

Place Overview & Scrutiny

Date: **21 January 2026**

Time: **4.00pm**

Venue: **Hove Town Hall Council Chamber**

Members: **Councillors:** Evans (Chair), Cattell, Fishleigh, Fowler, Goddard, Mackey, Meadows, Pickett, Sykes and Winder, Mark Strong (CVS), Mary Davies (OPC)

Contact: **Anthony Soyinka**
Head of Democratic Services

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Chief Executive
Hove Town Hall
Norton Road
Hove BN3 3BQ

Date of Publication - Tuesday, 13 January 2026

AGENDA

Part One	Page
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52 PROCEDURAL BUSINESS

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

In each case, you need to declare:

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

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

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

NOTE: *Any item appearing in Part Two of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.

53 MINUTES

7 - 14

- 40.1 To approve the minutes of the previous Place Overview & Scrutiny Committee meeting held on 14th October 2025.

54 CHAIR'S COMMUNICATIONS

55 PUBLIC INVOLVEMENT

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

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or to the meeting itself;
- (b) **Written Questions:** To receive any questions submitted by the due date of 10am on 15th January 2026
- (c) **Deputations:** To receive any deputations submitted by the due date of 10am on 9th January 2026

56 MEMBER INVOLVEMENT

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions submitted to the full Council or to the meeting itself.
- (b) **Written Questions:** A list of written questions submitted by Members has been included in the agenda papers.
- (c) **Letters:** To consider any letters submitted by Members.
- (d) **Notices of Motion:** To consider any Notices of Motion.

57 MORE RECYCLING, LESS WASTE - A NEW COLLECTION MODEL? To Follow

Report to follow

Contact Officer: Natalie Sacks-Hammond
Ward Affected: All Wards

58 BHCC HIGHWAYS PERMITTING SCHEME FOR STREET WORKS 15 - 24

Contact Officer: Natalie Sacks-Hammond
Ward Affected: All Wards

59 INFRASTRUCTURE DEVELOPMENT PLAN AND CIL - PLAN FOR FUTURE YEARS 25 - 36

Contact Officer: Natalie Sacks-Hammond
Ward Affected: All Wards

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Further information

For further details and general enquiries about this meeting contact Anthony Soyinka, (, email Natalie.Sacks-Hammond@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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- Do not re-enter the building until told that it is safe to do so

BRIGHTON & HOVE CITY COUNCIL

PLACE OVERVIEW & SCRUTINY

4.00pm 14 OCTOBER 2025

HOVE TOWN HALL COUNCIL CHAMBER

MINUTES

Present: Councillor Evans (Chair) Cattell, Loughran, Fowler, Mackey, Winder, Sykes, Lyons, Earthey and Shanks

Other Members present: Mark Strong (CVS)

PART ONE

37 PROCEDURAL BUSINESS

37. Procedural Business

37a Declarations of substitutions

37.1 Cllr Lyons substituted for Cllr Meadows
Cllr Earthey substituted for Cllr Fishleigh
Cllr Shanks substituted for Cllr Pickett
Apologies were received from Cllr Goddard
Doug Thompson (OPC) was invited to the meeting to represent the Older Peoples' Council as Mary Davies was unable to attend.

37b Declarations of interest:

37.2 There were none.

37c Exclusion of the press and public

37.3 There were no Part Two items so the press and public were not excluded.

38 MINUTES

38.1 **RESOLVED**– that the minutes of the Place Overview & Scrutiny Meeting on 22nd September 2025 were approved.

39 CHAIR'S COMMUNICATIONS

39.1 The Chair gave the following communication:

Today we will be starting off with Our City Transport Plan where we are being asked to comment on the first draft following a period of public consultation that ended in September. The draft plan will be going to Cabinet for approval later in the year.

Next, we will be looking at the evolution of Pride in Kemptown following the changes made to the location of the street party, how successful this was and any learning to come out of it to inform future plans.

Following that, we will hear about the Sports Facilities Investment Programme which is a 10 year plan and we are currently halfway through. This is a look to see the main achievements and what the priorities are moving forward.

Our last presentation will be about tree diseases in the city; how they are being managed, what emerging threats there are and future plans to look after the city's trees.

We will end with a look at the scoping report for the next task & finish group on heritage, which we hope to set up soon.

In the interests of time, can I please request that both those asking and answering questions are as brief and to the point as possible, as we want everyone who wishes to contribute to have the opportunity to do so. We also don't want the meeting to overrun too much into the evening.

