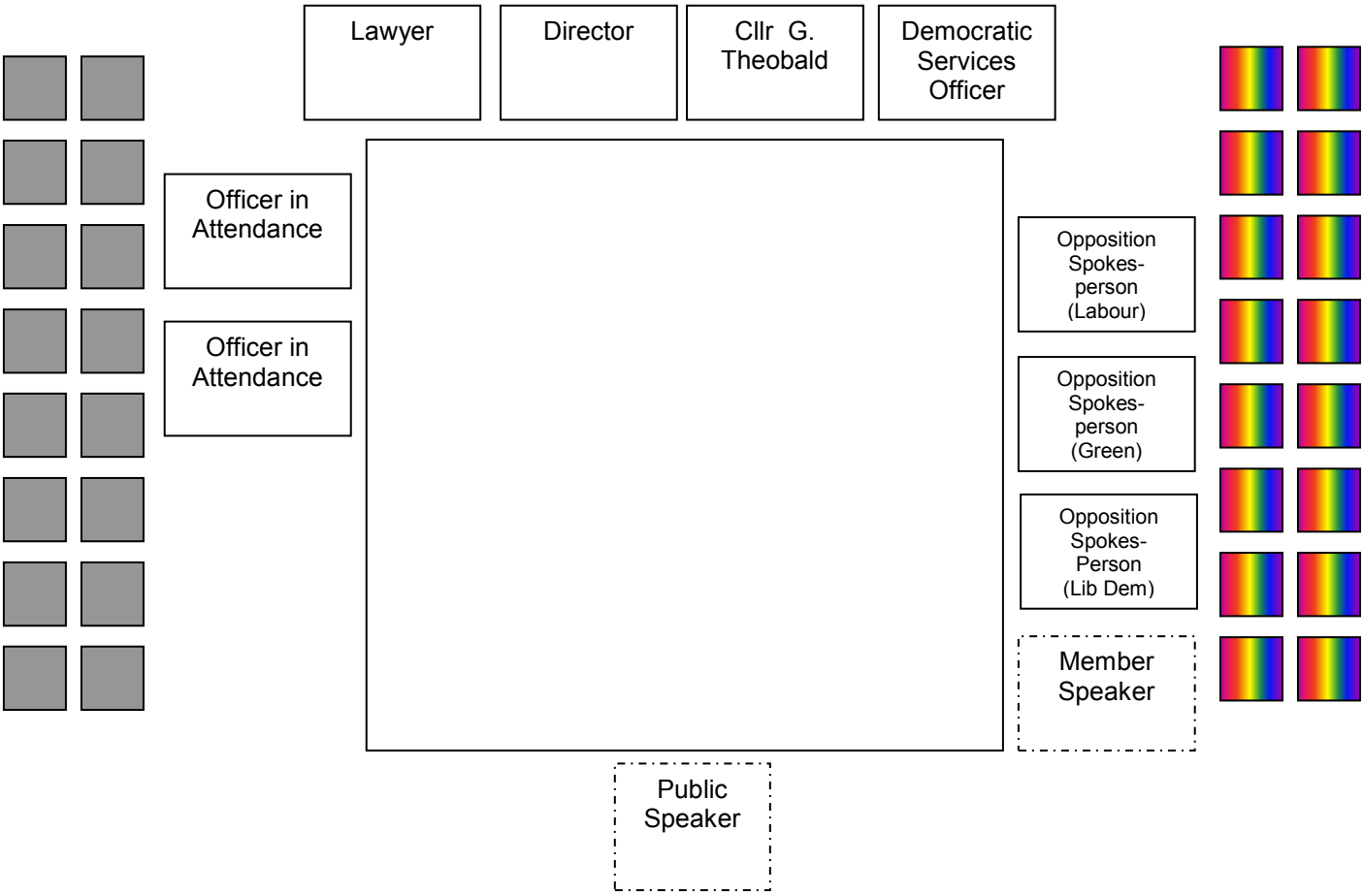
Brighton & Hove City Council

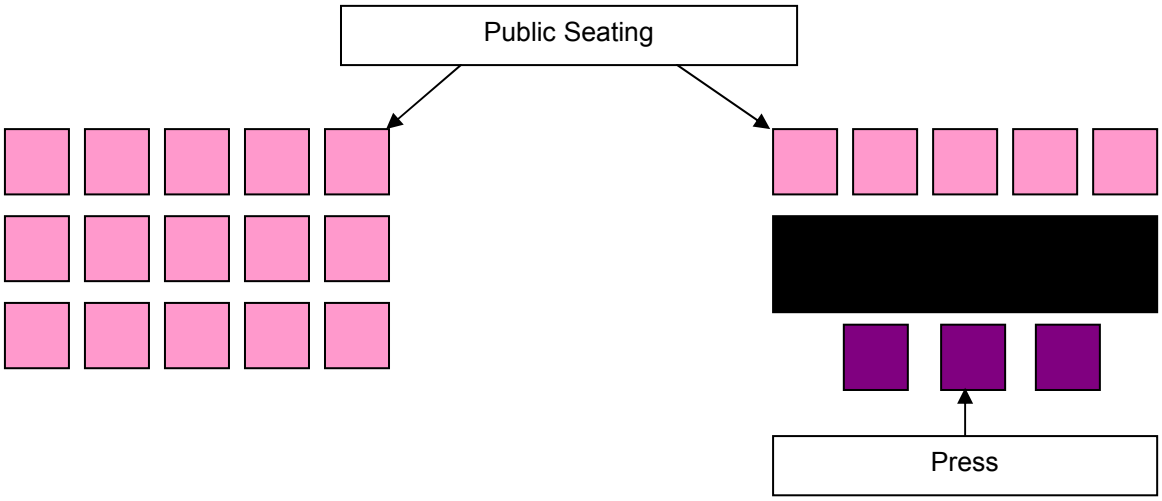
Cabinet Member Meeting

Title:	**Environment Cabinet Member Meeting**
Date:	**16 September 2010**
Time:	**4.00pm**
Venue	**Council Chamber, Hove Town Hall**
Members:	**Councillor:** G Theobald (Cabinet Member)
Contact:	**Tanya Davies** Acting Democratic Services Manager 01273 291227 tanya.davies@brighton-hove.gov.uk

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Democratic Services: Meeting Layout





AGENDA

Part One **Page**

30. PROCEDURAL BUSINESS

(a) Declarations of Interest by all Members present of any personal interests in matters on the agenda, 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 2 of the Agenda states in its heading either that it is confidential or 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 categories of exempt information is available for public inspection at Brighton and Hove Town Halls.

31. MINUTES OF THE PREVIOUS MEETING 1 - 16

Minutes of the meeting held on 26 July 2010 (copy attached).

32. CABINET MEMBER'S COMMUNICATIONS

33. ITEMS RESERVED FOR DISCUSSION

(a) Items reserved by the Cabinet Member

(b) Items reserved by the Opposition Spokesperson

(c) Items reserved by Members, with the agreement of the Cabinet Member.

NOTE: Public Questions, Written Questions from Councillors, Petitions, Deputations, Letters from Councillors and Notices of Motion will be reserved automatically.

34. PETITIONS

No petitions have been received.

35. PUBLIC QUESTIONS

(The closing date for receipt of public questions is 12 noon on 9 September 2010)

No public questions received by date of publication.

36. DEPUTATIONS

(The closing date for receipt of deputations is 12 noon on 9 September 2010)

No deputations received by date of publication.

37. LETTERS FROM COUNCILLORS

No letters have been received.

38. WRITTEN QUESTIONS FROM COUNCILLORS

No written questions have been received.

39. NOTICES OF MOTION

No Notices of Motion have been received.

