation process with places being offered from waiting lists that are no longer required, and in some cases multiple school offers being held for some time while parents confirm which school place they would prefer to accept.
- 3.26 It is proposed to change this process so that parents wanting their child to be considered for a reallocated place will need to actively make this request regardless of which preference the school is. It is also proposed that where a place is subsequently allocated from a waiting list or reallocation pool, any previous school offer will automatically be withdrawn.
- 3.27 It is understood that the removal of an automatic process could impact on families who must then be able to access the school admission team to advise them of their preference to be placed on the waiting list or reallocation pool. However, should this be determined, consideration will be given to how the process can be made as straightforward as possible and how families are reminded of the changes to the process that have been introduced.

4. Analysis and consideration of alternative options

- 4.1 The council could propose making further changes to its admission criteria through the consultation process; the arrangements are lawful and have been subject to a recent review by the School's Adjudicator in October 2025 following objections to the determined arrangements. Therefore, no other change is currently considered to be required.
- 4.2 The council could propose making no change to the secondary admission arrangements and not support families utilising the new admission criteria to assist younger siblings with attending the same secondary school.
- 4.3 The Council could seek to make no change to the PAN of any school. Whilst this would help the council to meet a greater level of parental preferences it will provide more uncertainty for schools in their planning and could place more schools at risk of financial difficulty.
- 4.4 The council could propose to change the PAN at other community schools in the city, however no other governing body has indicated a willingness to support proposals to reduce their PAN as part of this consultation.
- 4.5 All admission authorities must consult where they propose a change to their admission arrangements which includes decreases to the PAN. Community

schools have the right to object to the Schools Adjudicator if the PAN set for them is lower than they would wish. There is a strong presumption in favour of an increase to the PAN to which the Schools Adjudicator must have regard when considering any such objection.

5. Community engagement and consultation

5.1 The council has previously requested that Headteachers and Chairs of Governors inform it if a future reduction in PAN was a proposal that they would wish to undertake. No other schools have indicated a willingness to undertake such a reduction.

5.2 If recommended, it is proposed to start the consultation on the council's admission arrangements on 14 November 2025 and for it to be concluded on 9 January 2026.

5.3 It is proposed that there will be 4 engagement events. These follow the pattern of recent consultation events and will be a mix of online and in-person events.

5.4 Presently, it is expected that events will take place at the following times:

Downs Junior School focused events

In-person Wednesday 26 November - morning

Online Wednesday 19 November - early evening

Rudyard Kipling Primary School focused event

Online Tuesday 2 December - early evening

General meeting

Online Wednesday 3 December - early evening

5.5 A consultation response form will be available on the council's Your Voice consultation portal.

5.6 Interested parties unable to submit a response to the consultation online will be able to call the school admissions team for someone to take down their response over the telephone.

5.7 Attention will be given to engaging sections of the community who may not previously have participated with public consultations such as those with protected characteristics.

6. Financial implications

6.1 School budgets are determined in accordance with criteria set by the government and school funding regulations dictate that the vast majority of the delegated schools block of funding must be allocated through pupil-led factors. This means school schools with falling pupil numbers are likely to see reductions in annual budgets. This situation can be particularly challenging where pupil numbers in year groups fall well below the expected number, based on the PAN of a school.

- 6.2 Without a planned reduction in PAN it will be challenging for those schools to plan ahead for staff reductions and set a balanced budget. For the schools where reductions in PANs are proposed there will be direct implications and the need to plan future years' budgets to reflect lower pupil numbers and the consequent impact on budget allocations. However, planned reductions in PANs may mean schools are more likely to be able to balance their budgets if operating with full forms of entry.
- 6.3 The proposal to decrease the PANs is intended to reduce the number of surplus school places to safeguard and indirectly benefit the wider provision across the city. By reducing the number of surplus places in the city in the longer term there is an expectation that school occupancy rates will increase, meaning that school budgets are more sustainable.

Name of finance officer consulted: Steve Williams
Date consulted: 21.10.2025

7. Legal implications

- 7.1 Section 88C of the School Standards and Framework Act 1998 and the School Admissions (Admissions Arrangements and Co-ordination of Admission Arrangements) Regulations 2012 require admission authorities to determine their admission arrangements annually. Arrangements must be determined 18 months in advance of the academic year to which they apply.
- 7.2 Where changes such as a decrease in the PAN are proposed the admission authority must first publicly consult on those proposed arrangements. The School Admissions Code 2021 states that consultation must be for a minimum of six weeks and must take place between 1 October and 31 January of the school year before those arrangements are to apply. The admission arrangements must be determined by 28 February in the determination year. The arrangements for the admission year 2027/2028 must therefore be determined by 28 February 2026.
- 7.3 Community schools and other interested parties have the right to object to the Schools Adjudicator if the PAN set for them is lower than they would wish. The School Admissions Code provides that there is a strong presumption in favour of an increase to the PAN to which the Schools Adjudicator must have regard when considering such an objection. For this determination year any objections to the arrangements must be referred to the Adjudicator by 15 May 2026.
- 7.4 Once admission arrangements have been determined Admission Authorities may propose variations where they consider such changes to be necessary in view of a major change in circumstances. Such proposals must be referred to the Schools Adjudicator for decision following consultation with the governing board of the affected school(s).

Name of lawyer consulted: Serena Kynaston Date consulted: 21.10.2025

8. Equalities implications

- 8.1 An Equality Impact Assessment (EIA) on undertaking a public consultation has not been carried out. The council has carried out extensive public consultations on school admission arrangements in recent years and understands the public sector equality duties associated with such a consultation.
- 8.2 The consultation process needs to take account of:
- young parents who may be less likely to respond to the consultation
 - issues of accessibility and comprehension of the consultation process
 - the materials made available
 - ensuring that the decision-making process after the consultation is based on the content not just quantity of replies.
- 8.3 An EIA will be prepared following the public consultation and prior to the recommendation of what school admission arrangements should be determined for September 2027.
- 8.4 When determining admission arrangements, the council needs to ensure that there are sufficient school places available within a reasonable distance for families who may contain members who have special educational needs, disabilities, speak English as an additional language and of various races/ethnicities. This will ensure that if families apply after the deadline date they will not be significantly disadvantaged and face the prospect of a lengthy journey to school.
- 8.5 It is recognised that to foster strong community cohesion school's intake should seek to reflect the city's diversity.

9. Sustainability implications

- 9.1 Wherever possible the council aims to reduce the number of journeys to school undertaken by car. A reduction in the availability of school places across the city could risk a rise in the number of journeys undertaken by car.
- 9.2 Schools are expected to have a School Travel Plan to:
- reduce the number of vehicles on the journey to school
 - improve safety on the journey to school
 - encourage more active and sustainable travel choices
- 9.3 Any change in PAN is expected to require the school's travel plan to be re-written to take account of the change.
- 9.4 Changes to PAN, which lead to a reduction in the number of classes the school has and the classrooms being used can lead to areas of a school being more efficiently managed in relation to energy use at a time of uncertain energy costs for schools.

10. Conclusion

- 10.1 It is proposed to make no changes to admission arrangements (other than the ones outlined in the report) and to undertake a public consultation with the results and final recommendations coming back to Full Council on 29 January 2026.
- 10.2 It is proposed that the Published Admission Number for Downs Junior School is reduced from 128 places to 96 places to match the previous reduction at Downs Infant School.
- 10.3 It is proposed that the Published Admission Number for Rudyard Kipling Primary School is reduced from 45 places to 30 places.
- 10.4 It is proposed that the sibling link for secondary schools should be applied regardless of the catchment area where families live.
- 10.5 It is proposed that changes are made to the way the council operates waiting lists and reallocation pools.
- 10.6 Once the arrangements for September 2027 are determined it is possible for a variation to be requested of the Schools Adjudicator for other schools should there be a major change in circumstances. Any future decision will be informed by the pattern of parental preference for September 2026, changes of strategic direction by schools in the city and the results of future financial planning.