40 PUBLIC INVOLVEMENT**40.1 There were no public engagement items.****41 MEMBER INVOLVEMENT****41.1 There were no member questions.****42 OUR CITY TRANSPORT PLAN 2035**

42.1 Cllr Muten presented "Our City Transport Plan" to the committee, setting out a 10 year strategic vision of getting around a cleaner, fairer, growing city supported by well-run council services. Key points included: increasing the number of electric vehicles and charging points across the city; making public transport safer, more inclusive and accessible; working towards low emissions, net zero and to improve public health. The plan includes a target for fully electric buses by 2027, making the city more equitable for those living in more deprived areas and for those with disabilities; to introduce a Park & Ride service, neighbourhood mobility hubs, AI driven traffic management, to reduce disruption from utility services and more efficient management of roads, pavements and lighting. The presentation summarised timelines for the transport projects, details of objectives and the results of the recent public consultation.

42.2 Cllrs Fowler, Cattell and Shanks asked questions about electric vehicles and charging units; requesting more lamppost charging points and a more accessible app. There was

a comment about electric vehicles tending to be very large and too big for a normal parking space. Cllr Muten said that there are 500 charging points currently in the city with plans to increase this so every community has access to multiple charging points.

- 42.3 Cllrs Fowler, Sykes and Earthey asked questions about buses; whether the 50U bus that used to serve Hollingbury could be reinstated, that often the screens at bus stops aren't working, that there should be dropped kerbs by bus stops to help those who need them, who decides new X bus routes and whether there is flexibility in the funding for the Bus Services Improvement Plan. Cllr Muten said that Brighton & Hove Buses are very responsive to residents' needs and will make improvements, such as the introduction of the 1X and a brand-new express route, 3X. He said he would raise the issue of the 50U.
- 42.4 Cllr Sykes asked about devolution and the new Mayoral Authority adopting the City Transport Plan, that there are a lot of questions about how this will work and there is the potential that significant elements of the plan could be ditched. A lot of work has gone into this including the Strategic Environment Assessment which costs around £50k, Cllr Sykes suggested adopting the SEA now under the current council so that it's a formal document and will then have more influence over a future mayoral transport plan. Cllr Muten said that the Mayoral Authority will need a regional transport plan, that the SEA will be passed to the regional transport authority, and that devolution will mean better connectivity beyond the city's boundaries. Mark Strong of the Community Voluntary Sector said that he was not as confident as Cllr Muten about the Mayor controlling key route networks.
- 42.5 Cllr Earthey and Mark Strong had questions about the projected costs; that £150k for smart traffic lights seemed too low and there was a conflict between aspirations with £900m allocated for electric vehicles, typically owned by more wealthy people, compared to £200m for dropped kerbs to help those with disabilities. Cllr Muten said that there are 2 junctions being trialled with smart traffic lights and if they are successful, more will be rolled out. Kieran Taylor said that the budget figures are based on anticipated costs and that the details will be confirmed for February which is when the council's budget is approved.
- 42.6 Cllr Loughran asked for a review based on behaviour changes and how people perceive getting around the city quicker, that some college students want to cycle from Prestonville to Surrenden to get to school but the topography and obstruction of the railway tracks makes this very difficult; that the 50+ steps at Lovers Lane need a metal track for bikes; and there needs to be a better cycle lane going north to Patcham. Cllr Shanks said that more people want storage for their bikes and safer protected cycle lanes. Cllr Muten said that new cycle schemes were being introduced such as Valley Gardens.
- 42.7 Mark Strong (CVS) said that "traffic" means walking and cycling as well as road transport and that he would like to see Figure 12 from the report - "household trips by mode and income", done locally rather than nationally. He said that these plans should be co-produced with relevant community groups.

- 42.8 Cllr Lyons said that he was underwhelmed by the plan and felt the vision should be bolder, suggesting trams or monorails being included and used Bilbao as an example of a city where relatively few people use private vehicles.
- 42.9 Cllr Winder asked about air quality and the live mapping data so that people can see areas that are improving. Cllr Muten said they are improving the air quality monitoring network and that it is publicly available on the website in real time and people can search back in time to see the changes in air quality in a particular area.
- 42.10 Cllrs Cattell, Shanks and Mackie asked about repairs, particularly pavements; that people have had accidents from tripping over poor paving, that they are very icy in the winter and not gritted; and people don't feel safe walking on the pavements, especially where cars are parked on them, some street furniture cause hazards and the use of e-scooters. Cllr Muten said that they have launched a refresh of the highways maintenance policy and that each report is risk assessed and built into the repair programme. He said that there will soon be national policy coming on pavement parking, that they work with partners to ensure street furniture is not hazardous and noted that private e-scooters are illegal. Cllr Cattell said the reporting system needs improvement and Mark Strong suggested using "Fix my Street" service.

- 42.11 **RESOLVED** – that the report be noted.