CITY PLANNING

40. Building (Local Authority Charges) Regulations 2010: New Building Regulations Charging Scheme Effective 1 October 2010 **17 - 30**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Mike Sansom* *Tel: 29-2188*
Ward Affected: *All Wards*

41. Patcham Conservation Area Review **31 - 62**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Sanne Roberts* *Tel: 29-2261*
Ward Affected: *Patcham*

42. Portslade Old Village Character Statement **63 - 106**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Sanne Roberts* *Tel: 29-2261*
Ward Affected: *North Portslade; South Portslade*

SUSTAINABLE TRANSPORT MATTERS

43. Response to the report of the Environment & Community Safety Overview & Scrutiny Committee on 'An Investigation into 20mph Speed Limits/Zones' **107 - 156**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Phil Clarke* *Tel: 29-3705*
Ward Affected: *All Wards*

44. Queen's Park Safer Routes to School Scheme **157 - 186**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Matthew Thompson* *Tel: 29-3705*
Ward Affected: *Queen's Park*

45. Hanover & Elm Grove Resident Parking Scheme Review Community Consultation **187 - 230**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Owen McElroy* *Tel: 29-0368*
Charles Field *Tel: 29-3329*
Ward Affected: *East Brighton;*
Hanover & Elm Grove;
Queen's Park

46. Various Changes to Controlled Parking Zones (CPZ) Order, Areas Outside of CPZ Order and Seafront Order **231 - 286**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Charles Field* *Tel: 29-3329*
Ward Affected: *All Wards*

47. CIVITAS Road Safety Project **287 - 302**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Debbie Reed* *Tel: 29-0367*
Ward Affected: *Moulsecoomb &*
Bevendean;
St Peter's & North Laine

48. Parking Annual Report 2009/2010 **303 - 362**

Report of the Acting Director of Environment (copy attached).

Contact Officer: *Paul Nicholls* *Tel: 29-3287*
Ward Affected: *All Wards*

ENVIRONMENT CABINET MEMBER MEETING

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

Agendas and minutes are published on the council's website www.brighton-hove.gov.uk. Agendas are available to view five working days prior to the meeting date.

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

For further details and general enquiries about this meeting contact Tanya Davies, (01273 291227, email tanya.davies@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Wednesday, 8 September 2010

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 31 Brighton & Hove City Council

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT CABINET MEMBER MEETING

4.00PM 26 JULY 2010

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor G Theobald (Cabinet Member)

Also in attendance: Councillors Mitchell (Opposition Spokesperson, Labour) and Rufus (Opposition Spokesperson, Green)

Other Members present: Councillors Alford, Allen, Bennett, Kennedy, McCaffery, Morgan, Peltzer Dunn and Steedman

PART ONE

14. PROCEDURAL BUSINESS

14a Declarations of Interests

14a.1 There were none.

14b Exclusion of Press and Public

14b.1 In accordance with section 100A of the Local Government Act 1972 ('the Act'), the Cabinet Member for Environment considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press or public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100I(1) of the Act).

14b.2 **RESOLVED** – That the press and public be not excluded from the meeting.

15. MINUTES OF THE PREVIOUS MEETING

15.1 **RESOLVED** – The minutes of the meeting held on 10 June 2010 were approved and signed by the Cabinet Member as a correct record.

16. CABINET MEMBER'S COMMUNICATIONS

16.1 The Cabinet Member reported that the council had won the award for National Transport Local Authority of the Year at the National Transport Awards and that the judges had been very impressed with the council's achievements. He thanked the Assistant Director for Sustainable Transport and the transport team for their commitment and hard work.

17. ITEMS RESERVED FOR DISCUSSION

17.1 **RESOLVED** - That all the items be reserved.

18. PETITIONS

18(i) E-petition – Queens Park dog control order

18.1 Councillor Fryer had submitted an e-petition and accompanying paper petition both presented at Council on 15 July 2010 and signed by 375 and 1526 people respectively requesting that the council review the operation of the dog control order in Queens Park, and return all areas to the dog-free status enjoyed prior to January 2009.

18.2 Councillor Steedman presented the petition on behalf on Councillor Fryer who was unable to attend the meeting and also submitted an additional 102 signatures.

18.3 The Cabinet Member explained that he would respond to the petition during consideration of the deputation on the same issue.

18.4 **RESOLVED** – That the petition be noted.

18(ii) E-petition – Queens Park dog control order

18.5 Paul Mendlesohn presented an e-petition and accompanying paper petition both presented at Council on 15 July 2010 and signed by 68 and 333 people respectively requesting that the council did not ban dogs from the Southern Lawns, lake and Wild Park areas of Queens Park.

18.6 The Cabinet Member explained that he would respond to the petition during consideration of the deputation on the same issue.

18.7 **RESOLVED** – That the petition be noted.

18(iii) E-petition – parking, Springfield Road, Florence Road and the section of Southdown Avenue between them

18.8 Alasdair Buchan had submitted an e-petition signed by 63 people requesting that the council include Springfield Road, Florence Road and the section of Southdown Avenue between them in the extension to the existing Controlled Parking Zone J (London Road Station area residents parking scheme).

18.9 Councillor Kennedy presented the petition on behalf of Mr Buchan and also submitted an additional 173 signatures.

18.10 The Cabinet Member explained that he would respond to the petition during consideration of Item 26 on the agenda.

18.11 **RESOLVED** – That the petition be noted.

18(iv) E-petition – Area J Controlled Parking Zone

18.12 Stephen Hodgkinson had submitted an e-petition signed by 26 people requesting that the council undertakes a parking survey covering all of the streets included in the Area J Extension implemented in November 2009.

18.13 The Cabinet Member explained that consideration of the e-petition would be deferred until September at the request of Mr Hodgkinson.

18.14 **RESOLVED** – That the petition be deferred.

18(v) Petition – Ladies Mile Nature Reserve

18.15 David Denyer had submitted a petition signed by 287 people opposing the introduction of sheep to Ladies Mile Nature Reserve.

18.16 The Cabinet Member reported that there were no plans to introduce sheep grazing to the nature reserve and added that local residents and users of the nature reserve would be fully consulted on any future plans for the reserve and listened to carefully.

18.17 **RESOLVED** – That the petition be noted.

18(vi) Petitions – parking, the Droveway and Elrington Road

18.18 Councillor Bennett presented two petitions signed by 50 and 49 people respectively requesting that introduction of single yellow lines with time restrictions and that the proposed parking scheme for the area be introduced with the exception of the 11 hour limit on shared permit holders and long term parking which should be reduced to four hours.

18.19 With regard to the request for single yellow lines, the Cabinet Member advised that the council was not proposing to introduce any more single yellow lines operating for only one hour periods in the day because they have caused displacement and created problems for non-resident vehicles.

18.20 The Cabinet Member explained that residents in the Droveway were consulted in November 2008 and they objected to the proposed resident parking scheme; the council was currently completing its agreed timetable for carrying out consultation in other areas. The proposal in the petition for resident only bays was at odds with the principle of creating the right balance between residents, visitors and business use. Schemes could not be introduced in isolated streets or for parts of roads and the Droveway was not directly linked to the Preston Park Station parking scheme.

18.21 The Cabinet Member advised that officers would continue to monitor the area and introduce any small measures that might ease the problems, but that it was not possible to offer a quick solution.

18.22 **RESOLVED** – That the petitions be noted.

18(vii) E-petition – barbeque damage to Hove Lawns

18.23 Bill Cowell had submitted an e-petition signed by 107 people concerning damage to Hove Lawns caused by barbeques and requesting that the byelaws be enforced by the police and the council.

18.24 Mr Cowell was unable to attend the meeting.

18.25 The Cabinet Member explained that Seafront Officers enforced the byelaws, including those applying to barbeques, across the whole of our 13km stretch of seafront. In the summer months from 11.30am–7.00pm dedicated officers patrolled of the beaches from Hove Lagoon to the Peace Statue including Hove Lawns and endeavoured to make contact with any group or individual barbequing on the lawns.

It was clear that the Seafront Team were responsible for enforcing the byelaw, however, the team could not dedicate all its time to Hove Lawns; priority must be given to responding to calls of an urgent nature and supporting the beach lifeguard service along with dealing with vulnerable adults and children.

The Seafront Officers did not have the power to fine people, only the Police could issue fixed penalty notices and the Seafront Team worked closely with the Police and organised Seafront Action Days to tackle the problems together, with the next one planned for July and the team would ensure that the lawns were patrolled with the Police.