Supporting Documentation

Appendices

- 1. Published Admission Numbers for Primary and Secondary schools.
- 2. Admission arrangements and priorities for community primary and secondary schools.
- 3. Coordinated scheme of admissions – primary.
- 4. Coordinated scheme of admissions – secondary.
- 5. Primary school pupil forecast.
- 6. Secondary school pupil forecast

Proposed Primary Admissions Numbers 2027/28	Planned Admission No. 2027-28
Name of School	
Aldrington CE Primary	60
Balfour Primary	90
Benfield Primary	30
Bevendean Primary	60
Bilingual Primary	90
Brunswick Primary	90
Brackenbury Primary	30
Carden Primary	60
Carlton Hill Primary	30
City Academy Whitehawk	60
Coldean Primary	60
Coombe Road Primary	30
Cottesmore St Mary's Catholic	60
Downs Infant	90
Downs Junior	96
Elm Grove Primary	60
Fairlight Primary	60
Goldstone Primary	90
Hangleton Primary	60
Hertford Primary	30
Hove Junior School (Holland Road)	64
Hove Junior School (Portland Road)	128
Middle Street Primary	30
Mile Oak Primary	60
Moulsecroomb Primary	30
Our Lady of Lourdes	30
Patcham Infant	90
Patcham Junior	96
Peter Gladwin Primary	30
Queens Park Primary	60
Rudyard Kipling Primary	30
Saltdean Primary	60
St Andrew's CE Primary	90
St Bernadette's Catholic Primary	30
St John The Baptist Catholic Primary	30
St Lukes Primary	90
St Margaret's CE Primary	30
St Mark's CE Primary	30
St Martin's CE Primary	30
St Mary Magdalen Catholic Primary	30
St Mary's Catholic Primary	30
St Nicolas CE Primary	60

St Paul's CE Primary	30
Stanford Infant*	60
Stanford Junior*	96
West Blatchington Primary	30
West Hove Infant (Portland Road)	120
West Hove Infant (Holland Road)	60
Westdene Primary	60
Woodingdean Primary	60
Secondary Admission Numbers 2026-27	
Name of school	Planned admission no. 2027-28
Brighton Aldridge Community Academy	180
Blatchington Mill	330
Cardinal Newman Catholic	360
Dorothy Stringer	330
Hove Park	180
King's	180
Longhill High	210
Patcham High	225
Portslade Aldridge Community Academy	220
Varndean	300

*a consultation is underway about merging Stanford Infant & Stanford Junior schools into a Primary School in September 2026 which would be split across the two existing sites and with a PAN of 60 pupils.

Proposed Admission Arrangements for Brighton & Hove Schools 2027/28

Admission Arrangements for Secondary Schools

The Council uses a catchment area system with random allocation being used as the tie breaker in each admission criteria in the event of oversubscription. Cardinal Newman Catholic School, King's School, Brighton Aldridge Community Academy (BACA) and Portslade Aldridge Community Academy (PACA) have their own admission criteria (please visit www.brighton-hove.gov.uk/schooladmissions or the schools' websites for details).

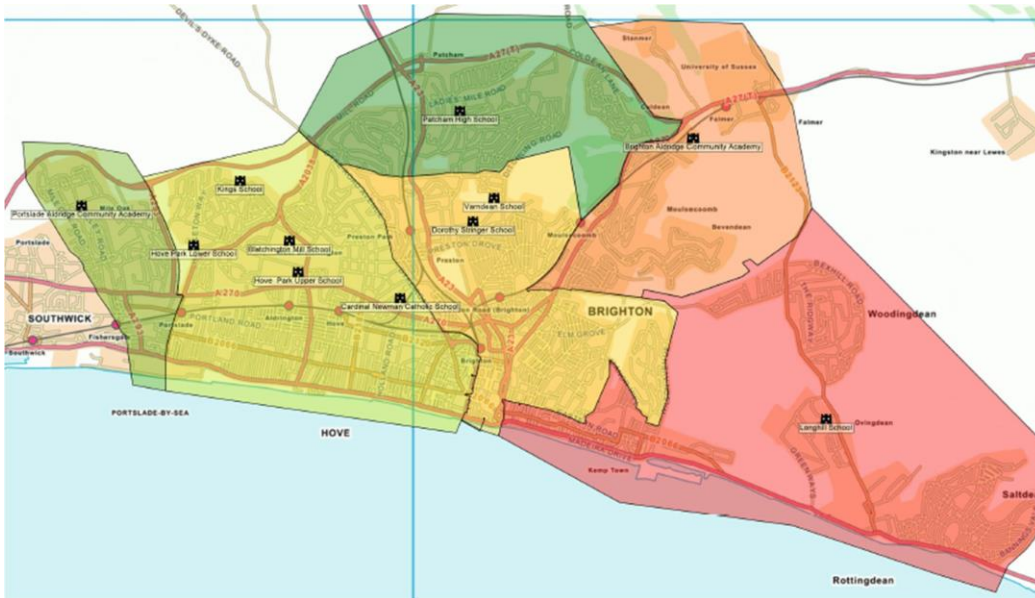
If a school is oversubscribed, after the admission of pupils with an Education, Health and Care Plan where the school is named in the Plan, priority for admission will be given to those children who meet the oversubscription criteria set out below.

The oversubscription criteria are applied in the context of an equal preference system as required by the School Admissions Code. They are:

1. Looked after children and all previously looked after children, including those children who appear (to the council) to have been in state care outside of England and ceased to be in state care as a result of being adopted. *(note a)*
2. Compelling medical or other exceptional reasons for attending the school. *(note b)*
3. Sibling link. *(note c)*
4. Children living within the designated catchment area and eligible for Free School Meals up to the city average. *(note d)*
5. Other children eligible for Free School Meals up to the city average. *(note d)*
6. Children living outside the school's catchment area but within the catchment area for BACA, PACA, Patcham or Longhill up to 5%. *(note g)*
7. Pupils living in the designated catchment area for the school(s).
8. Other children.

Within all these priorities, the tie break is random allocation. *(note f)*

The catchment areas are set out in the catchment area map below. There is information below *(note h)* about which postcodes/addresses are in each of the catchment area.



Admissions Arrangements for Community Infant, Junior and Primary Schools

Parents must make a separate application for any transfer from nursery to primary school and from infant to junior school. If a school is oversubscribed, after the admission of pupils with an Education, Health and Care Plan where the school is named in the Plan, priority for admission will be given to those children who meet the oversubscription criteria set out below.

The oversubscription criteria are applied in the context of an equal preference system as required by the Admissions Code. They are:

1. Looked after children and all previously looked after children, including those children who appear (to the council) to have been in state care outside of England and ceased to be in state care as a result of being adopted. *(note a)*
2. Compelling medical or other exceptional reasons for attending the school. *(note b)*
3. Sibling link. *(note c)*
4. For junior schools only: children attending a linked infant school. *(note e)*
5. Other Children.

Within all these criteria, the tie break is home to school distance which will be measured by the shortest route from the child's home to the nearest of the school's gates. This will be measured by specialist computer software based on Ordnance Survey data. It measures using the road network supplied by Ordnance Survey and some other public rights of way which are paved and lit. Routes across public parks or open spaces will not be accepted. When using roads for measurement purposes the computer measures along the middle of the road. It measures from the address point in the property to the nearest point on the road network and from there to the nearest of the school's gates to the child's home. No other measurement systems will be used for school

admissions decisions. Where the home addresses of two or more pupils are an equal distance from the school (e.g. two children living in the same block of flats) and only one place remains available at the school in question, the place will be allocated randomly by computer to one of these pupils. (note f)

Late applications

If an application is returned after the closing date without good reason it will be considered after all the on-time preferences have been dealt with and school places allocated to them.

If there is a good reason for the application being late, such as a recent house move to Brighton & Hove, it will be considered as on-time if it is received by 22 January (Secondary) or 8 March (Infant, Primary & Junior) and is accompanied by independent supporting evidence demonstrating why the form is late, e.g. solicitor's letter confirming exchange of contracts or a recently signed tenancy agreement.

Applications submitted after the closing date listing revised preferences will only be considered from mid-June onwards **unless** there has been a house move. This is to ensure that parents and carers who do this do not gain an unfair advantage over others by having the opportunity to list more than four preferences.

Home Address –

The school admissions team will allocate school places using the address at which a child lives on the closing date for applications 31 October (Secondary) or 15 January (Infant, Primary & Junior) although late changes of address will be considered if proof of address is received by 22 January (Secondary) or 8 March (Infant, Primary & Junior).

Only one address can be used for admission purposes, and this will be taken as the address where the child spends most of their time. Where a child's time is equally divided between addresses, parents must agree which address they would like to be considered for the purposes of the application. In the event of a dispute, in the absence of a relevant court order, the admission authority will make a judgement about which address applies. This will usually be the address where the child is registered with a doctor.

Deferred admission

Children start school in the school year during which they have their fifth birthday. Children are allowed to start full-time in September or can defer admission or attend part-time until they reach compulsory school age. Children become compulsory school age in the term after their fifth birthday. Children whose fifth birthday falls between 1 September and 31 December may defer or attend part time until January. Children whose fifth birthday falls between 1 January and 31 March can defer admission or attend part time until the start of the summer term. Children whose fifth birthday is between 1 April

and 31 August don't become compulsory school age until the following September however they can also defer admission or attend part time until the start of the summer term. Where a place is deferred it will not be given to another child provided the place is taken up by the beginning of the school term following the child's fifth birthday and within the school year that the offer was made.

Parents can request for a 'summer born' child to start school **outside of their normal age group**, and be admitted to reception rather than Year 1 as detailed below.

Admission outside a normal age group

Parents may request that their child is admitted outside their normal age group, for example, if the child is gifted and talented or has experienced problems such as ill health. To do so, parents should include a request with their application, specifying why admission outside the normal age group is being requested and which year group they wish their child to be admitted.

Applications should be accompanied with the additional form to request that the child is educated out of year group. Reasons for the request and any evidence to support the case should be included with the form. Evidence could include: information about the child's personal, social, emotional development and academic development; If relevant, medical history and views of a medical professional; whether the child has previously been educated out of year group and whether the child was born prematurely.

The admission authority will consider each case on its merits taking into account the child's best interests and either agree or refuse the request on that basis. Where the council is the admission authority, the views of the headteacher of each school will be sought before a decision is taken. Parents will be made aware of the outcome of the request for admission out of year group before national offer day and reasons for the decision will be shared with them. Late requests will be considered up until 8 March (Infant, Primary and Junior) or 22 January (Secondary) if there is good reason why the request could not be made by the closing date for applications. Requests made after this date will not be considered until after national offer day.