43 EVOLUTION OF PRIDE IN KEMPTOWN

- 43.1 Cllr Miller presented the Evolution of Pride in Kemptown to the committee; they looked into how residents perceived the street party and what their concerns were, which prompted the change of location. Cllr Miller summarised the changes made for 2025; that small LGBTQIA+ businesses in the area benefitted from generating revenue from their normal trading indoors and they were given a share of the proceeds made from the street party without having to contribute to staffing costs. They did have to close St James' St at 3pm on the Saturday but it was open to normal traffic on the Sunday; there were no major reports of antisocial behaviour including public urination, and there was a £10k reduction in cost to environmental services. An all agency debrief has taken place and there are some actions to take when planning for next year; they will be meeting residents and businesses later in the month. Future changes will continue to be led by residents, businesses and the local community.
- 43.2 Mark Strong said that there was a lot of community angst about the changes and he would like to see more data such as policing costs. Ian Baird said that this year had marked a real change for St James' Street as it had previously had a reputation for being the big party area but the changes meant it could be business as usual for the businesses there. There is no data on cost of policing yet as they had recruited more police this year as they didn't know what the reaction would be, therefore next year's data will be more useful.
- 43.3 Cllr Mackey asked about debrief meetings with the St James' Business Alliance and the residents, and how the outcomes will be shared. Ian Baird said that there is now a permanent live portal on the Your Voice platform for people to feed in, they will share the notes from the meetings there and the outcomes will shape the plan for next year.

- 43.4 Cllr Mackey asked about introducing family friendly events on the Sunday. Ian Baird said there is potential for this, but it depends on the feedback from residents and businesses. Cllr Miller said that the organisation of Pride is in collaboration with the organisers and is not solely a Council decision.
- 43.5 Cllr Mackey asked about training for security on diversity and LGBTQIA+ issues. Ian Baird said that they have detailed briefings for security on this but due to the number of security needed for the event, they often draw them from outside the city who do not necessarily have the right training. They need to work with the industry to get this training embedded and become a condition of the license.
- 43.6 **RESOLVED** – that the report be noted.

44 SPORTS FACILITIES INVESTMENT PROGRAMME PROGRESS UPDATE

- 44.1 Cllr Robins presented the Sports Facilities Investment Plan (SFIP), key points included: the current sports facilities were showing their age, which prompted the SFIP originally – which resulted in the recommendation to create 3 hubs – in the West, North and East of the city; We are in the process of identifying a location for the east hub which will potentially be in Moulsecoomb or Whitehawk; and a potential replacement for Prince Regent Swimming Complex; The 10 year plan is on track with many projects already achieved by a very small team.
- 44.2 Cllr Shanks said that in Tower Hamlets the council are taking leisure centres back under their control, that the Padel Courts at Hove Beach Park are really busy and the operators are making a lot of money from it. Cllr Robins said that the operators pay the council to run their services, that currently Padel is very popular but that may change over time and it's the operators who are taking on that risk. Kerry Taylor said that 7sites are managed by Freedom Leisure who are a not-for-profit trust/company, and that procurement for a new contract will be advertised to the market in November. If there is an opportunity and the capacity for the council to operate Padel or another sport within a park, then that will be looked at on a case-by-case basis.
- 44.3 Mark Strong said that the smaller facilities like St Luke's and Stanley Deason are all to the east of the city and that the smaller community based sites are easier to get to. Cllr Robins said they will be looking further east to create the new hub, probably Moulsecoomb or Whitehawk. Kerry Taylor said that they are looking at green ways of travelling to these sites including having electric charging points for bikes on site.
- 44.4 Cllr Loughran asked whether the new pool at Withdean will have windows. Kerry Taylor said they had received feedback for more natural light so plans have been updated to include frosted windows in the pool area.
- 44.5 Cllr Cattell praised the achievements made by the team.
- 44.6 **RESOLVED** – that the report be noted.