18.26 The Cabinet Member advised that where barbeques were causing annoyance or distress after 7.00pm, when the Seafront Team was no longer on duty, they could be reported to the Police who would respond accordingly.

18.27 **RESOLVED** – That the petition be noted.

18(viii) E-petition - refurbishment of Victoria Recreation Ground, Portslade

18.28 Jacqueline Storey presented an e-petition signed by 57 people calling for the refurbishment of Victoria Recreation Ground in Portslade.

18.29 At Ms Storey's request the Cabinet Member agreed to ask officers to look into the possibility of establishing a catering outlet at Victoria Recreation Ground. He explained that when the council was awarded Playbuilder funding officers prioritised sites for investment based on the condition and quality of the existing sites, areas that were deficient in play facilities and demographic information in relation to where most children in the city were located. The strict criteria meant that Victoria Recreation ground fell just outside the list of selected sites, however, the site was high on the priority list for investment on completion of the Playbuilder Project. On 15 July the

Department for Education wrote to all local authorities in receipt of the grant funding instructing them to suspend all projects pending a spending review, and the council was currently awaiting a final decision on whether the grant funding would be forthcoming.

The condition survey of playgrounds would be updated during the current year and if the Playbuilder project was able to be completed, Victoria Recreation Ground was likely to be close to the top of the list for investment on completion of the project, but the final decision depended on the grant and the outcome of the condition survey.

18.30 The Director of Environment confirmed that if the Playbuilder Project could not be completed, the council would have to look at those parks missing out on funding when determining how to allocate the annual maintenance budget for parks.

18.31 **RESOLVED** – That the petition be noted.

18(ix) Petition – parking, London Road Station area

18.32 Councillor Allen presented a petition signed by 76 people opposing the inclusion of Springfield and Florence Roads in proposed Area J CPZ Extension and the petition from residents in support.

18.33 The Cabinet Member explained that he would respond to the petition during consideration of Item 26 on the agenda.

18.34 **RESOLVED** – That the petition be noted.

18(x) Petition – grass verges, Carden Court

18.35 Councillor Alford presented a petition submitted to Council on 15 July signed by 30 people calling on the council to install either additional trees or bollards along the grass verge in front of Carden Court to protect the it from further destruction by irresponsible drivers.

18.36 The Cabinet Member stated that he would instruct officers to meet with Councillor Alford on site, but advised that severe cuts had been made to all budgets including the maintenance budget, and the highway budget was fully committed to essential safety repairs. He added that the council's policy was only to install bollards if the parking had a significant impact on the safety of the pavement.

18.37 **RESOLVED** – That the petition be noted.

18(xi) Petition – pavement resurfacing, College Street

18.38 Councillor Mitchell presented a petition submitted to Council on 15 July signed by 27 people calling on the council to ensure that remedial works to the pavements in Great College Street would be undertaken without further delay.

18.39 The Cabinet Member explained that the footways were resurfaced in 2009 and it had been acknowledged that there was some bitumen on walls and the finished surface

was not as smooth as expected. The contractor had already returned to remove the bitumen and arrangements were being made for the surface smoothing as soon as possible.

18.40 **RESOLVED** – That the petition be noted.

18(xii) Petition – metered parking, Co-op in Whitehawk

18.41 Councillor Morgan presented a petition submitted to Council on 15 July signed by 160 people opposing the introduction of metered parking outside the Co-op in Whitehawk.

18.42 The Cabinet Member stated that, while he appreciated that free parking had been available for a long time, ward councillors had supported the inclusion of the area in the Area H parking scheme and no objections from the Co-op had been received because perhaps they felt that short term parking use would benefit their business. The scheme would be given at least six months to bed in before it was reviewed and if there was a strong view on removing the whole road from the scheme it would be considered.

18.43 Councillor Mitchell advised that she had declared an interest when the scheme had been considered and played no part in the decision making.

18.44 Councillor Morgan added that he had supported consulting residents and listening to the majority view rather than the scheme itself.

18.45 **RESOLVED** – That the petition be noted.

18(xiii) Petition – parking, Tivoli Crescent North

18.46 Councillor Mrs Norman had submitted a petition presented at Council on 15 July 2010 signed by 34 people calling for Tivoli Crescent North (Withdean Road to Tivoli Crescent section) to be included within Brighton Controlled Parking Zone A.

18.47 Councillor Mrs Norman was unable to attend the meeting.

18.48 The Cabinet Member explained that he would respond to the petition duration consideration of the deputation on the same issue.

18.49 **RESOLVED** – That the petition be noted.

18(xiv) & (xv) Petitions – Stoneham Park climbing frame

18.50 Councillors Kemble and Peltzer Dunn presented petitions submitted to Council on 15 July signed by 780 adults and 516 children respectively requesting that the council replace the climbing frame in Stoneham Park recently damaged by arson.

18.51 The Cabinet Member reported that funding had been made available for the playground through S106 developer contributions. Officers were currently working with the local Community Development worker and had canvassed the views of park users at the Stoneham Community Festival Days on 10 and 17 July on how to spend the

money that was available to improve the playground. It may involve replacing the burnt section of climbing frame and/or improvement to the overall play space with new equipment and landscaping. The feedback from the Festival Days was being analysed and would be used to draw up some design proposals for an on-site public consultation which was planned for August and where park users could talk to the project team and give feedback on their preferences. Construction work was due to start in the Autumn.

18.52 **RESOLVED** – That the petitions be noted.

19. PUBLIC QUESTIONS

19.1 The Cabinet Member reported that two questions had been received from members of the public.

19.2 In response to a request from Mr Pennington to record the answer to his question the Cabinet Member explained that this was not permitted and the Lawyer to the meeting confirmed that the council's policy was not to permit members of the public to take recordings of council meetings.

19.3 Mr Pennington asked the following question:

"Given the need for transparency, well-being and true democracy and given that Hanover & Elm Grove Residents Parking Review confined the area in question to the streets specified by the accompanying map and no other streets either in adjoining zones or otherwise, thus preventing the creation of any smaller zone or zones or amalgamating any of those streets into one of the current zones, is not the consultation so seriously flawed that any subsequent TRO will be completely compromised?"

19.4 The Cabinet Member gave the following response:

"Thank you for your question. It was made clear in the information sent out to residents and at several public meetings that the boundary for any parking scheme would be established from the answers we received. A TRO would not be compromised as if advertised there would be a further opportunity for formal comments. The full road by road analysis will be presented to the Environment Cabinet Member Meeting on 16 September 2010. This report will take into consideration the consultation results and the views of ward councillors.

19.5 Mr Pennington asked the following supplementary question:

"Given that the area abounding Canning Street and Rochester Street, known as Baker's Bottom, sits on the boundaries of CPZs U, C and H, will it be put in a zone of its own or put in one of the existing zones?"

19.6 The Cabinet Member gave the following response:

"That will be discussed in September."

19.7 The Cabinet Member advised that he would answer the public question from Mrs Sandra Magson during consideration of the deputation on the same issue.

20. DEPUTATIONS

20(a) Deputation – parking management for Brighton & Hove

20.1 The Cabinet Member considered a deputation from Mr Robert Rosenthal concerning parking management in Brighton & Hove. Mr Rosenthal outlined problems he had identified with parking management in the city and a number of solutions to tackle the issues. He stated that any strategic review of parking should be driven by principles determined by elected Members, not technical matters. He urged the Cabinet member to delay any further decisions on parking management until after a strategic review had taken place.

20.2 The Cabinet Member thanked Mr Rosenthal for his deputation and the interesting ideas he had put forward. He explained that the council had to comply with government legislation and take into account the legal and financial implications of any parking schemes proposed. Any report on the future of parking schemes that may come forward would be presented at a future Environment Cabinet Member Meeting and officers would note Mr Rosenthal's comments when compiling the report, but this was unlikely to be in September.

20.3 **RESOLVED** – That the deputation be noted.