Waiting lists

The council holds waiting lists for community schools, and the following Academies/Free Schools: Benfield Primary School, Bilingual Primary School, Hangleton Primary School, Moulsecoomb Primary School and West Blatchington Primary School. Parents can request that their child's name is added to the waiting list for any or all of their schools of preference by contacting the school admissions team. Waiting lists are held until 31 December at which point pupils' names will be removed from the list. Parents can keep their child's name on the waiting list for the following term by contacting the admissions team in the last week of each term to request this. Pupils are added to waiting lists according to the oversubscription priorities

listed above (or the schools oversubscription criteria if they are an Academy/Free School) and consequently a pupil's name can move down the list as well as up.

Where the home addresses of two or more pupils at the top of an infant, primary or junior school waiting list are an equal distance from the school (e.g. two children living in the same block of flats) and only one place has become available at the school in question, the place will be allocated randomly by computer to one of these pupils (note f).

Waiting lists for secondary schools are called reallocation pools. Each time the council is able to offer a place, or places at a school with a reallocation pool, the list is re-randomised within each criteria and the place(s) allocated to the child(ren) at the top of the list.

Late applicants will also be added to waiting lists as soon as possible after they apply. Late changes of preference (revised applications) will be added to the waiting list for the new preference as soon as possible from mid-June onwards. The pupil's name will be removed from the waiting list for the previous preferences.

When a pupil is offered a place from a waiting list or reallocation pool the school place previously allocated will be withdrawn.

Notes:

- a) Looked after and previously looked after children** - A 'looked after child' is a child who is (i) in the care of a local authority, or (ii) being provided with accommodation by a local authority in the exercise of their social services functions at the time of making an application to a school. Previously looked after children are such children who were adopted (or subject to child arrangements orders or special guardianship orders) immediately following having been looked after and those children who appear (to the council) to have been in state care outside of England and ceased to be in state care as a result of being adopted. A child is regarded as having been in state care outside of England if they were in the care of or were accommodated by a public authority, a religious organisation, or any other provider of care whose sole or main purpose is to benefit society.
- b) Exceptional Circumstances** - This criterion applies to pupils with a specific need that can only be met by one school rather than any other. This could include medical or social reasons that make it essential for the child to attend a particular school. Independent supporting information (this could be a report or an assessment for example that specifies why the child's needs can only be met at one school) must be provided from a professional, for example a doctor, consultant, mental health practitioner, social worker or other professionals working with the family which makes a compelling case as to why the child's needs can only be met at the preferred school and no other. A medical condition or diagnosis in itself will not automatically result in priority

being given. Advice will be sought from a panel of relevant professionals where necessary to determine whether or not the evidence provided is sufficiently compelling to qualify under this category.

- c) Sibling link** - For the purposes of the school admissions process, children are siblings if they share the same main address and live as part of the same household. A sibling link will apply if the sibling will be attending the school in September 2027. Where separate junior and infant schools are linked (see linked Infant/Junior school below), the sibling link will apply across both linked schools the sibling may be at either school and may be older or younger. If two children, of whom one is due to start junior school and the other infant school in the same September, the junior school child's allocation will be done first and a sibling link will count for the infant child. A sibling link is only taken into account if children live at the same main address and the sibling has already been allocated a place at the school. Twins or multiple births do not qualify for the sibling link unless one child has already been offered a place. Where a sibling attends a nursery class on the same school site, or a sixth form it will not be counted as a link for admissions purposes.
- d) Free School Meals** – children will be considered under this criteria if they are eligible for free school meals on the closing date for applications or on the date the application is submitted if it is late or outside the main admission round. The city average will be taken as 30%. The number of places available at each school under criterion 4 will be calculated by applying the city average to the school's PAN and subtracting the number of places offered to pupils eligible for free school meals under criteria 1,2 and 3. The number of places available under criterion 5 will be calculated by applying the city average to the schools PAN and subtracting the number of places offered to pupils eligible for free school meals under criteria 1,2,3 and 4.
- e) Linked infant/Junior Schools** - Children who are attending or have been offered a place at an infant school in the list below will have priority for places at the linked junior school providing the allocation took place by 8 March in the admission year.

Downs Infant - Downs Junior
Patcham Infant - Patcham Junior
Stanford Infant - Stanford Junior**

West Hove Infant Portland Road – Hove Junior Portland Road
West Hove Infant Holland Road - Hove Junior Holland Road

**there is a consultation underway to merge Stanford Infant and Stanford Junior School into an all through primary school in September 2026.

There is no link between West Hove Infant Holland Road and Hove Junior Portland Road, or between West Hove Infant Portland Road and Hove Junior Holland Road.

- f) **Random allocation** – Where the random allocation tiebreak is used, every preference is assigned a unique random number by computer. The computer will then list the pupils using this random number. This computer allocation process is audited and overseen by a senior council officer not part of the school admissions team.
- g) **Pupils living in single school catchment areas** – places will be offered up to 5% of a school's PAN to pupils living in a single school catchment area i.e. BACA, PACA, Patcham or Longhill. This criterion will not be applied to a preference for Patcham where the home address is in the Patcham catchment area or Longhill where the home address is in the Longhill catchment area.

h) **Catchment area postcode lists:**

Portslade Aldridge Community Academy (PACA):

BN41 2	BN41 1A
BN41 1DY	BN41 1D except Y
BN41 1FX	BN41 1E
BN41 1GR, S, T & U	BN41 1G except R, S, T & U
BN41 1LD, E, F, G & H	BN41 1H
BN41 1N	BN41 1L except D, E, F, G, H
BN41 1PS	BN41 1OH
BN41 1RX	BN41 1PB
BN41 1S	Part of BN41 1PH
BN41 1T	BN41 1UY
BN41 1UA, B, Q	BN41 1WA, B, E & R
BN41 1WY	
BN41 1X	
BN41 1Y	

Brighton Aldridge Community Academy (BACA):

BN2 4	BN1 9P
BN1 9HW	BN1 9Q except B
BN1 9HX	BN1 9R
BN1 9HY	BN1 9S
	BN1 9B except A, W, X & Z
BN1 9J except S	

Blatchington Mill School / Hove Park School:

BN3

BN1 2
 BN1 3*
 *Except BN1 3TG (Westcombe)
 BN1 3TL (Prestonville Road
 north of the railway line - Nos 1-28)
 BN1 3TS (York Villas)
 BN1 3TT (York Grove)
 BN1 3TU (New England Road)
 BN1 3TF/3TX (Belmont)
 BN1 3TH (Russell Crescent)
 BN1 3UG (Prestonville Court)
 These are in the DS/Varndean catchment area

Patcham High School:

BN1 5AZ	BN1 9B,X,Y,Z
BN1 5E,F,G,H	BN1 9D
BN1 5JD (even numbers only),	BN1 9E
BN1 5JE (even numbers only)	BN1 5BQ
BN1 5JH, JJ, JP, JX	BN1 9G
BN1 5L except A, B, D, E,	BN1 9HT
R, S, W	BN1 9HU
BN1 8	BN1 9JS
BN1 9A	BN1 9QB
BN1 9BA	BN1 9TN

Tongdean Lane

Addresses in BN1 5JD and BN1 5JE (Tongdean Lane) cross the boundary between the catchment area for Dorothy Stringer / Varndean and the area for Patcham High: Odd numbers are in the area for Dorothy Stringer / Varndean. Even numbers are in the area for Patcham High.

The part of Tongdean Lane which is east of the railway line (ie Windsor Court BN1 5JS and Manhattan Court BN1 6XZ) is in the catchment area for Dorothy Stringer / Varndean.

Dorothy Stringer School / Varndean School:

BN1 1	BN1 6
BN1 3TG (Westcombe)	BN1 7
BN1 3TL (Prestonville Road north of the railway line - Nos 1-28)	BN2 0 except Y
BN1 3TS (York Villas)	BN2 3
BN1 3TT (York Grove)	BN2 5DT & some of Z**
BN1 3TU (New England Rd)	BN2 5ET & some of F, H & L**
BN1 3TF / X (Belmont)	BN2 5F except A, B & G**
BN1 3TH (Russell Crescent)	BN2 5G except G, H & J**

BN1 3UG (Prestonville Court)	BN2 5H except A**
BN1 4	BN2 5L except J**
BN1 5JS	BN2 5N except A, B & S**
BN1 5A except Z	BN2 5P except some of A & B**
BN1 5B, D, N, P, R, S, T	BN2 5Q**
BN1 5JB, JD (odd nos only),	BN2 5RS**
JE (odd nos only), JF, JG, JL, JN	BN2 5ZG & J**
BN1 5LA, B, D, E, R, S, W	BN2 9

Tongdean Lane

Addresses in BN1 5JD and BN1 5JE (Tongdean Lane) cross the boundary between the catchment area for Dorothy Stringer / Varndean and the area for Patcham High: Odd numbers are in the area for Dorothy Stringer / Varndean. Even numbers are in the area for Patcham High.