45 TREE DISEASES IN BRIGHTON & HOVE

- 45.1 Cllr Robins presented the update on tree diseases, he explained the high profile tree removal works, why this is needed and ways to combat threats to nature. Elm and Ash disease are in the city which ultimately results in tree decline and there's a lot of work going on to prevent a rapid spread. The city's woodlands are under threat and becoming fragile due to pests and diseases, which can become a threat to public safety. Biosecurity measures, development of current disease control responses, and a longer-term tree strategy will be worked on in due course.
- 45.2 Cllr Sykes asked about sanctions for privately owned organisations that may have contributed to the spread of tree disease, by not disposing of diseased logs in the appropriate way, and whether tree species that deal better with climate change will be re-planted. Mike Harris said it was about having the right tree in the right place and that there isn't a sanctions policy, but the storing of logs does cause a problem.
- 45.3 Cllr Fowler asked about public safety, that diseased trees become fragile and the branches can fall on people causing serious injury; tree felling had to be done in Hollingbury Woods. She asked what type of tree will be re-planted and whether they will be fast-growing. Cllr Robins said that they have a Woodland Advisory Group with cross party membership and members of the community. They were devastated when the trees were lost but it opened up a space to the sun and now bluebells grow there and there are a lot of butterflies; they are deciding how to design the replanting scheme and the group are coming up with good ideas.
- 45.4 Cllr Fowler said it would be good to include "Friends of" groups and to improve communication so local communities know what's going on. Mike Harris said they liaise with the "Friends of" groups and ward councillors but sometimes they need to be reactive at short notice. Cllr Shanks said that residents need to know why trees are being felled and suggested putting letters through doors or a notice on the affected tree. Mark Strong who represents the community voluntary sector said that they have a rep for environmental issues who would like to be kept informed and they have direct access to the "Friends of" groups and can be used to spread the word.
- 45.5 Mark Strong said that climate change has not been mentioned, and that the loss of trees has a big impact with less of a cooling effect on the area and less carbon dioxide being captured. Cllr Robins said they have some funding for replanting, that it is easy to plant trees in parks and woodland but street trees are difficult due to higher costs, removing stumps and other debris as well as making good the road or pavement afterwards. Cllr Robins would defend cutting down trees over not cutting them down and someone getting hurt.
- 45.6 Cllr Robins said they are trying to save what they can through inoculating trees but they have limited funding and need to prioritise. Mike Harris said that they are leading the way with the largest inoculation programme in the country. Cllr Robins said there is an elm tree in Portslade which is the only mature type of that tree in the world.
- 45.7 **RESOLVED** – that the report be noted.

46 HERITAGE TASK & FINISH GROUP SCOPING REPORT

- 46.1 Cllr Evans presented the scoping report for the Task & Finish Group on Heritage and explained how it will feed into the council's new Heritage Strategy, looking to find new ideas to inform the next one.
- 46.2 Mark Strong asked whether the membership is open to anyone including those involved in local heritage groups. Giles Rossington, Scrutiny Manager, said there is the potential to co-opt someone from the wider community but from a practical point of view, it might be better to have them give evidence.
- 46.3 Cllr Miller said that the previous strategy was titled "Conservation Strategy" and that this was changed to "Heritage Strategy" because conservation is all about keeping a historical record and looking at conservation areas and listed buildings whereas "Heritage" has a wider scope looking at what makes the city what it is, including things like music venues etc.
- 46.4 Cllr Loughran was confused by the areas to investigate and asked for clarification; she suggested speaking to heritage consultants and people from outside Brighton & Hove. Giles Rossington said the group is member-led and the first thing will be to meet with the members to determine who they want to talk to and plan out the project. This will include gathering best practise from other Local Authorities and organisations.
- 46.5 Cllr Evans said that the recommendations from the group will feed into the council's Heritage Strategy which will eventually go out for public consultation.
- 46.6 **RESOLVED** that Place Overview and Scrutiny Committee
- agrees to establish a Task & Finish Group to look into Heritage in the city
- agrees Terms of Reference, membership and duration of the Task & Finish Group as set out in Appendix 2.

The meeting concluded at 7.02pm

Signed

Chair

Dated this _____ day of _____

Place Overview & Scrutiny Committee

Agenda Item 58

Subject: BHCC Highways Permitting Scheme for Street Works

Date of meeting: 21st January 2026

Report of: Chair of Place Overview & Scrutiny Committee

Contact Officer: Name: Natalie Sacks-Hammond

Email: Natalie.sacks-hammond@brighton-hove.gov.uk

Ward(s) affected: (All Wards);

Key Decision: No

For general release

1. Purpose of the report and policy context

- 1.1 This report was requested by Place Overview & Scrutiny Committee in response to councillors' concerns about how utility companies operate in the city. Issues raised included equipment being left on streets for extended periods, poor coordination of roadworks, and the handling of emergency works.
- 1.2 Appendix 1 presents an overview of the street works permit scheme that the council introduced in 2015; how it works, its limitations and plans for the future.

2. Recommendations

- 2.1 That Place Overview & Scrutiny Committee notes the report.

3. Context and background information

- 3.1 The permit scheme for street works was introduced in 2015 and requires anyone planning works on the highway to obtain permission. This includes all utility companies for gas, water, electricity, and telecoms.
- 3.2 Permits are applied for via a national online system, which are then granted or rejected following an assessment. The council receives around 20,000 applications per year. Permits that are issued will have certain conditions attached to reduce the impact on people in the city. The permit system allows for better network management, enhanced coordination of works, and aims to reduce disruption and duration of works, particularly on the busier streets.