20(b) Deputation - byelaws relating to pleasure grounds, public walks and open spaces

20.4 The Cabinet Member considered a deputation from Mr M Murray calling for the review of byelaws relating to pleasure grounds, public walks and open spaces. Mr Murray requested that the byelaws drawn up by his colleague Vanessa Bishop be passed to the councils legal team for refinement and be brought into force as soon as possible and published on the council's website.

20.5 The Cabinet Member acknowledged the amount of work put into preparing the petition and suggested that officers meet with Mr Murray and Ms Bishop to talk through the proposals. He advised that experience had shown that byelaws in themselves did not change or eradicate anti-social behaviours.

20.6 The Cabinet Member thanked Mr Murray for his contributions to the council's work during his time living in the city and wished him well in his relocation plans and future endeavours.

20.7 **RESOLVED** – That the deputation be noted.

20(c) Deputation – application to have Tivoli Crescent North (Withdean Road to Tivoli Crescent section) included within Brighton & Hove Council controlled parking Zone A

20.8 The Cabinet Member considered a deputation from Mr Peter Meekings, and accompanying petition, calling for Tivoli Crescent North to be included in controlled parking Zone A. Mr Meekings advised that the problems experienced by residents in Tivoli Crescent North were similar to those encountered by residents of Tivoli Crescent, for whom re-consultation on inclusion in Zone A was being proposed, and that they should also be re-consulted because residents now wanted to be included in the parking scheme.

20.9 The Cabinet Member explained that there was a recommendation later on the agenda to consider Tivoli Crescent for a consultation as it was considered to be the missing link to the current Area A resident parking scheme, which created a natural boundary and officers had always felt that Tivoli Crescent should have be included in the existing scheme. Tivoli Crescent North was further north and there was concern that it should only be considered in the future if other roads in the vicinity requested to be re-consulted on a resident parking scheme.

There were good facilities for off-street parking on Tivoli Crescent North which had virtually all detached houses with garages; this was not the case in Tivoli Crescent where houses were largely terraced with no off street parking. There were also double yellow lines currently marked up on Tivoli Crescent North to prevent obstruction on one side of the road.

20.10 Mr Meekings queried whether residents could submit suggestions for changes to parking arrangements in the Preston Park Station area.

20.11 The Cabinet Member advised that schemes were usually reviewed after six to nine months of operation and that representations from residents were always welcome.

20.12 **RESOLVED** – That the deputation be noted.

20(d) Deputation – dog control order, Queens Park

20.13 The Cabinet Member considered a deputation from Mrs Sandra Magson calling for the council to review the operation of the Dog Control Order in Queens Park, and return all areas to the dog-free status enjoyed prior to January 2009.

20.14 The Cabinet Member also considered the supporting petition submitted by Councillor Fryer and the opposing petition from Mr Mendlesohn.

20.15 On behalf of Councillor Fryer, Councillor Steedman reported that the petition had also been signed by dog walkers and that, although local opinion was not unanimous, the number of signatures collected showed that the majority were in favour of returning Queens Park to the previous arrangements.

20.16 Mr Mendlesohn stated that the area left for dog owners would not be sufficient, particularly for those with families. He advised that dog owners were concerned that if

the Dog Control Order was altered for Queens Park, this would set a precedent for the rest of the city.

20.17 Mrs Magson had also submitted the following question:

"Regarding Councillor Theobald's response to our deputation at full Council on 15th July 2010 requesting strong evidence of a clear community view for change prior to embarking on the process of another consultation, would Councillor Theobald agree that:

(a) a petition signed by 1,900 park users and

(b) the support of:
1. the constituency M.P.
2. the Councillors for Queens Park ward
3. local schools
4. the two most influential local residents groups for Queens Park (Friends of Queens Park and Local Action Team) constitute significant and substantial evidence of such community support.

If not, what further evidence is required to persuade Councillor Theobald to set in motion the process for reinstatement of the dog free zone in the park?"

20.18 In response to all of the representations made the Cabinet Member explained that the original Dog Control Order was made following the Environment Committee meeting on 7 June 2007, Cabinet meeting on 12 June 2008, and a Notice of Motion at Full Council on 17 July 2008 and that all councillors had been fully aware of the changes to dog control. The purpose of the new Dog Control Order had been to provide a consistent, clear, fair, enforceable, framework of rules for dog control.

There had been two petitions and a deputation at Council on 15 July. The Friends of Queens Park had requested a return to Southern Lawns being dog free, while a second petition supported the current set of rules. The deputation had explained that the 1900 signature petition had the support of the local MP, councillors, schools and community groups.

The Cabinet Member advised that he had asked for clear consensus before determining the best course of action, but that he appreciated that the subject attracted strong and opposing views. On balance, in view of the number and range of people supporting a change, the Cabinet Member stated that it was in the best interests of the public to call for officers to begin the statutory consultation process proposing that the Southern Lawns return to their dog free status.

20.19 Mrs Magson asked the following supplementary question:

"Would Councillor Theobald accept an invitation to meet the Friends of Queens Park on site to discuss the matter further?"

20.20 The Cabinet Member reiterated that he had made the decision to consult on proposals to return the Southern Lawns to their dog free status and that a statutory consultation would follow.

20.21 The Lawyer to the meeting confirmed that a specific statutory process would be followed and that it provided for a minimum period of consultation. A report based on the consultation results would be put before the Cabinet Member at a future meeting.

20.22 **RESOLVED** – That the deputation be noted and the statutory consultation process be started.

21. LETTERS FROM COUNCILLORS

21.1 There were none.

22. WRITTEN QUESTIONS FROM COUNCILLORS

22.1 There were none.

23. NOTICES OF MOTION

23.1 There were none.

24. PORTLAND ROAD LOADING BAY

24.1 The Cabinet Member considered a report of the Director of Environment concerning the way forward following a request for a loading bay in Portland Road.

24.2 The Cabinet Member reported that, following a letter from ward councillors at the meeting on 25 March opposing the creation of a loading bay, council officers have reached an agreement with ward councillors, residents and Sainsburys to agree a way forward.

24.3 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That, having taken into account all of the duly made representations and objections, approval be given for the recommendations to create an additional amendment order to the Various Controlled Parking Zones Consolidation Order 2008 with the following amendments:

(a) Controlled Parking Zone R – proposed loading bay in Portland Road and an additional shared parking place in Portland Road, which shortens the proposed loading bay to allow an extra space for a shared pay & display parking space

25. TIVOLI CRESCENT RESIDENT PARKING SCHEME CONSULTATION

25.1 The Cabinet Member considered a report of the Director of Environment concerning the inclusion of Tivoli Crescent in Controlled Parking Zone A and recommending that residents be re-consulted on the proposal.

25.2 The Parking Strategy Manager explained that officers had taken into account representations made and agreed that the best way forward was to proceed with proposals to include Tivoli Crescent in Zone A.

25.3 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the residents of Tivoli Crescent be consulted on an extension to Area A (Preston Park Station area).

26. LONDON ROAD STATION AREA - RESIDENT PARKING SCHEME FORMAL CONSULTATION

26.1 The Cabinet Member considered a report of the Director of Environment addressing comments and objections to the draft traffic regulation order for the London Road Station parking scheme proposal and recommending an extension to the scheme south of the railway line.

26.2 The Cabinet Member also considered the petition presented by Councillor Kennedy calling for Springfield and Florence Roads to be included in Area J.

26.3 The Cabinet Member explained that the results of the original consultation carried out in June 2009 showed clear support for the introduction of a parking scheme to the south of the railway line and this was supported by ward Councillors Davey and West, who had recently written again in favour of the current proposals. Residents in the area north of the railway line were clearly opposed to being included in a scheme. Following further requests another consultation took place in the area north of the railway line in late November/early December 2009 with the same outcome.

The Cabinet Member reported that he had attended a recent public meeting where residents in the area again expressed their disapproval of being included in a parking scheme and that he was therefore unable to support further consultation north of the railway line.

26.4 Councillor Kennedy requested that if re-consultation was not an option, that the area be considered as a high priority if a strategic review of parking was undertaken.

26.5 The Cabinet Member also considered the petition presented by Councillor Allen from residents opposing the inclusion of Springfield and Florence Roads because of the impact it would have on other roads north of the railway line.