The part of Tongdean Lane which is east of the railway line (ie Windsor Court BN1 5JS and Manhattan Court BN1 6XZ) is in the catchment area for Dorothy Stringer / Varndean.

Addresses in BN2 5DZ, BN2 5EF, BN2 5EH, BN2 5EL and BN2 5PA cross the boundary between the catchment area for Longhill and the area for Varndean/Dorothy Stringer:

BN2 5DZ/BN2 5EF (Manor Way)- even numbers 2-34 are in the Varndean/DS area.

All odd numbers and evens from 36 onwards are in the Longhill area.

BN2 5EH/BN2 5EL (Manor Hill)- odd numbers are in the Longhill area. Even numbers are in the Dorothy Stringer / Varndean area.

BN2 5PA (odd numbers in Wilson Avenue)- 1, 3, 5, 7 & 11 are in the Longhill area. 13 upwards are in the Dorothy Stringer / Varndean area.

NB: addresses on the eastern side of Wilson Avenue (BN2 5PB) are all in the Longhill area.

Longhill High School:

BN2 0Y	BN2 5R except S**
BN2 1**	BN2 5S
BN2 5A**	BN2 5T
BN2 5B**	BN2 5U
BN2 5D except T & some of Z**	BN2 5W
BN2 5E except T & some of F, H & L**	BN2 5X
BN2 5FA, B & G**	BN2 5Y**
BN2 5GG, H & J**	BN2 5Z except G & J**
BN2 5HA**	BN2 6
BN2 5J**	BN2 7
BN2 5LJ**	BN2 8
BN2 5NA, B & S**	

Some of BN2 5PA & B**

Addresses in BN2 5DZ, BN2 5EF, BN2 5EH, BN2 5EL and BN2 5PA cross the boundary between the catchment area for Longhill and the area for Varndean/Dorothy Stringer:

BN2 5DZ/BN2 5EF (Manor Way)- even numbers 2-34 are in the Varndean/DS area.

All odd numbers and evens from 36 onwards are in the Longhill area.

BN2 5EH/BN2 5EL (Manor Hill)- odd numbers are in the Longhill area. Even numbers are in the Dorothy Stringer / Varndean area.

BN2 5PA (odd numbers in Wilson Avenue)- 1, 3, 5, 7 & 11 are in the Longhill area. 13 upwards are in the Dorothy Stringer / Varndean area.

NB: addresses on the eastern side of Wilson Avenue (BN2 5PB) are all in the Longhill area.

**Addresses in these areas were in a different catchment areas for 2025-26.

BRIGHTON & HOVE CITY COUNCIL

Scheme for co-ordinated admissions to infant, primary and junior schools – Admissions Year 2027/28 (Admissions to Reception or year 3 of Junior School in September 2027)

Introduction

The main purpose of the co-ordinated scheme is to ensure that every parent of a child living in Brighton & Hove who has completed a school application receives one offer of an infant, primary or junior school place. This will be on a set date following the conclusion of the normal admission round for pupils seeking admission to school. The scheme is designed to foster clear communications on school admissions between the City Council, community schools, Academies (for the purposes of this document Free Schools are included as Academies), and voluntary aided schools which act as their own admission authority, and neighbouring Local Authorities (LAs) and admission authorities. It fulfils the requirements of the School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements (England)) Regulations 2012 and more detailed arrangements set out in the School Admissions Code 2021.

The scheme does not affect the rights of voluntary aided schools and Academies to set their own admission priorities and consider applications on the basis of those priorities. It is intended to set out a process and time scale for the exchange of pupil information between the parties to the scheme, resulting in the offer of a single school place. This should represent a preference listed by the parent /carer following the application of the admission priorities by the Local Authority (LA) or by own admission authority schools. Where it is not possible to allocate a place at any of the preferred schools for a child living in Brighton & Hove, a place will be offered at the nearest school to their home address within the city boundaries with a place available. This will not preclude parents from seeking an alternative place elsewhere if they are unhappy with the offer, nor will it prevent them from lodging an appeal with the admission authority for their preferred school.

All residents of Brighton & Hove should apply using the City Council's common application form (online or paper) even if they are seeking a place at a maintained school in the area of another Council.

The time scales set out in the scheme will be broadly in line with the time scales used by neighbouring LAs. **Please be aware that governing bodies for VA schools and Academies will need to meet between 22 February 2027 and 08 March 2027 when the ranking order needs to be returned to the Local Authority.**

Key dates

- | | |
|--------------------------------------------|------------------|
| • Online application facility available | 1 September 2026 |
| • Closing date for applications | 15 January 2027 |
| • Preference data exchanged with Voluntary | 22 February 2027 |

- aided schools and other LAs.
- Consider qualifying late applications. 08 March 2027
- Voluntary Aided schools provide Council with provisional ranking order of all applicants. 08 March 2027
- Finalise allocations and exchange offer details with neighbouring LAs Between 22-25 March 2027
- Offer details provided to schools 15 April 2027
- Notification e-mails sent to parents, decisions posted to applicants without an email address 16 April 2027
- Deadline date for acceptance of places 30 April 2027
- Deadline for acceptance of places and appeals to be heard in the main round. 10 May 2027

Process and detailed time scale – infant, junior and primary schools

1. The school admissions guidance published by the City Council is available online and will be distributed on request to parents/carers applying for infant or primary school places. A publicity campaign will be launched in November 2026 encouraging parents to apply online. Posters will be sent to schools, other council services, early years settings, the press and other media to remind parents of those pupils requiring a school place to apply.
2. Parents/carers will be invited to list 4 preferences for a school place ranked in order of priority. These may be at a city community school, an academy, a free school or a voluntary aided school, or any maintained school outside the City of Brighton & Hove. All residents in the city must use the Brighton & Hove school admission application to indicate their preferred schools, either the paper or online form. No other form of application will be valid. The LA allocates places on the basis of equal preferences, and each preference listed will be prioritised according to the published admission priorities for community and own admission authority schools. If it is possible to offer more than one place based on those priorities, the one ranked higher on the application will be offered.
3. Parents and carers are strongly advised to apply online through the facility available on the Brighton & Hove City Council website. This will provide them with a response which confirms their preference listing and acts as proof of application. Alternatively, the paper form should be completed and returned to their local infant/primary school or to the Admissions Team at Hove Town Hall, Hove **by 15 January 2027**.
4. Where, as part of its admission priorities a voluntary aided school requires additional supporting information, such as a Supplementary Information form, or proof of denominational commitment, that form or proof should be completed and returned to the school by the same closing date. This is to ensure that target dates for the exchange of pupil information and the notification date for parents/carers can be met.
5. Parents are encouraged to apply online however, if using an application form rather than the online application parents and carers are strongly

advised to return their application via a preferred school or email a scanned copy to the council's admission team. Parents who post the form should understand that proof of posting is not proof of receipt, and they will not have confirmation in the same way as those applying online or returning the form to a school. All maintained infant and primary schools in the city will return paper application forms to the LA as they are received, ideally scanned and sent by email. Schools should maintain a record of the date on which each form was received, and if required will provide proof of receipt to the parent/carer. This ensures that on time applications and late applications are clearly recorded as such. It also provides assurance for parents should the school or the LA subsequently mislay the form.

6. No later than 22 February 2027

- ❖ LA will identify the numbers of preferences (first, second, third and fourth) received for each school.
- ❖ Voluntary aided schools, free schools and academies will be provided with details of parental preferences where their school is given as a preference. They will apply oversubscription criteria to prioritise all preferences. Where pupils have an Education, Health & Care Plan (naming the school) and must be offered a place this will be indicated. These pupils must be given a place at the school in accordance with the SEN and Admissions Code. This applies to all maintained schools and academies.
- ❖ West and East Sussex and other LA's as necessary will be forwarded the details of preferences expressed for their schools by Brighton & Hove parents/carers. Where the pupil has an Education, Health & Care Plan this will be indicated.
- ❖ West and East Sussex will be asked to provide a list of pupils living in those areas who have expressed a preference for a Brighton & Hove school.

7. No later than 8 March 2027

- ❖ Voluntary aided schools, free schools and academies will provide the LA with a list showing children in priority order for places at the school. The list will show which oversubscription criterion was applied to each child, and relevant information to apply any necessary tie-break. The school will advise the LA of such additional information as is necessary to inform parents of the reason for its decision when allocation letters and emails are sent on 16 April 2027.
- ❖ Brighton & Hove will apply its admission priorities to all preferences received for community schools, and where the children are resident in other LAs, will inform that LA.
- ❖ Consideration will be given to qualifying late applications received before 8 March 2027.

8. Between 23 and 25 March 2027

- ❖ Brighton & Hove will establish whether more than one offer could be made on the basis of the application of its own admission priorities and

those of voluntary aided schools, free schools, academies and other LAs. It will determine in each case which is the highest parental ranking.

- ❖ Final lists of school allocations will be prepared.
- ❖ Emails to parents/carers will be prepared.
- ❖ Discussions will take place with other admission authorities as necessary to resolve any remaining unallocated applications.
- ❖ Neighbouring LAs will be sent final details of children living in their area offered a place at a Brighton & Hove school, and for whom they will need to send allocation letters.