- 3.3 The council can issue a Fixed Penalty Notice to anyone not meeting the conditions of the permit, the maximum fine being £120.
- 3.4 Limitations of the scheme include relatively low fines for breaking permit conditions, a tight response time for applications, and no legal requirement for companies to consult. Consideration is being made to introduce a Lane Rental Scheme which would give companies more of an incentive to finish works faster.
- 3.5 The introduction of a Lane Rental Scheme allows for additional charges to apply to works on our busiest roads at the busiest times. This encourages those working on the highway to avoid peak times (to avoid the charges) or pay the charges (completing the works in shortest possible timeframe), the maximum for which is £2,500 a day.
- 3.6 Lane Rental is being actively encouraged by the DfT as trials in Kent and TfL have been shown to deliver positive benefits in terms of reduced disruption from the financially incentivised behavioral change. Cabinet decision is expected on applying to the secretary of state to receive powers to develop this scheme in February.

4. Analysis and consideration of alternative options

- 4.1 Not specifically for this scrutiny report

5. Community engagement and consultation

- 5.1 Not specifically for this scrutiny report

6. Financial implications

There are no direct financial implications arising from this report which is for noting. Consideration of a Lane Rental Scheme would require further assessment of the potential incomes and expenditures before being implemented.

Name of finance officer consulted: John Lack Date consulted: 18/12/2025

7. Legal implications

- 7.1 There are no direct legal implications arising from this report, as it is for noting. Any future proposed Line Rental Scheme would need to be considered against the legislative requirements in due course.

Name of lawyer consulted: Katie Kam Date consulted (22/12/2025):

8. Equalities implications

- 8.1 Poorly positioned roadworks or inaccessible diversions will have an adverse effect on certain groups with protected characteristics such as people with a

physical disability or the elderly. The permit scheme mitigates these issues by enabling officers to plan works better to minimise disruption.

9. Sustainability implications

- 9.1 While a permit is an administrative requirement, it acts as a regulatory tool for authorities to enforce environmental standards and push for more sustainable practices in street works operations. This is achieved by improving the management and coordination of works on the roads.

10. Health and Wellbeing Implications:

- 10.1 Permit schemes aim to protect people's health and wellbeing by requiring clear signage, adequate lighting, and accessible diversions when footways are blocked, ensuring the safety of pedestrians and road users. These schemes also impose specific conditions, such as mandatory safety measures, coordinated traffic management plans, and restricted working hours, to minimise noise, enhance safety, and reduce congestion.

11. Conclusion

- 11.1 Place Overview & Scrutiny Committee to note the report.

Supporting Documentation

1. Appendices

1. BHCC Highways Permitting Scheme for Street Works presentation.

Permitting Scheme for Street Works – Issues & Opportunities

Limitations and Opportunities
January 2026 Overview and Scrutiny
Committee

19



Tracy Beverley Head of Network Management
Jan 2026

What is Street Works & the Permit Scheme?

Street Works

Works carried out on the highway by utility companies (gas, water, telecoms, electricity)

Governed by the New Roads and Street Works Act 1991 (NRSWA)

Permit Scheme

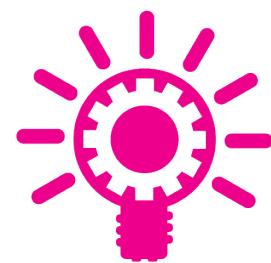
The regulatory framework that requires anyone planning works on the highway to obtain permission.

BHCC operates a Permit Scheme under Part 3 of the Traffic Management Act 2004.

Applies to all works promoters (utilities, contractors, BHCC internal teams).



Be confident



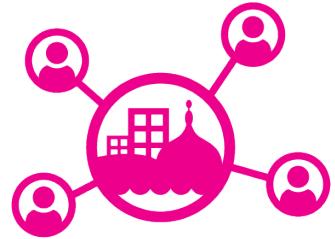
Be innovative and creative



Be diverse and inclusive

BHCC permit scheme introduced 2015
Prior to this no effective coordination or planning of works on the highway, simply notified of works.