26.6 Councillor Allen called for an early review of the scheme following implementation in order for the impact on the surrounding areas to be analysed.

26.7 The Cabinet Member reiterated that residents living south of the railway line had been in favour of joining a scheme and that this was supported by ward councillors, while residents north of the railway had voted against the scheme; therefore a scheme was not proposed for the area.

26.8 The Cabinet Member reported that Philip Wells, Chairman of the Viaduct Rise Working Group had also written in support of the proposed scheme.

26.9 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That, having taken account of all duly made representations and objections, the following order be approved as advertised;

(a) Brighton & Hove Various Controlled Parking Zone Consolidation Order 2008 Amendment Order No* 20** (Area J Extension).

(2) That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

27. STREETSCAPE DESIGN GUIDELINES

27.1 The Cabinet Member considered a report of the Director of Environment concerning new Streetscape Design Guidelines setting out standard design and installation specifications for the elements that make up the highway corridors, such as street furniture and surface materials, along with the issues that should be considered when choosing and implementing them.

27.2 The Cabinet Member advised that the new guidelines would help strengthen the quality of our streets in future years, enabling residents and visitors to enjoy the city to its full potential.

27.3 Councillor Mitchell welcomed the report. She advised that the streetscape was important to residents and the guidelines would make a real difference to the city.

27.4 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the Streetscape Design Guidelines be the standard approach adopted by all people undertaking work in Brighton & Hove's public realm.

28. RESPONSE TO THE REPORT OF THE OVERVIEW & SCRUTINY COMMITTEE SCRUTINY PANEL ON 'STREET ACCESS ISSUES'

28.1 The Cabinet Member considered a report of the Director of Environment concerning the executive response to the recommendations made by the Overview & Scrutiny Committee Scrutiny Panel on Street Access Issues.

28.2 The Cabinet Member stated that it was a complex subject that required a balance to be achieved for businesses, residents and visitors to the city. The response to the panel's findings highlighted what the council was already doing and how it intended to progress the recommendations.

28.3 Councillor Mitchell read out the following comments from Councillor Rufus who chaired the scrutiny panel, but was unable to stay for consideration of the report:

- Councillor Rufus was pleased that the response agreed with the panel's recommendations and that he understood the comments made in reference to impediments to immediate implementation on some on them.
- The panel had recognised that the existing council policy could be seen as generally robust, and therefore had not suggested wholesale changes, but had placed significant emphasis on proper implementation, which was seen as the main weakness.
- The panel had suggested areas were the policy could be tightened up and also addressed issues such as communal bins and bicycles which also created obstructions.
- A key element to promoting better street access would be through improved enforcement and the panel recognised the problems that had been encountered and looked forward to seeing improvements.
- The Panel welcomed the willingness of traders and disability and access groups to work together to find less obtrusive advertising boards, and hoped that with the council's support it would be successful.
- The Panel wished to thank the Overview & Scrutiny Team for their support and the Head of Network Management and her team for their input.

28.4 The Head of Network Management thanked the panel for their ideas, which were very helpful to officers. She reported that the recommendations relating to licensing matters had already been agreed by the Licensing Committee, subject to some practical issues. The recommendations would work well alongside the Streetscape Design Guidelines and the council would begin work on raising awareness.

28.5 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the evidence, findings and recommendations of the Overview & Scrutiny Committee and its scrutiny panel in relation to Street Access Issues be noted.

(2) That the the actions detailed in the officer response to Scrutiny Recommendations 1,7,8,9,10,11,12,14 and 15 (Appendix 1) be agreed with particular regard to the timescales and constraints identified.

(3) That it be noted that the responses to Scrutiny's recommendations 1, 2, 3,4,5,6 and 13 (Appendix 1) will be considered by Licensing Committee as they related to non executive licensing functions.

29. RESPONSE TO THE REPORT OF THE ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE ON 'THE WINTER SERVICE PLAN REVIEW'

29.1 The Cabinet Member considered a report of the Director of Environment concerning the executive response to the Environment & Community Safety Overview & Scrutiny Committee Scrutiny Panel on the Winter Service Plan.

29.2 The Cabinet Member reported that he had attended and given evidence to the scrutiny panel and that it had been a valuable opportunity to discuss the experiences and learn from

the previous winter's extreme snowfall, bearing in mind what could be genuinely and practically achieved during such events.

29.3 The Cabinet Member invited Councillor Morgan, Chairman of the scrutiny panel, to introduce the panel's report.

29.4 Councillor Morgan thanked the other Members on the panel and the rest of the Environment & Community Safety Overview & Scrutiny Committee, in addition to the Overview & Scrutiny Team and all those who provided evidence to the panel. He made the following comments:

- The panel had recognised the immense pressure on staff during the periods of extreme weather in December and January and the very real safety concerns that arose.
- There had been an improved response to the January snowfall as a result of improved communications and additional resources.
- The panel acknowledged that the recommendations should be proportionate to the likelihood of such events reoccurring regularly.
- The panel was pleased that the response agreed all of their recommendations and, despite being disappointed that new gritting vehicles could not be purchased until November 2011, they hoped that implementation of the remaining actions implementation would take place prior to winter of the current year.

29.5 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the evidence, findings and recommendations of the Environment & Community Safety Overview & Scrutiny Committee and its scrutiny panel in relation to the Winter Service Plan Review be noted.

(2) That the actions detailed in the officer response to Scrutiny Panel's recommendations be agreed with particular regard to timescales and any constraints identified.

29.6 The Cabinet Member and Councillor Mitchell thanked the Director of Environment for all her hard work during her time at the council and wished her well in her new position as Chief Executive of Lewes District Council.

The meeting concluded at 5.45pm

Signed Cabinet Member

Dated this day of

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 40 Brighton & Hove City Council

Subject:		**Building (Local Authority Charges) Regulations 2010: New Building Regulations charging scheme Effective 1 October 2010**		
Date of Meeting:		**16 September 2010**		
Report of:		**Acting Director of Environment**		
Contact Officer:	**Name:**	**Mike Sansom**	**Tel:**	**29-2188**
	E-mail:	**mike.sansom@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:	**All**			

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 This report concerns the introduction of a replacement scheme of charges that relate to work controlled under the Building Regulations 2000 and meets the requirements of the Building (Local Authority Charges) Regulations 2010. The main aim is to provide a value for money service for each individual project, that delivers a high level of customer service and can compete on a level playing field with private sector providers. It is a statutory requirement to implement the new scheme of charges by 1 October 2010.

1.2 The report recommends the introduction of fixed charges for work of a more common nature and individually negotiated charges for larger projects. Charges will be calculated in line with recently published guidance. (See appendix C)

2. RECOMMENDATIONS

2.1 That the Cabinet Member approves the proposal to replace the existing scheme of charges with a new scheme for the Building Regulations chargeable function in accordance with the 2010 Regulations.

2.2 That the Cabinet Member authorises the Head of Building Control, in consultation with relevant members, to agree the monetary value of the charges for work outlined in Appendix C (Fees and Charges), following advice from the service accountants.

2.3 That the Cabinet Member notes the flexibility contained within the Regulations to vary the scale of charges set depending on the individual circumstances to ensure the service can cover its costs on a project by project basis and help to improve our competitive position with the private sector.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 The Building Regulations service has been operating under Government set fees and charges last revised in 1997. It has been a requirement to run the service as a trading operation but more recently the limitations of the current system have resulted in year on year losses. There has been little discretion to set fees that can recover the cost of the service. This has resulted in losses for some smaller projects and not being competitive for larger projects. The aim was and continues to be that the service should break even over a 3 year period.

3.2 Central government recognised the fact that the current system allowed little flexibility to compete fairly with the Private sector. In April 2009, the Department of Communities and Local Government (CLG) consulted on a number of proposals to change the Local Authority Building Regulations charging regime with the aim of introducing more flexibility, accuracy, fairness and transparency and improving the environment within which Local Authorities (LAs) and Approved Inspectors (AI -Private Sector Building Control) operate and compete.