9. 16 April 2026

Online applicants will receive their decisions by e-mail. Letters will be sent only to parents/carers who do not have an email address. The LA email or letter to parents will contain the following:

- ❖ If they have not been allocated a school of preference, the reason why not.
- ❖ How places at the preferred schools were allocated.
- ❖ Where it is an own admission authority school, the fact that the offer is made on behalf of the governing body or academy trust for the school.
- ❖ Where it is a school maintained by another LA, the fact that the offer is made on behalf of that LA.
- ❖ The right of appeal to an independent panel, and how to arrange an appeal for a community school or a voluntary aided school.
- ❖ Details about waiting lists for preferences that could not be met.

10. 30 April 2027

Parents and carers should accept offers of places by this date to allow schools and the LA ample planning time for the new intake. This does not affect their right to appeal if the place they are accepting is not their highest preference.

11. 10 May 2027

Parents should also have exercised their right to appeal by this date if they want to be assured of having their appeal heard in the main round of appeals.

12. Proof of address

The LA may require parents/carers to provide proof of address if they are applying for a community school place. Own admission authority schools may also request proof of address from their applicants.

Appendix A – Changes of address and late applications

New arrivals in the city

Parents/carers moving into the city in the course of the admission process who are making an application based on their new address must provide evidence of either a tenancy agreement of six months or more or an exchange

of contracts if they are purchasing a property. Applicants should where possible, submit their application by the closing date, especially if their move took place before the closing date. Proof of the move should then be provided at the earliest opportunity. If an application is made and evidence of the move provided by 8 March 2027, the application will be considered on-time and included in the main admission round.

Late applications received before 8 March 2026

- I. With the exception of families moving into the area and cases as described at V below, applications received after the closing date will not be considered by the LA until allocations have been made for those received before the closing date. Any received for an own admission authority school will be forwarded to the school which will decide whether there is a good reason to include these late applications in the main admission round.
- II. Any applications received for community schools in respect of children in care will be included in the main admission round as valid preference at any time up to **25 March 2027**. Where such applications are received after that date, the LA will, if attendance at that school is seen as a necessity for the welfare of the child, seek to offer places at the school ranked highest on the application. If, however, it is acceptable to offer a place at a lower ranked school without going over numbers, the LA will discuss that possibility with the social worker for the child. Applications to voluntary aided schools, free schools and academies received on behalf of children in public care will be considered in line with the published admission policy for each school and the requirements of the School Admission Code.
- III. Applications received after the closing date but before the 8 March 2027 will be sent a letter or email allocating a school place on 16 April 2027 or as soon as possible after that date if the volume of late applications is high.
- IV. Parents/carers living in the city who change any preference because of a change of address, and who return the new application by **8 March 2027** will have that change considered in the main round of allocations. They will have to provide evidence of their new address. Those applications with evidence received after that date will be considered as late applications.
- V. Other late applications where there is a good reason for the delay will be considered in the main round of allocations if received by **8 March 2026** where independent evidence is given by a third party (usually a professional source such as a doctor or social worker) to support the reason for the delay.

Late applications received after 8 March 2027

- I. Applications received after 8 March 2027 will be sent an allocation letter or email as soon as possible after 17 May 2027.

- II. Where an application is received after the allocation date, from a parent/carer living in the city, they must use the Brighton & Hove online application or paper form. If the preference(s) is for a community school, the LA will allocate a place if the school remains under subscribed. If the school(s) is fully subscribed, a place will be allocated at the nearest school to the home address that has a vacancy. Brighton & Hove will seek to make a decision as soon as possible after receiving the application. Where a preference is given for an own admission authority school or a school in a neighbouring LA, the application will be passed to that admission authority for a decision. They will be asked to reach a decision within fourteen days of receiving the application. Brighton & Hove will endeavour to send a decision to the parent /carer either as soon as possible once it has reached a decision or has been informed of a decision by the other admission authority.
- III. If a change of preference is received following the decision letter on **16 April 2027** and the home address has not changed, that changed preference will not be considered until **mid-June 2027**. This allows reasonable time for the consideration of late first applications and the operation of the waiting list where places have been offered and refused.
- IV. All applications received after 31 August 2027 will be regarded as outside this admission round and will be considered under the in-year coordinated scheme.

Waiting List

- I. Brighton & Hove will operate a waiting list system for its community schools. (Own admission authority schools make their own waiting list arrangements). The waiting list ranking will be based on the LA admission criteria. Rankings within each priority will be determined by home to school distance. Parents will need to request to be placed on the waiting list for community schools and they have the option to ask to go on the waiting list for any or all preference schools. Places will start to be offered from the waiting lists after 17 May 2027. Places will then be offered to children from the waiting list as soon as they become available at an oversubscribed school and the admission criteria have been applied.
- II. Where a pupil is allocated a place from a waiting list the school place previously allocated will be withdrawn.
- III. The waiting list will operate until the 31 December 2027.
- IV. Parents/carers wishing to keep their child's name on the list for longer than the 31 December they must inform the LA. They must renew the waiting list place each term thereafter.

School Admission Appeals

- I. Parents/carers wishing to appeal against the LA's decision not to offer a place at a preferred school should do so by **10 May 2027** if they want to be assured of having their appeal heard in the main appeal round.

- II. The LA will not arrange an appeal or ask a voluntary aided school to arrange an appeal for a school that was not included on the original application. It will only arrange an appeal for a school which was listed as a preference. If a parent/carer wishes to receive a decision for a school not included in their original application, and thus acquire a right of appeal, they must complete a further application. However, unless there is a good reason for a change of preference this new form will not be considered until **mid-June 2027**.
- III. Parents/carers will receive 10 school days' notice of the date of the appeal hearing and will receive copies of any documentation relating to the appeal 7 days in advance of the hearing.
- IV. Appeals for on-time applications must be heard within 40 school days of the closing date for appeals to be lodged. The volume of appeals to be heard and the availability of the appeal panel members, who are volunteers, will have a direct effect on the timing of the appeal hearings.
- V. Appeals for late applications and school transfers outside the normal admission round will be arranged as soon as practicable after the decision to refuse a preference has been conveyed to the pupil and the parent/carer, and in any case within 30 school days.

BRIGHTON & HOVE CITY COUNCIL

Scheme for co-ordinated admissions to secondary schools – Admissions Year 2027/28 (Admissions to year 7 in September 2027)

Introduction

The main purpose of the co-ordinated scheme is to ensure that every parent of a child living in Brighton & Hove who has completed a school application receives one offer of a secondary school place at the conclusion of the normal admission round for pupils transferring from primary to secondary school. The scheme is designed to foster clear communications on school admissions between the City Council, community schools, Academies (for the purposes of this document Free Schools are included as Academies), Cardinal Newman School, which as a voluntary aided secondary school acts as its own admission authority, and neighbouring Local Authorities (LAs) and admission authorities. It fulfils the requirements of the School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements (England)) Regulations 2012 and more detailed arrangements set out in the School Admissions Code 2021.

The scheme does not affect the rights of the different admission authorities mentioned to set their own admission priorities and consider applications on the basis of those priorities. It is intended to set out a process and time scale for the exchange of pupil information between the parties to the scheme, resulting in the offer of a single school place. This should represent a preference listed by the parent/carer that it is possible to meet following the application of the admission priorities by this LA or by other admission authorities. Where it is not possible to allocate a place at any of the preferred schools for a child living in Brighton & Hove, a place will be offered at the nearest school to their home address within the city boundaries with a place available. This will not preclude parents from seeking an alternative place elsewhere if they are unhappy with the offer, nor will it prevent them from lodging an appeal with the admission authority for their preferred school.

All residents of Brighton & Hove should apply using the City Council's common application form (online or paper) even if they are seeking a place at a maintained school in another Council.

The time scales set out in the scheme work towards the prescribed date (1st March or the first working day following 1st March where it falls at a weekend) on which secondary school place decisions must be notified to parents/carers. It will also be broadly in line with the time scales used by neighbouring LAs.