Objectives of the BHCC Permit Scheme



Be connected

Reduce disruption to business and residents

Improve overall network management

Enhanced coordination of works

Encourage partnership & collaboration

Reduce duration of work on busiest streets

Promote forward planning



Making it easier for people to move around the city

Key Features of the Permit Scheme

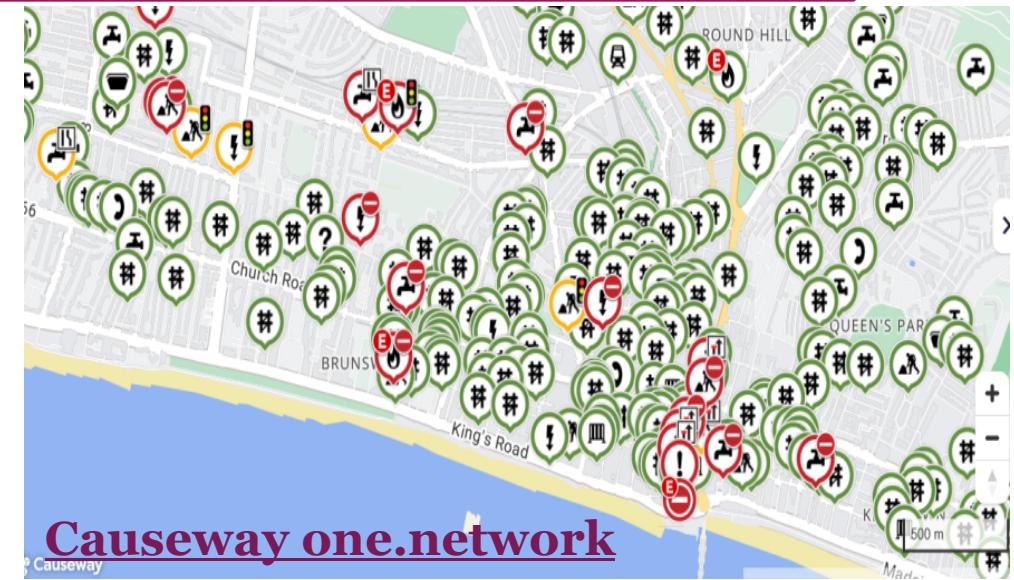
Permit Application

Permit assessed and granted or rejected

Permit issued with conditions

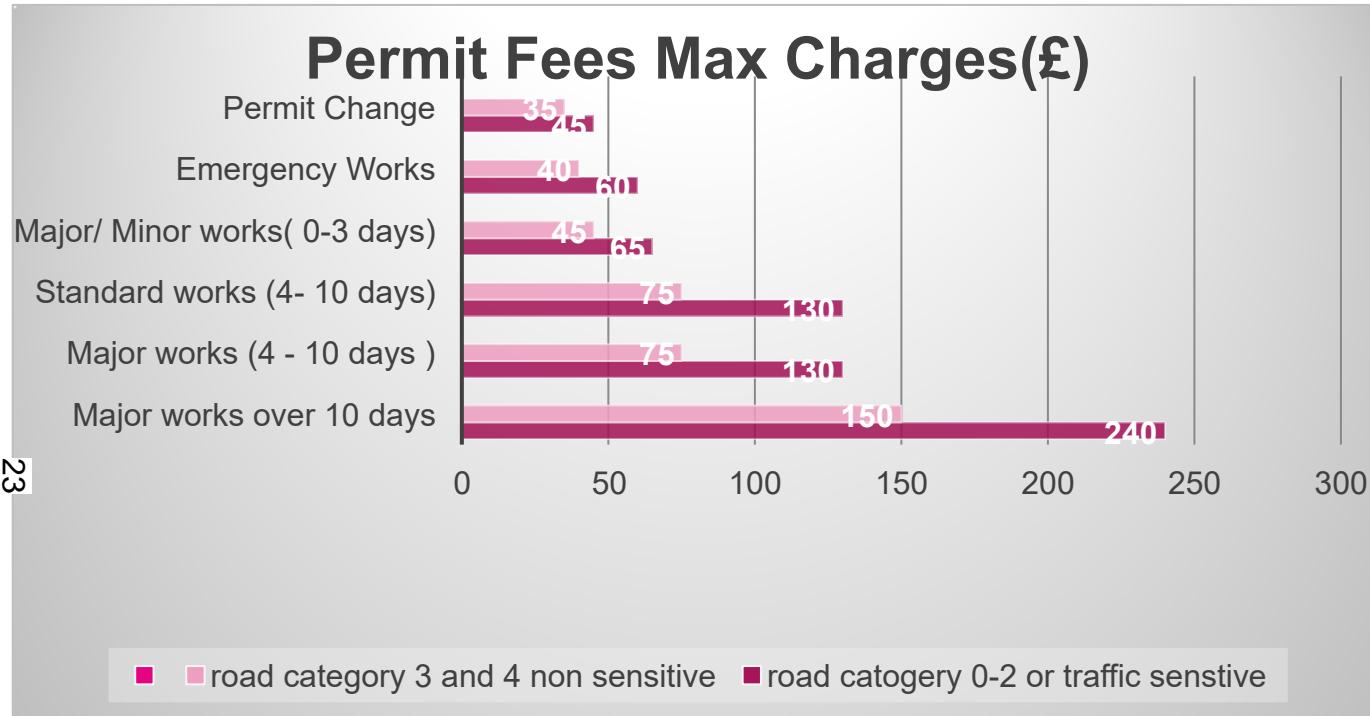
- **Electronic Permit Applications** via **Street Manager** (national DfT system) and **one.network**.
BHCC receive **about 20,000** applications per year.
- **Advanced notice** periods depending on the type of work
- **Permit conditions** tailored to reduce impact (e.g. time restrictions, traffic management)

Utility Name	Number of Overruns
Openreach	9
Southern Gas Networks	7
Southern Water	75
UK Power Networks	10



Fixed Penalty Notice(FPN) It is an offence to work on the Public Highway without a permit. The max charge for this is **£500** (£300 if paid within 29 days). BHCC can also issue an FPN if the permit conditions are not met this is a max of **£120** (£80 if paid within 29days)

Limitations of the Permit Scheme



Last year **3482** there were emergency works permits

Site inspections are carried out on all sites. Between Dec 24-Dec25 **6787** reinstatement inspections were carried out, **68** of these failed.