3.3 The consultation also included the option of a risk assessment approach to the inspection of building work, as explained in the *"The Future of Building Control Implementation Plan"* published in September 2009. The proposals considered what was needed to make the Building Regulations service more responsive to the needs of industry and consumers in the 21st century and endeavoured to achieve a level playing field between public and private sector providers that ensured a modern, forward thinking service.

3.4 The main principles relating to Local Authority Building Regulations charges remain the need to fix charges by means of a scheme, cost recovery of the chargeable Building Regulations work and that the user should pay for the service they receive. However, greater emphasis is now given to the need to relate the charge made to the cost of carrying out the Building Regulations function for each individual building project.

3.5 As a result fees for smaller projects will increase marginally but we will have greater flexibility to reduce fees for work of a more significant nature that has historically been carried out by Private Sector Building Control.

3.6 It is anticipated that the fee flexibility we will have under the new scheme of fees and charges will attract larger projects to use the service and increase our fee earning potential. It is also anticipated that this will help to address the current losses being experienced.

3.7 The guidance states that Local Authorities should continue to make every effort to keep charges at a level that is affordable and does not discourage the use of the service resulting in uncontrolled work taking place. The CLG (Communities and Local Government) anticipates that Local Authorities will seek to determine fees at a level that would only result in a refund or supplementary charge in exceptional circumstances. For example, the time spent by the service may be less than originally charged for and result in a refund. Conversely, if additional work is required to ensure compliance with the Building Regulations an additional charge can be made. Any amendments to the charges would only take place if the time spent exceeded one hour.

3.8 It is still the intention of the regulations not to make charges for work that is solely for the benefit of a disabled person i.e. ramped access, provision of disabled wc accommodation.

The main changes in the 2010 Regulations are intended to allow greater flexibility in making charges in order to recover the costs incurred in providing the service and by making the service more competitive. See appendix A for a list of factors and identified charges that can be made.

(a) The Regulations set out a number of principles that must be followed when calculating charges see appendix B

(b) A new provision has been added that allows for the scheme of charges to require the payment of a supplementary charge where the Local Authority deems it necessary to engage the services of a specialist or consultant.

(c) A further new provision requires that the scheme of charges includes details of a complaints procedure. This can be, and your officers propose that it should be, the Council's existing complaints procedure.

(d) The new scheme of charges must be in place by the 1st October 2010.

(e) Members are reminded that the Building Regulations function of the service is in direct competition with the Private sector (Approved Inspectors) and it operates within both a legal and financial framework. The City council is required to prepare and publish a "Trading Account" over a rolling three year accounting period and where a surplus is made it should be invested into the delivery of the service. The service must aim to cover its costs but is also not permitted to make a profit/surplus.

(f) The recent changes to the Charging Regulations will help to improve the competitiveness of the Building Control service and it is hoped will induce more projects involving commercial work to use the service. The new fees and charges will allow the service to compete on a more level playing field and seek to recover more of its costs. The scope to be able to make a supplementary charge to enable the service to engage the services of a specialist or consultant will also help to reduce the costs incurred in employing such services.

(g) The new scheme of charges has a statutory requirement to be in place from the 1st October. Officers propose to adopt a Scheme of Charges based on the attached schedules as appended at Appendix 'C' to this report, which will contain charges that are broadly similar to our current charges for fixed cost work, with some modification to ensure cost recovery but with greater flexibility where fees relate to work outside the standard charges of a more significant nature.

4. CONSULTATION:

4.1 The charges schedules will be subject to consultation with representatives of our main users.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 In the past there has been a shortfall in the level of fee earning Building Control income. It is anticipated that the flexibility offered within the new charging regulations will help to address this problem, by enabling competitive tendering for larger projects. In this way, Building Control will be able to increase its fee earning potential and achieve a break even position.

Finance Officer Consulted: *Karen Brookshaw* *Date: 12/08/10*

Legal Implications:

5.2 The Building (Local Authority Charges) Regulations 2010 prescribe the statutory basis upon which the Council can charge for its building regulation service. A charging scheme compliant with the 2010 Regulations must be in force from the 1st October 2010 in order for the Council to continue charging for this service. The charging scheme outlined within the Report is in accordance with the 2010 Regulations.

Lawyer consulted: *Hilary Woodward* *Date: 12/08/10*

Equalities Implications:

5.3 The new scheme promotes equality on the basis that service users pay a fair price for the service received. Furthermore, the Regulations will help to improve our competitive position with the private sector. Disabled applicants will not be required to pay if the work being undertaken is solely for their benefit. The intended fees and charges do not have any other equalities issues.

5.4 Part of the overall objective is to set fees at a level that does not induce service users to avoid making an application for building work particularly of a minor nature. The new charging system is based on the user paying. Where building work is proposed that is beneficial to people with mobility difficulties and includes work to improve access and facilities, no charge will be made.

Sustainability Implications:

5.5 The cost effective delivery of the Building Regulations service provided by Building Control will support the proper enforcement of energy and water conservation regulations in line with government objectives to reduce the level of CO2 emissions.

Crime & Disorder Implications:

5.6 Matter considered and no issues identified.

Risk & Opportunity Management Implications:

5.7 Potential loss of income if a new scheme of charges in line with the new 2010 regulations is not implemented that does not cover the cost of delivering the service on a project by project type basis. Potential opportunity to increase income in areas traditionally monopolised by Private Sector Building Control particularly for commercial work.

5.8 The scheme is designed to be fair and transparent and will be available for inspection at all times. It is aimed at providing a value for money service that can compete fairly with private sector providers and delivers a high quality service that is customer focussed.

Corporate/Citywide Implications:

5.9 The proposed charging regime is intended to cover the cost of providing the Building Regulations service and support those building owners and construction professionals, who wish to undertake new developments, or alter existing buildings. The service will be able to undertake its statutory responsibilities to ensure the health, safety, accessibility and sustainability of the built environment

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 Matter considered and no alternatives identified

7. REASONS FOR REPORT RECOMMENDATIONS:

7.1 A new scheme of Fees and charges must be in place by the 1st October that is based on the methodology outlined in the revised CIPFA guidance issued in April 2010. This has resulted in a significant amount of work in identifying costs on a project type basis. The Communities and Local Government department have confirmed that they believe it will take 3 years for Local Authorities to refine the new costings to a point that ensures the enforcement of the Building Regulations in a fair and proportionate way.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A: Factors to apply when making charges and Charges functions

2. Appendix B: Principles to be followed when calculating charges

3. Appendix C: Fees and Charges

Documents In Members' Rooms

None

Background Documents

1. The Building (Local Authority Charges) Regulations 1998 Building (Local Authority Charges) Regulation 1998 – LGA Model Scheme CIPFA 'Building Control Accounting England and Wales'

2. The Building (Local Authority Charges) Regulations 2010 CIPFA "Local Authority Building Control Accounting Fully revised 2nd Edition 2010

Factors to apply when making charges

1. Risk assessment of the number of inspections/visits required relating the work involved:

    a. The introduction of charges for standard work to ensure a straightforward and transparent approach
    b. The option to individually determine charges where no standard charge is published
    c. To give refunds or make supplementary charges

2. Where substantive advice is provided prior to a formal submission it would
allow the Local Authority to make a charge. Permit more factors to be
considered when setting fees.

    a. Set charges that are fair and proportionate
    b. More accounting requirements that are intended to make the scheme more transparent and accountable.

Charges functions

The Charges Regulations 2010 authorise the setting of charges for the following prescribed Building Regulation functions:-

a) Checking full plans applications
b) Inspecting work associated with full plans applications
c) Checking/Inspecting work associated with building notices
d) Checking/Inspecting work associated with regularisation applications
e) Providing advice in respect of the chargeable function (a) to (d) above, before these functions are carried out or an application/notice is deposited (note: the first hour is non-chargeable).