Key dates

- Online application facility available 1 September 2026
- Provide information for Junior & Primary schools to notify year 6 parents of the need to apply by 18 September 2026
- Closing date for applications 31 October 2026
- Preference data exchanged with own admission authority schools (Cardinal Newman, King's,

- | | |
|-------------------------------------------------------------------------------------------------|-------------------------|
| BACA & PACA) and neighbouring LAs | 30 November 2026 |
| • Own admission authority schools provide LA with provisional ranking order of applicants. | 18 December 2026 |
| • Consider qualifying late applications. | 22 January 2027 |
| • Finalise allocations and exchange offer details with neighbouring LAs | 8 - 12 Feb 2027 |
| • Offer details provided to schools | 24 February 2027 |
| • Notification e-mails sent to parents, decisions posted to applicants without an email address | 1 March 2027 |
| • Deadline date for acceptance of places | 14 March 2027 |
| • Deadline for appeals to be heard in the main | round.
12 April 2027 |

Process and detailed time scale

1. Information about the application process and how to apply will be distributed to parents via primary and junior schools at the beginning of September 2026.
2. Parents/carers will be invited to list 4 preferences for a school place ranked in order of priority. These may be at a city community school, an academy, a free school or a voluntary aided secondary school, or any maintained school outside the City of Brighton & Hove. All residents in the city must use the Brighton & Hove school admission application to indicate their preferred schools, either the paper or online form. No other form of application will be valid. The LA allocates places on the basis of equal preference, and each preference listed will be prioritised in accordance with the published admission priorities for community and own admission authority secondary schools in the city. If it is possible to offer more than one place based on those priorities, the one ranked higher on the application will be offered.
3. Parents and carers are strongly advised to apply online through the facility available on the Brighton & Hove City Council website. Alternatively, the paper form should be completed and returned to the child's primary or junior school in the city, or to the Admissions Team at Hove Town Hall **by 31 October 2026**. Applicants for Cardinal Newman and/or King's School will need to return their supporting information directly to the school as well as submitting an online application or paper form to the Council. If supporting information is returned to the Local Authority, the documents will be shared with these schools.
4. Where, as part of its admission priorities a voluntary aided school, free school or academy within the city or beyond requires additional supporting information, such as a Supplementary Information form, or proof of denominational commitment, that form or proof should be completed and returned to the school by the same closing date. This is to ensure that target dates for the exchange of pupil information between authorities and the notification date for parents/carers can be met.
5. Parents are encouraged to apply online. If using an application form rather than online application parents and carers whose children attend maintained primary schools in the city are strongly advised to return the form via the school or send scanned copies by email to the admissions team. Parents who prefer to post the

form should understand that proof of posting is not proof of receipt, and they will not have confirmation of receipt in the same way as those applying online or returning the form to their child's school. All maintained junior and primary schools in the city will return any secondary paper application forms they receive to the LA as they are received, ideally scanned and sent by email. Schools should maintain a list to record the date on which each form was received, the school preferences, and if required will provide proof of receipt to the parent/carer. This ensures that on time applications and late applications are clearly recorded as such. It also provides assurance for parents should the school or the LA subsequently mislay the form.

No later than 30 November 2026

- ❖ LA will identify the number of preferences (first, second, third or fourth) received for each school.
- ❖ Own admission authority schools will be provided with details of any parental preference where it gives the school as a preference (first, second, third or fourth) received by the LA. It will apply its oversubscription criteria to prioritise all preferences. Where pupils have an Education Health & Care Plan naming the school and must be offered a place this will be indicated. (These pupils must be given a place at the school in accordance with the SEN and Admissions Codes.)
- ❖ West and East Sussex and other LA's as necessary will be forwarded the details of preferences expressed for their schools by Brighton & Hove parents/carers. Where the pupil has an Education, Health & Care Plan this will be indicated.
- ❖ West and East Sussex will be asked to provide a list of pupils living in those areas who have expressed a preference for a Brighton & Hove school.

No later than 18 December 2026

- ❖ Own admission authority schools will provide the LA with a list showing children in priority order for places at the school. The list will show which admission criterion was applied to each child. The school will advise the LA of such additional information as is necessary to inform parents of the reason for its decision when allocation letters and emails are sent on 1 March 2027.
- ❖ Brighton & Hove will apply its admission priorities to all preferences received for community schools, and where the children are resident in other LAs, will inform that LA.

Between 8 and 12 February 2027

- ❖ Brighton & Hove will establish whether more than one offer could be made based on the council's admission priorities and those of voluntary aided schools, free schools/academies and other LAs. It will determine in each case which is the highest parental ranking.
- ❖ Final lists of school allocations will be prepared.
- ❖ Emails and letters to parents/carers will be prepared.
- ❖ Consideration will be given to late applications received before 22 January, as set out in Appendix A below.
- ❖ Neighbouring LAs will be sent final details of children living in their area offered a place at a Brighton & Hove school, and for whom they will need to send allocation letters.

1 March 2027

Online applicants will receive their decisions by e-mail. Letters will be sent only to parents/carers who do not have an email address. The LA email or letter to parents will contain the following:

- ❖ If they have not been allocated a school of preference, the reason why not.
- ❖ How places at all Brighton & Hove schools were allocated.
- ❖ Where it is an own admission authority school, the fact that the offer is made on behalf of the governing body or academy trust for the school.
- ❖ Where it is a school maintained by another LA, the fact that the offer is made on behalf of that LA.
- ❖ The right of appeal to an independent panel, and how to arrange an appeal for a community school, a voluntary aided school, and in the case of Academies, Free schools, and schools in other LA's who to contact.
- ❖ Details about waiting lists and reallocation pools for preferences that could not be met.

14 March 2027

Parents and carers should accept offers of places by this date to allow schools and the LA ample planning time for the new intake. This does not affect their right to appeal if the place they are accepting is not their highest preference.

12 April 2027

Parents should have exercised their right to appeal by this date if they want to be assured of having their appeal heard in the main round of appeals.

Proof of address

The LA may require parents/carers to provide proof of address if they apply for a place at a community school. Own admission authority schools may also request proof of address from their applicants.

Appendix A – Changes of address and late applications

New arrivals in the city

Parents/carers moving into the city in the course of the admission process who are making an application based on their new address must provide evidence of either a tenancy agreement of six months or more or an exchange of contracts if they are purchasing a property. Applicants should where possible, return their application by the closing date, especially if their move took place before the closing date. Proof of the move should then be provided at the earliest opportunity. If an application is made and evidence of the move provided by 22 January 2027, the application will be considered on-time and included in the main admission round.

Late applications received before the 22 January 2027.

- I. With the exception of families moving into the area and cases as described at V below, applications received after the closing date will not be considered by the LA until school allocations have been made for those received by the closing date. Any applications received for own admission authority schools

- will be forwarded to the school, which will decide whether to include the application in the main admission round.
- II. Any applications for community schools received in respect of children in care will be included in the main admission round as valid first preferences at any time up to the date of **12 February 2027**. Where such applications are received after that date, the LA will, if attendance at that school is seen as a necessity for the welfare of the child, seek to offer places at the school of first preference, if necessary, negotiating with that school to admit beyond the published admission number in order to do so. If, however, it is acceptable to offer a place at a lower ranked school without going over numbers, the LA will discuss that possibility with the social worker for the child. Applications for own admission authority schools and schools in other LA areas for children in care will be considered in line with the admission arrangements for those schools and the requirements of the Admissions Code.
 - III. Applications received after the closing date but before the 22 January 2027 will be sent a letter or email allocating a school place on 1 March 2027 or as soon as possible after that date if the volume of late applications is high.
 - IV. Parents/carers living in the city who change a preference because of a change of address within the city, and who submit the new application and evidence of the address change will have that change considered in the main round of allocations if it is received by **22 January 2027**. They will have to provide evidence of the address change. Those applications with evidence received after that date will be considered as late applications.
 - V. Other late applications where there is good reason for the delay will be considered in the main round of allocations if received by **22 January 2027** where independent evidence is given by a third party (usually a professional source such a doctor or social worker) to support the reason for the delay.

Late applications received after the 22 January 2027.

- I. Applications received after 22 January 2027 will be sent a letter or email allocating a school place as soon as possible after 30 April 2027.
- II. Where an application is received after 22 January 2027, from a parent/carer living in the city, they must use the Brighton & Hove online application service or paper application form. If the preference(s) is for a community school, the LA will allocate a place if the school remains under subscribed. If the school(s) is fully subscribed, a place will be allocated at the nearest school to the home address that has a vacancy. Brighton & Hove will seek to make a decision as soon as possible after receiving the application. Where a preference is given for a free school, an academy, a voluntary aided school or a school in a neighbouring LA, the application will be passed to that admission authority for a decision. They will be asked to reach a decision within fourteen days of receiving the application. Brighton & Hove will endeavour to send a decision to the parent /carer as soon as possible once it has either reached a decision or been informed of a decision by the other admission authority.
- III. If a change of preference or preference order is received following the decision letter on 1 March 2027 and the home address has not changed (and there has been no other relevant change of circumstances), that changed preference will not be considered until mid-June 2027. This allows reasonable time for the consideration of late first applications and the

operation of the reallocation pool where places have been offered and refused.

- IV. All applications received after 31 August 2027 will be regarded as in-year applications and outside this admission round.

Re-allocation Pool

- I. Brighton & Hove will operate a re-allocation pool system for its community schools. The ranking of re-allocation pools will be based on the Brighton & Hove admission criteria. Parents/carers will be asked to indicate if they also wish to be placed in the re-allocation pool for a preferred school when the allocation emails and letters are sent on 1 March 2027. Places will be offered to children from the pool as soon as a place becomes available at an oversubscribed school and the admission priorities have been applied. When a place is been offered from a reallocation pool any previous school offers will be withdrawn.
- II. This LA will notify other LAs as appropriate if it offers a place from the pool at a Brighton & Hove school to a pupil living outside the city.
- III. The reallocation pool will operate until the 31 December 2027.
- IV. Own admission authority schools (BACA, PACA, Cardinal Newman and Kings) and schools in other local authorities will operate their own waiting list/reallocation arrangements. If they can place a child resident in Brighton & Hove in one of their schools, they are asked to notify this LA at the earliest opportunity.
- V. Parents/carers wishing to keep their child's name in the reallocation pool for a community school beyond the 31 December must inform the LA. They must renew the position on the reallocation pool at the end of each term thereafter.