- Minimum application period between 10 days for major to 2 hrs after works start for emergency works
- BHCC must respond to all applications within 3-10 days
- No legal requirement for companies to consult but more conditions are being placed on utility companies.



Looking forward -Opportunities

Lane Rental Scheme

Current Permit Scheme - Brighton & Hove Permit

Scheme manages 20,000 roadwork requests annually and must be cost-neutral, generating £800,000 yearly.

Limitations of Current Scheme - The existing scheme lacks financial incentives to **promote efficient** work or reduce traffic disruption during roadworks.

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Proposed Lane Rental Scheme - New scheme charges for works **in busiest 10% network** during peak times to encourage better coordination/ **forward planning, faster completion** and off-peak work.



Incentivises faster completion of works.
BHCC emergency works average 20 days
BHCC where LR operates 2-5 days

Promotion of Collaboration and forward Planning of works.

Reduces disruption to public and better publicity of works

Improve road quality and promotes innovative/ smarter ways of working

Generating income that can be used for transport projects.



Only 4 authorities currently operate Lane Rental inc.
ESCC&WSCC



Place Overview & Scrutiny Committee

Agenda Item 59

Subject: Infrastructure Delivery Plan and CIL - Plan for future years

Date of meeting: 21st January 2026

Report of: Chair of Place Overview & Scrutiny Committee

Contact Officer: Name: Natalie Sacks-Hammond

Email: Natalie.sacks-hammond@brighton-hove.gov.uk

Ward(s) affected: (All Wards);

Key Decision: No

1. Purpose of the report and policy context

- 1.1 The current Infrastructure Delivery Plan (IDP) was developed in 2021 and needs to be refreshed to reflect progress with projects, new priorities, the current financial landscape and the remaining delivery period before the new City Plan comes into effect. The Infrastructure Delivery Plan identifies the city's infrastructure requirements including social, physical and green infrastructure.
- 1.2 Appendix 1 explains the IDP; giving an overview of the refresh, looking at the levels of CIL receipts and how this work will be incorporated into the budget setting process.

2. Recommendations

- 2.1 That Place Overview & Scrutiny Committee notes the report.

3. Context and background information

- 3.1 The Infrastructure Delivery Plan identifies the projects required to support Council Plan Outcome 1, *A City to be Proud of*. It outlines what infrastructure is needed, its location, delivery timescales, and progress to date.
- 3.2 The projects support key priorities, including seafront development, sports facilities, regeneration, carbon net zero initiatives, parks, green spaces, and wider environmental improvements. It is proposed that the Citywide Community Infrastructure Levy (CIL) funding will contribute to the delivery of priority projects over the next three years, with Neighbourhood CIL supporting additional bids to the Better Brighton & Hove Fund.
- 3.3 Significant borrowing costs could be avoided if all Citywide CIL is used to support existing programmes. Services are planning to deliver £7.45m of infrastructure projects funded through Section 106 receipts, with a further

£4.9m currently awaiting allocation. A further round of Neighbourhood CIL bidding is expected to take place early 2027.

- 3.4 The IDP identified £587bn infrastructure projects. The refresh needs to update progress on projects since 2020, reflect current financial projections and align with projects in the Council Plan. A new plan will be developed for 2030 – 2041.
- 3.5 Next steps include reviewing the current plan with services, agreeing the use of Citywide CIL to offset revenue borrowing costs in the short/medium term, and to confirm the timetable for the next round of Neighbourhood CIL funding.

4. Analysis and consideration of alternative options

- 4.1 Not specifically for this scrutiny report but see Appendix 1 for key risks and issues.

5. Community engagement and consultation

- 5.1 Not specifically for this scrutiny report.

6. Financial implications

- 6.1 There are no direct financial implications arising from the recommendations of this report as it is for noting. Use of CIL Citywide receipts to support existing priority capital expenditure over the next 3 years could reduce ongoing revenue borrowing costs. The administrative costs of managing and monitoring both Section 106 planning obligations and the Community Infrastructure Levy (CIL) are funded from the levy (CIL) or contained within existing service revenue budgets (Section 106). Developer contributions are a source of funding for the provision of infrastructure within the city.