Principles to be followed when calculating charges

The factors that must be taken into account when applicable, in calculating the estimated time that an officer will need to satisfactorily discharge the chargeable function for a particular project as listed below:-

a) the average hourly rate at which officers are to be charged at calculated in accordance with the CIPFA guidance.
b) the existing use of a building, or the proposed use of the building after completion of the building work;
c) the different kinds of building work described in the Building Regulations (Regulation 3(1)(a) to i(14) of the Principal Regulations);
d) the floor area of the building or extension;
e) the nature of the design of the building work and whether innovative or high risk construction techniques are to be used;
f) the estimated duration of the building work and the anticipated number of inspections to be carried out;
g) the estimated cost of the building work;
h) whether a person who intends to carry out part of the building work is a person mentioned in regulation 12 (5) or 20B (4) of the Principal Regulations (15) in respect of that part of the work;
i) whether in respect of the building work a notification will be made in accordance with regulation 20A (4) of the Principal Regulations (16);
j) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other;
k) whether an application or building notice is in respect of work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the same local authority;
l) whether chargeable advice has been given which is likely to result in less time being taken by the local authority to discharge its chargeable function.

Individual determination of charges

An individual assessment of our charges will be necessary for larger and/or more complex schemes.

This includes:-

- Work consisting of the erection of more than 10 dwellings
- Work consisting of the erection or conversion of a dwelling where the floor area exceeds 300m2
- Work consisting of four or more dwellings where there is a repeat of house type designs – this may attract a reduction in our standard fee
- Where there is no standard charge shown in our tables of fees

If your building work requires an individual assessment of a charge you should e mail Building control at Building.Control@brighton-hove.gov.uk providing details of the proposed work/development together with a request for the Building Regulations charge. We will aim to contact you within 2 working days, or alternatively telephone 01273 292487.

Fees are based on work being completed within 18 months of commencement of the work. If completion is more than 18 months from commencement there may be an additional charge for inspections undertaken beyond that time.

Note: Where a suitable electrical certificate under BS 7671 cannot be provided an additional charge of £ …….. per unit may be charged.

All charges are subject to VAT at the current rate.

Where Standard Charges cannot be applied to the proposed work please contact Building Control on 01273 292487.

Table A

Dwelling-houses and Flats not exceeding 300m^2 or more than 3 storeys

Standard Charges

Number of Dwellinghouses	Plan	Inspection	Building Notice	Regularisation
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
Number of Flats				
1				
2				
3				
4				
5				
6				
Conversion:-				
To form a single Dwelling-house				
From single Dwelling to 2 Dwellings				
Cost per flat formed as part of a conversion				

TABLE B – WORK TO A SINGLE DWELLING

Standard Charges

	Extensions & New Build	Plan	Inspection	Building Notice	Regularisation	Additional fee *
1	Single storey extension with a floor area not exceeding 15m2					
2	Extension with floor area exceeding 15m2 but not exceeding 60m2					
3	Extension with floor area exceeding 60m2 but not exceeding 100m2					
4	Erection or extension of a non exempt garage or carport up to 100m2					
5	Detached building that includes habitable accommodation up to 100m2					
	Conversions					
6	Loft conversion with a floor area not exceeding 40m2					
7	Loft conversion with floor area exceeding 40m2 but not exceeding 100m2					
8	Conversion of garage to a habitable room (s)					
	Other work					
9	Re roofing					
10	Replacement of 1 – 10 windows, roof lights, roof windows or external doors					
11	Replacement of 11 or more windows, roof lights, roof windows or external doors					
12	Replacement bay windows up to 3 storeys					
13	Electrical installation work to form new circuit					

14	Electrical rewire					
15	Electrical work carried out as part of one of main categories where installer cannot provide certification					
16	Renewable Energy systems i.e. solar panels (not covered by a competent person scheme)					
17	Renovation of a thermal element					
	Cost of other work **(including underpinning)**					
18	Cost of work not exceeding £5000					
19	Cost of work exceeding £5,000 but not exceeding £15,000					
20	Cost of work exceeding £15,000 but not exceeding £25,000					
21	Cost of work exceeding £25,000 but not exceeding £50,000					
22	Cost of work exceeding £50,000 but not exceeding £100,000					
23	Minor work carried out at same time as extension or roof conversion i.e. installation of wc, removal of chimney breast, or other structural alteration Where cost is less than £5000					
Multiple work reductions Where multiple work is covered by more than one of the above categories then the appropriate charge is calculated by paying the full amount for the most expensive category and only 50% for the other applicable category based upon the cost of the additional work						

* Note: This charge will only apply when any electrical work is not carried out by a qualified competent electrician who can provide a BS 7671 electrical certificate.

Where Standard Charges are not applicable please contact Building Control at Hove Town Hall on Tel; 292485 or Tel: 292050

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 41 Brighton & Hove City Council

Subject:		**Patcham Conservation Area Review**		
Date of Meeting:		**16 September 2010**		
Report of:		**Acting Director of Environment**		
Contact Officer:	**Name:**	**Sanne Roberts**	**Tel:**	**29-2261**
	E-mail:	**sanne.roberts@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:		**Patcham**		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The report seeks approval to consult on a revised character statement for the Patcham Conservation Area and on a change to its boundary.

1.2 The council has a statutory duty to formulate and publish proposals for the preservation and enhancement of conservation areas. The production of Character Statements for conservation areas is strongly encouraged by Government policy and by English Heritage. They are a key way in which the council can conserve the heritage of the city. Such statements enable the council to consider planning applications that affect a conservation area in a consistent manner, set against a clear definition of the area's special interest, and allow residents and businesses in the area to have a clear understanding of what must be conserved. They also enable future improvements to the conservation area to be identified.

1.3 In line with the Council's Conservation Strategy (2003), a review is being undertaken of the five 'downland village' conservation areas. Patcham forms the third of these five areas to be reviewed, following the adoption of Stanmer Character Statement on 25 March 2010 and consultation on a Portslade Old Village Conservation Area character statement (the adoption of which is a separate agenda item).

2. RECOMMENDATIONS:

2.1 That the Cabinet Member approves the draft Patcham Conservation Area character statement and boundary change for public consultation.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 Conservation areas were introduced through the Civic Amenities Act (1967). The Government's Planning Policy Statement 5 on Planning for the Historic Environment (PPS5) and policy HE6 of the Brighton & Hove Local Plan 2005 stress the need to define and record the special interest, character and appearance of conservation areas, through regularly updated character appraisals. These provide a basis on which to determine whether any parts or further parts should be designated. There is no statutory requirement for public consultation prior to designation but it is highly desirable to do so.

3.2 The Patcham conservation area was designated in 1970. It was last reviewed in 1992 when the area was extended and a study adopted. It existing boundary is appended at annex 2.

3.3 The character statement, appended in annex 1, is in line with current guidance from English Heritage (2006) and informed by historic research and on-site analysis. It describes the overall character of the area and notes three distinct character areas: the Village Nucleus; the Church and Farm; and Patcham Place.

3.4 The review makes a number of recommendations, including a suggested boundary change to include the Patcham Recreation Ground and Coney Wood (illustrated in annex 3) and an Article 4(1) Direction to control incremental alterations to single family dwelling houses within the area. This follows on from the identification of a threat to traditional architectural features such as timber sliding sash windows.

4. CONSULTATION

4.1 The draft Patcham Character Statement has been produced following informal consultation with members of the local amenity society (Preston and Old Patcham Society).

4.2 This report requests approval to hold formal public consultation. The format of any public meeting will be agreed in advance with ward councillors. Local residents and businesses will be notified by letter. Ward Councillors, Brighton Society, Regency Society, Preston and Old Patcham Society, national amenity societies, English Heritage, representatives of the South Downs National Park and the council's conservation advisory group will all be consulted. Council managers responsible for managing the area's parks, highways and properties will also be consulted.

4.3 The consultation will take place over six weeks. The draft document will be available to view on the council's website, and hard copies made available at City Direct and Patcham Library. Posters will be displayed in the area.

4.4 Responses to the consultation and any amendments to the character statement and its recommendations will be reported to a future CMM meeting.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The cost of consultations will be met from within existing budgets and will largely consist of staff time and public notices.