School Admission Appeals

- I. Parents/carers wishing to appeal against the LA's or a voluntary aided school's decision not to offer a place at a preferred school should do so in writing or using the online appeal facility by 12 April 2027 if they want to be assured of having their appeal heard in the main appeal round.
- II. The LA will not arrange an appeal or ask an own admission authority school to arrange an appeal for a school that was not included on the original application. If a parent/carer wishes to receive a decision for a school not included in their original preferences, and thus acquire a right of appeal, they must complete a further application. However, unless there is a change of address or other change of circumstances leading to the change of preference this new application will not be considered until mid-June 2027.
- III. Parents/carers will receive 10 school days' notice of the date of the appeal hearing and will receive copies of any documentation relating to the appeal 7 days in advance of the hearing.
- IV. Whilst the City Council, other LAs and the Admission Authorities of Academies and voluntary aided schools will make every effort to hear appeals within 40 school days of the deadline for submitting appeals, as suggested in the Appeals Code, they cannot guarantee this time scale. The volume of appeals to be heard and the availability of the appeal panel members, who are volunteers, will have a direct effect on the timing of the appeal hearings.

- V. Appeals for late applications and school transfers outside the normal admission round will be arranged as soon as practicable after the decision to refuse a preference has been conveyed to the parent/carer or if appropriate to the student, and in any case within 30 school days of the appeal being lodged.

Date of birth / school year	School year to Sept 2025	Grand Total of primary places from 2024 data	Primary places to meet a school place based on 90% of GP reg date	Permanent places in Year 6 in 2024	Surplus places or shortfall of places	Comparison with 2023 data	
All planning Areas						Surplus places or shortfall of places	Number of surplus places from 2023 and 2024
places in each school year from Sept 2023							
01 September 14 to 31 August 1	0	2,559	2,315				
01 September 15 to 31 August 1	0	2,485	2,379				
01 September 16 to 31 August 1	4	2,753	2,478				
01 September 17 to 31 August 1	5	2,629	2,388				
01 September 18 to 31 August 1	7	2,437	2,183				
01 September 19 to 31 August 2	11	2,439	2,188	2,380			
01 September 20 to 31 August 2	6	2,598	2,351	2,375	149	-611	-152
01 September 21 to 31 August 2	2026	2,158	1,978	2,445	427	708	-15
01 September 22 to 31 August 2	2027	2,025	1,823	2,489	624	574	-59
01 September 23 to 31 August 2	2028	2,087	1,887	2,485	558		

Date of birth / school year	School year to Sept 2025	Portlade	Central Howe	West Bockingdon and North Hargreaves	Central City	Patcham	City East	The Deans	City North	TOTALS
All planning Areas		1	2	3	4	5	6	7	8	
places in each school year from Sept 2023		240	628	95	450	108	628	318	155	1721
places in each school year from Sept 2024		240	659	95	450	108	628	221	188	1849
01 September 14 to 31 August 1	0	240	678	110	110	107	628	221	188	2515
01 September 15 to 31 August 1	5	247	695	120	120	117	627	225	214	2729
01 September 16 to 31 August 1	4	227	681	95	110	104	627	221	214	2419
01 September 17 to 31 August 1	3	221	671	95	100	101	626	224	187	2338
01 September 18 to 31 August 1	2	221	711	75	110	105	626	211	187	2329
01 September 19 to 31 August 2	7	160	565	85	426	104	626	350	179	1769
01 September 20 to 31 August 2	11	160	565	85	426	104	626	350	179	1769
01 September 21 to 31 August 2	2026	175	534	72	374	114	575	351	171	1878
01 September 22 to 31 August 2	2027	187	481	107	385	107	587	330	146	1823
01 September 23 to 31 August 2	2028	188	500	105	390	105	590	317	146	1849

Percentage of Surplus places										
Date of birth / school year	School year to Sept 2025	Portlade	Central Howe	West Bockingdon and North Hargreaves	Central City	Patcham	City East	The Deans	City North	TOTALS
All planning Areas		1	2	3	4	5	6	7	8	
01 September 14 to 31 August 1	0									
01 September 15 to 31 August 1	4									
01 September 16 to 31 August 1	4									
01 September 17 to 31 August 1	3									
01 September 18 to 31 August 1	5									
01 September 19 to 31 August 2	1									
01 September 20 to 31 August 2	6	22%	12%	13%	6%	22%	12%	31%	12%	12%
01 September 21 to 31 August 2	2026	27%	19%	20%	17%	19%	19%	27%	13%	19%
01 September 22 to 31 August 2	2027	16%	27%	16%	16%	16%	16%	41%	18%	20%
01 September 23 to 31 August 2	2028	11%	23%	18%	12%	13%	13%	48%	20%	22%

Date of birth / school year	School year to Sept 2025	BNA1 1	BNA1 2	TOTALS	Primary places to meet a school place based on 90% of GP reg date	Surplus places or shortfall of places	Comparison with 2023 data	
1 Portlade		Blackhead Primary St Mary's Primary	Blackhead Primary St Mary's Primary				Surplus places or shortfall of places	Number of surplus places from 2023 and 2024
places in each school year from Sept 2023		68	189	240				
places in each school year from Sept 2024		68	189	240				
01 September 14 to 31 August 1	0	67	205	262	203			
01 September 15 to 31 August 1	0	67	179	247	217			
01 September 16 to 31 August 1	4	67	205	262	227			
01 September 17 to 31 August 1	3	65	175	230	225			
01 September 18 to 31 August 1	2	67	174	242	237			
01 September 19 to 31 August 2	7	67	174	242	237			
01 September 20 to 31 August 2	6	68	189	250	185	65	65	-1
01 September 21 to 31 August 2	2026	55	140	195	176	46	75	-18
01 September 22 to 31 August 2	2027	52	131	183	187	11	81	-14
01 September 23 to 31 August 2	2028	51	124	185	186	11		

Date of birth / school year	School year to Sept 2025	BND 1	BND 2	BND 3	BND 4	BND 5	BND 6	BND 7	TOTALS	Primary places to meet a school place based on 90% of GP reg date	Surplus places or shortfall of places	Surplus places or shortfall of places based on 2023 data	Number of surplus places from 2023 and 2024
2 Central Howe		West Howe Infant School Hargreaves Road Hargreaves Road Hargreaves Road		St Andrew's Primary		West Howe Infant School Junior	Colchester Primary Bilingual Primary School	Abington Primary Colchester Primary					
places in each school year from Sept 2023		138		90		138	138	138	430				
places in each school year from Sept 2024		138		90		138	138	138	430				
01 September 14 to 31 August 1	0	132	35	115		75	136	144	395	475			
01 September 15 to 31 August 1	0	101	34	100		72	137	148	359	772			
01 September 16 to 31 August 1	4	68	41	105		67	118	148	371	712			
01 September 17 to 31 August 1	3	68	41	105		67	118	148	371	712			
01 September 18 to 31 August 1	2	79	38	103		69	122	137	359	637			
01 September 19 to 31 August 2	1	68	32	95		73	128	67	322	428			
01 September 20 to 31 August 2	6	68	32	95		73	128	109	397	517	63	114	-15
01 September 21 to 31 August 2	2026	72	35	122		67	122	88	395	328	129	129	-2
01 September 22 to 31 August 2	2027	64	31	107		65	113	89	359	489	176	176	-2
01 September 23 to 31 August 2	2028	63	37	105		67	123	77	352	506	164	164	

Date of birth / school year	School year to Sept 2025	BND 8	TOTALS	Primary places to meet a school place based on 90% of GP reg date	Surplus places or shortfall of places	Surplus places or shortfall of places based on 2023 data	Number of surplus places from 2023 and 2024
3 West Bockingdon and North Hargreaves		Hargreaves Primary Hargreaves Primary					
places in each school year from Sept 2023		95	95				
places in each school year from Sept 2024		95	95				
01 September 14 to 31 August 1	0	112	112	119			
01 September 15 to 31 August 1	5	117	117	105			
01 September 16 to 31 August 1	4	101	101	95			
01 September 17 to 31 August 1	3	95	95	95			
01 September 18 to 31 August 1	2	101	101	95			
01 September 19 to 31 August 2	1	95	95	95			
01 September 20 to 31 August 2	6	95	95	95	25	46	4
01 September 21 to 31 August 2	2026	86	86	72	14	31	-1
01 September 22 to 31 August 2	2027	86	86	72	14	31	-1
01 September 23 to 31 August 2	2028	86	86	72	14	31	-1