Name of finance officer consulted: John Lack Date consulted: 23/12/2025

7. Legal implications

- 7.1 There are no direct legal implications arising from this report as it is for noting. Any expenditure of CIL monies will need to be in accordance with the statutory scheme that sets out limitations and requirements for use.

Name of lawyer consulted: Katie Kam Date consulted (24 12 2025):

8. Equalities implications

- 8.1 Equalities implications for infrastructure development plans are significant, as decisions must consider the diverse needs of all people to ensure fairness and inclusive growth. This ensures that marginalised groups are not disproportionately negatively impacted. Issues to consider include

accessibility, safety and security, community belonging, health and wellbeing.

9. Sustainability implications

- 9.1 Incorporating sustainability into planning from the very beginning is crucial to minimise negative effects on environmental, social, and economic aspects. Key considerations include addressing climate change, promoting biodiversity, attracting investment, and decreasing the consumption of raw materials in construction.

10. Health and Wellbeing Implications:

- 10.1 Carefully planned infrastructure can improve community health and wellbeing by encouraging active travel, ensuring access to green spaces, maintaining a cleaner environment with improved air quality, implementing road safety measures to lower accidents and crime, and providing adequate street lighting.

11. Conclusion

- 11.1 Place Overview & Scrutiny Committee to note the report.

Supporting Documentation

1. Appendices

1. Infrastructure Delivery Plan and CIL – Plan for future years

Informal Cabinet

Infrastructure Delivery Plan and CIL –
Plan for future years

18th December 2025

Infrastructure Delivery Plan (IDP) & CIL – Presentation Overview

- What the IDP is and why it needs to be refreshed
- The current and forecast levels of CIL receipts in 25/26 and the next 3 years
- How this work strand will be incorporated into the 2026/27 budget setting and medium term financial plan processes
- A timescale for the next round of bids to the Better Brighton & Hove fund



Infrastructure Delivery Plan (IDP) – Background

- The IDP identifies the city's infrastructure requirements including social, physical and green infrastructure.
- The IDP sets out what is needed, where it is needed and when it is needed. It then provides an update on the delivery of the required infrastructure to date. Each infrastructure type is accompanied by an infrastructure delivery schedule table which provides further detail on delivery, funding sources, costs and identifies whether there are any funding gaps.
- The current IDP was developed in 2020 and needs to be refreshed to reflect progress with projects, new priorities, the current financial landscape & the remaining delivery period before City Plan 2041 comes into effect

Infrastructure Delivery Plan (IDP) & CIL

- The IDP identifies the projects that the council needs to deliver in order to support the delivery of the Council Plan – Outcome 1 A City to be Proud of.
- These projects support administration priorities including seafront development, sports facilities, regeneration projects, carbon net zero investment, parks, green spaces and other environmental improvements
- Income received through CIL will help fund the delivery of key projects in the MTFP over the next 3 years
- Income received for Neighbourhood CIL will support a further tranche of bids into the Better Brighton & Hove Fund

CIL – Strategic & Neighbourhood

	Receipts YTD	Forecast Receipts 25/26	Forecast Receipts 2026-2029
Citywide CIL	£398K	£700k	£2.5 - £3m
Neighbourhood CIL	£49K	£90k	£300k - £375k

- Annual infrastructure borrowing costs avoided in 25/26 (£63k) and 26 – 29 (£225 - £270k) if all Citywide CIL is used to support existing programmes
- Services are still planning to deliver £7.45M of infrastructure projects funded through S106 receipts, with a further £4.9M awaiting allocation
- A further round of Neighbourhood CIL bidding likely to take place around February 2027 (subject to funds collected)

Infrastructure Delivery Plan (IDP) - Refresh

- IDP identified £587,000,000 infrastructure (Non-Housing) projects - Infrastructure Delivery Plan (IDP) breakdowns
- Refresh needs to
 - update progress with projects since 2020
 - reflect capital budgets, govt grants, S106 & CIL estimate
 - remove long term unfunded projects
 - Align with projects in the Council Plan
- A new IDP will need to be developed covering 2030-2041 as part of the new City Plan programme

Infrastructure Delivery Plan & CIL – Next Steps

- Work with services to undertake rapid review of current IDP to rationalize to 2030
- Ensure the IDP aligns with Administration priorities
- Agree that Citywide CIL will be used in short/medium term to offset revenue borrowing costs
- Confirm draft timetable for next tranche of Neighbourhood CIL funding
- Report as part of 26/27 budget setting process through to Full Council in February 2026

Key risks & Issues

- Volatility of development market in city suppresses receipts
- Services need CIL to support programmes previously S106 funded
- Most major planning applications will be “Nil CIL” or exempt
- Pressure to allocate Neighbourhood CIL when each ward reaches an income threshold (rather than citywide approach.)
- CIL suspended due to viability & rising development costs
(including Building Safety Levy)