2025 - Variation agreed for Braintree to 50 pupils

Date of Birth: school year	School year to Sept 2025	BN1 2	BN1 3	BN1 5	BN1 1	BN1 4	BN1 6	BN1 7				Comparison with 2023 data
4 Central City			St Mary Magd Prio St Pauls Primary	Stanford Infant Stanford Junior Wheatstone Primary	Middle Street Primary		Drives Infant Queens Junior Bedford Primary St Barnabas Prio	Peckford Primary	TOTALS	profile likely to want a school place based on 90% of GP reg data	Surplus places or shortfall of places	Surplus places or shortfall of places based on 2023 data
places in each school year from Sept 2023			60	120	30		210	30	450			
01 September 14 to 31 August 1	0	21	60	117	12	0	214	30	424	26		
01 September 15 to 31 August 1	0	26	74	117	12	0	214	30	433	20		
01 September 16 to 31 August 1	4	35	47	112	12	0	209	30	437	16		
01 September 17 to 31 August 1	0	30	73	120	12	0	214	30	449	11		
01 September 18 to 31 August 1	2	22	55	98	6	0	177	33	406	43		
01 September 19 to 31 August 1	0	22	58	94	6	0	147	30	420	28		
01 September 20 to 31 August 2	0	14	50	100	6	0	142	37	429	21		
01 September 21 to 31 August 2	2024	11	58	75	6	0	146	30	416	34	56	-52
01 September 22 to 31 August 2	2023	18	63	80	6	0	115	37	420	38	110	-10
01 September 23 to 31 August 2	2024	30	50	71	12	0	140	37	426	30	50	

Date of Birth: school year	School year to Sept 2024	2021 5			profile likely to want a school place based on 90% of GP reg data	Surplus places or shortfall of places	Comparison with 2023 data
5 Patcham		Patcham Infant Patcham Junior Cuckoo Primary	TOTALS			Surplus places or shortfall of places based on 2023 data	number of surplus places from main table between 2023 and 2024
places in each school year from Sept 2024		150	150				
places in each school year from Sept 2023		150	150				
01 September 14 to 31 August 1	0	150	150	107	43		
01 September 15 to 31 August 1	0	150	150	117	33		
01 September 16 to 31 August 1	4	175	175	120	55		
01 September 17 to 31 August 1	0	170	170	124	46		
01 September 18 to 31 August 1	0	160	160	120	40		
01 September 19 to 31 August 1	1	153	153	110	43		
01 September 20 to 31 August 2	0	126	126	113	13	13	0
01 September 21 to 31 August 2	2024	140	140	126	14	14	0
01 September 22 to 31 August 2	2023	162	162	102	60	60	0
01 September 23 to 31 August 2	2024	132	132	110	22	22	0

Date of Birth: school year	School year to Sept 2025	BN2 0	BN2 1	BN2 2	BN2 3	BN2 5	BN2 9				Comparison with 2023 data
6 City East		Queens Park Prio John Ruskin Cuckoo Primary			East Green Primary Fairlight Primary St Martin's Primary	St Marks Primary St Mary's Primary St Mary's Primary	Carlton Hill Primary St Luke's Primary	TOTALS	profile likely to want a school place based on 90% of GP reg data	Surplus places or shortfall of places	Surplus places or shortfall of places based on 2023 data
places in each school year from Sept 2025		30			150	30	150	460			
01 September 14 to 31 August 1	0	45	43	35	85	142	125	444	405		
01 September 15 to 31 August 1	0	39	51	37	87	131	121	469	437		
01 September 16 to 31 August 1	4	54	60	38	92	136	124	500	470		
01 September 17 to 31 August 1	1	51	43	35	83	131	124	467	437		
01 September 18 to 31 August 1	2	41	52	35	80	129	130	439	390		
01 September 19 to 31 August 2	1	52	50	35	80	136	125	481	433		
01 September 20 to 31 August 2	0	43	42	35	80	117	134	431	390	41	52
01 September 21 to 31 August 2	2024	40	53	33	81	118	136	419	370	50	49
01 September 22 to 31 August 2	2023	39	50	33	79	126	134	421	380	41	41
01 September 23 to 31 August 2	2024	55	57	35	89	138	134	493	459	34	34

Date of Birth: school year	School year to Sept 2025	BN2 6	BN2 7	BN2 8		profile likely to want a school place based on 90% of GP reg data	Surplus places or shortfall of places	Comparison with 2023 data
7 The Downs		St Mary Magd Prio St Mary Magd Prio	Our Lady of Lourdes St Mary Magd Prio	St Mary Magd Prio	TOTALS	profile likely to want a school place based on 90% of GP reg data	Surplus places or shortfall of places based on 2023 data	number of surplus places from main table between 2023 and 2024
places in each school year from Sept 2025		30	60	60	210			
places in each school year from Sept 2023		60	60	60	220			
01 September 14 to 31 August 1	0	120	30	60	210	10		
01 September 15 to 31 August 1	4	116	31	60	207	13		
01 September 16 to 31 August 1	0	120	31	60	211	9		
01 September 17 to 31 August 1	0	110	30	70	210	10		
01 September 18 to 31 August 1	2	105	30	70	205	5		
01 September 19 to 31 August 2	1	84	21	60	165	15		
01 September 20 to 31 August 2	0	83	22	61	166	14		
01 September 21 to 31 August 2	2024	90	21	62	173	6	74	12
01 September 22 to 31 August 2	2023	73	21	50	144	16	82	11
01 September 23 to 31 August 2	2024	80	20	50	150	17	50	

2023 Variation
agreed for 2023/24
to reduce to PAF of 1st at 45
30

Date of Birth: school year	School year to Sept 2025	BN1 9	BN1 4			Comparison with 2023 data
8 City North		Cuckoo Primary	St Mary Magd Prio St Mary Magd Prio	TOTALS	profile likely to want a school place based on 90% of GP reg data	Surplus places or shortfall of places Total places or shortfall of places from main table between 2023 and 2024
places in each school year from Sept 2023		30	120	150		
places in each school year from Sept 2025		60	120	180		
01 September 14 to 31 August 1	0	30	120	150	30	
01 September 15 to 31 August 1	0	37	101	138	24	
01 September 16 to 31 August 1	4	43	113	156	13	
01 September 17 to 31 August 1	0	47	125	172	8	
01 September 18 to 31 August 1	2	32	124	156	107	
01 September 19 to 31 August 2	1	33	146	179	128	
01 September 20 to 31 August 2	0	49	141	190	111	23
01 September 21 to 31 August 2	2024	42	129	171	97	31
01 September 22 to 31 August 2	2023	34	131	165	149	31
01 September 23 to 31 August 2	2024	44	117	161	164	0

Data from Oct 24 school census

Year of secondary entry

places
available

school Census by year in Oct 24							Estimated number going to CN	Estimated number going to Kings	total/aver age
R	1	2	3	4	5	6			
2031	2030	2029	2028	2027	2026	2025			

PACA catchment	220	192	257	225	234	228	264	249		
reduced by 2.01%		188	252	220	229	223	259	244		
adjusted for CN & Kings		150	214	182	191	185	221	206	25	13
Surplus/Shortfall of places		70	6	38	29	35	-1	14		
Number of FSM eligible pupils		37	61	62	70	65	78	81		
% of pupils in catchment area eligible for FSM		19%	24%	28%	30%	29%	30%	33%		26%

Hove Park & Blatch catchment area	510	677	662	728	725	760	750	833		
reduced by 5.47%		640	626	688	685	718	709	787		
adjusted for CN & Kings		365	351	413	410	443	434	512	136	139
Surplus/Shortfall of places		145	159	97	100	67	76	-2		
Number of FSM eligible pupils		91	101	154	153	174	169	206		
% of pupils in catchment area eligible for FSM		13%	15%	21%	21%	23%	23%	25%		19%

Stringer & Varndean catchment area	630	637	656	659	688	692	726	681		
reduced by 3.82%		613	631	634	662	666	698	655		
adjusted for CN & Kings		539	557	560	588	592	624	581	66	8
Surplus/Shortfall of places		91	73	70	42	38	6	49		
Number of FSM eligible pupils		124	183	187	216	210	210	216		
% of pupils in catchment area eligible for FSM		19%	28%	28%	31%	30%	29%	32%		28%

Longhill catchment area	210	274	270	280	302	290	301	292		
reduced by 22.61%		212	209	217	234	224	233	226	55	3
adjusted for CN & Kings		154	151	159	176	166	175	168		
Surplus/Shortfall of places		56	59	51	34	44	35	42		
Number of FSM eligible pupils		38	62	80	86	89	100	81		
% of pupils in catchment area eligible for FSM		14%	23%	29%	28%	31%	33%	28%		27%

BACA catchment area	180	161	129	147	180	175	165	171	22	2
reduced by 7.37%		149	119	136	167	162	153	158		
adjusted for CN & Kings		125	95	112	143	138	129	134		
Surplus/Shortfall of places		55	85	68	37	42	51	46		
Number of FSM eligible pupils		58	51	80	87	96	84	108		
% of pupils in catchment area eligible for FSM		36%	40%	54%	48%	55%	51%	63%		50%

Patcham catchment area	225	214	198	230	237	249	241	234		
reduced by 3.48%		207	191	222	229	240	233	226	26	2
adjusted for CN & Kings		179	163	194	201	212	205	198		
Surplus/Shortfall of places		46	62	31	24	13	20	27		
Number of FSM eligible pupils		32	19	50	52	42	52	54		
% of pupils in catchment area eligible for FSM		15%	10%	22%	22%	17%	22%	23%		19%

Total for catchment area Schools	1975	1512	1531	1620	1709	1737	1787	1800
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Total for all Schools	2500	2009	2028	2117	2206	2234	2284	2297
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Number of surplus places	491	472	383	294	266	216	203
% of surplus places	20%	19%	15%	12%	11%	9%	8%