Finance Officer Consulted: *Derek Mansfield* *Date: 16/08/10*

Legal Implications:

5.2 The council has a duty under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to review its area, from time to time, to determine whether any parts or further parts should be designated as conservation areas. There is no statutory requirement for public consultation prior to designation but this is considered best practice. No adverse human rights implications are considered to arise from the Report.

Lawyer Consulted: *Alison Gatherer* *Date: 16/08/10*

Equalities Implications:

5.3 None have been identified. An Equalities Impact Assessment has not been carried out because the report does not concern matters of new primary policy.

Sustainability Implications:

5.4 The proposals in this report have no substantial impact upon the four priorities of the UK's Sustainable Development Strategy.

Crime & Disorder Implications:

5.5 None have been identified

Risk and Opportunity Management Implications:

5.6 The failure to consult on the draft review, and the failure to maintain the character and appearance of the area and its historic buildings, could lead to adverse publicity for the council.

Corporate / Citywide Implications:

5.7 The proposals accord with the corporate priority to protect the environment whilst growing the economy. More specifically the guidance is a response to the council's priority to protect the historic built environment.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 None considered

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 Patcham Conservation Area does not have an up-to-date, in depth character appraisal. A review of the Conservation Area and its boundary would accord with the council's adopted Conservation Strategy (2003), and with national and Government guidance (English Heritage Guidance 2006, Planning Policy Statement 5: Planning for the Historic Environment).

7.2 Public consultation on such documents is in line with national guidance and with the council's adopted procedures and strategy.

SUPPORTING DOCUMENTATION

Appendices:

1. Patcham Conservation Area draft character statement

2. Existing Conservation Area Boundary

3. Proposed Boundary Change

Documents In Members' Rooms

None

Background Documents

1. The Conservation Strategy (Brighton and Hove City Council 2003)

2. Guidance on Conservation Area Appraisals (English Heritage 2006)

Patcham Conservation Area Appraisal

DRAFT

This is a black & white pdf of a full colour document. To see the full colour version please contact the Design & Conservation team

Designated: 1970

Extended: 1972 and 1992

Area: 8.41 Hectares 20.78 Acres

Article 4 Direction: None

Character Statement adopted:



Introduction

Location and Setting

The historic village of Patcham is located 5.5 km north of Brighton seafront. It comprises a historic downland village, set beside the A23 and now on the northern edge of the city. The conservation area stretches along Old London Road between Ladies Mile Road to the south and the Black Lion Hotel to the northwest, to Patcham Place to the west, and along Church Hill to the junction with Vale Avenue to the north.

Patcham is located in a wide north-south aligned valley. This topography enabled easy passage inland from Brighton, leading to the formation of the London to Brighton road. This strategic location had a major impact on the development of the village, both in terms of its original formation as a hub for the local agricultural economy, and later in catering for trade along the route. The village is based around one of several springs that form the source of the Wellsbourne stream. The stream now runs underground. However prolonged heavy rain can cause the stream to surface and flood the area. This occurred most recently in 2000.

Amongst its heritage assets, the area contains 33 listed buildings, 1 locally listed building, a scheduled ancient monument and an archaeologically sensitive area *(see graphic overleaf)*. It was designated as a conservation area in September 1970, and extended in September 1972 and September 1992. A study was also produced in 1992. Coney Wood, Patcham Place and the surrounding green space and recreation ground were designated as part of the South Downs National Park in 2010.

A conservation area is defined as '*an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*'. This document seeks to define and assess the 'special interest' of Patcham Conservation Area, and make recommendations for its future management.

Design & Conservation, Environment, Brighton & Hove City Council, Rm 414 , Town Hall, Norton Road, Hove, E.Sussex, BN3 3BQ Tel: 01273 292271 Email : conservation@brighton-hove.gov.uk

Brighton & Hove City Council

Existing Designations



Scale: 1:2,500

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Assessment of Special Interest

General Character and Landscape Setting

Patcham conservation area comprises a small downland village, forming a distinct settlement to the north of Brighton. It developed around the church and Patcham Court Farm, with a further large house - Patcham Place - later built on the valley floor. Based primarily on an agricultural economy, landownership was split between the two major centres of Patcham Court Farm and Patcham Place. The settlement also benefitted from its strategic location on the road from London to Brighton.

The village preserves its medieval street pattern, which is essentially linear in form. The major architectural pieces include the Patcham Place, the buildings of Patcham Court Farm (including the barn, dovecote and farmhouse) and All Saints Church. The majority of buildings comprise small vernacular cottages, and a strong visual coherence is generated by the use of traditional materials and common features.

The landscape setting of Patcham is particularly important to its character. The area is located on the northernmost urban fringe of Brighton and Hove, with suburban development to the south and east. Substantial tracts of green space and mature trees surround much of the village, such that it still appears distinct from the surrounding suburbs. In particular, the woodland on the flank of Coney Hill forms the backdrop to numerous views within the village. To the immediate north lies the site of the mid 20th century expansion to Patcham Court Farm, which is now vacant. Beyond this, although divided from the village by the A27, the village is seen in the context of open downland, emphasising the originally rural location and agricultural economy of the area.

The main through route from London into Brighton - now diverted from the village and comprising the modern A23 - runs through the area. It forms a pleasant route into Brighton, but segregates Patcham Place from the village nucleus.

Historic Background and Archaeology

The origins and historic development of the area

The name 'Patcham' derives from 'Paecca's ham', or the people of Paecca. Patcham was recorded in the Domesday survey, as 'Piceham'. Held by William de Warenne, the parish included Hollingbury, Moulsecoomb, Withdean and Tongdean, and was one of the largest in the county.

Throughout the medieval and post-medieval periods Patcham formed a small agricultural settlement. The major constituents of the original village comprised the Church, farm and mill. The village pond, located to the immediate west of the church and south of Court Farm, was fed by one of several springs forming the source of the Wellsbourne stream. The pond has now dried up, but is visible as a dip in the ground.

The Church, dedicated to All Saints, was built in the 12th century, from which period the nave still dates. The tower was added in the 13th century and the chancel was rebuilt in the 14th century.

Neighbouring the Church, Patcham Court Farm was in the ownership of the Abergavenny family by 1439. It formed a central part in village life, both in terms of the agricultural economy, and as the seat of local justice. The surviving farmhouse, barn and dovecote were built in the 17th century.

Patcham Place was probably built by Richard Shelley between 1524 and his death in 1552. The estate was sold to Anthony Stapley (one of the signatories of Charles I's death warrant) between 1615-1620. By 1662, the house is recorded as having 16 hearths, which suggests that it was already a substantial residence at this time.

Patcham Place was purchased by John Paine in 1764, and by 1782 he had altered and extended the property northwards to take on much of its present form. There is some debate as to when the property was refronted in black mathematical tiles: It is most likely these were added between 1783 and 1803. From 1803 to 1814 Grace Paine, widow of John Paine II, occupied the property and it is unlikely work was undertaken during this time.

The Paine family earned their wealth from Brighton's rapid growth as a seaside resort. This shows that by the late 18th century, Brighton's development was beginning to affect social mobility and land ownership. Furthermore, Patcham was becoming a popular destination for day trips from Brighton, and enterprises were set up to cater for this tourist trade. The village also supplied the town with essential goods and market garden produce.

Traditional agriculture, however, remained central to the economy. Sheep grazing was practiced on the higher surrounding Downland and corn was grown in the lowland areas. The open field system ended very late in this parish (in around the 1800s), with land largely split between the two estates of Patcham Court and Patcham Place.

A number of developments occurred in the 18th century: A group of small cottages were built in The Square, to the rear of numbers 137 and 138 Old London Road. Wootton House was also built in the late 18th century, to the south of the village. Ballard's Mill was constructed at the end of 18th century, probably on the site of a former mill. It is shown on the draft Ordnance Survey plan of 1769-1805 (ESRO AMS 6004 2/1/3b) to the south of the village, but was removed around 1900, although the Mill House remains.

Despite being the centre of a large parish, the settlement remained small, as is shown in the draft Ordnance Survey plan (1769-1805) and William Figg's 1811 plan of the Patcham Place estate for Grace Paine (ESRO AMS 3434). It is possible that the owners of the two estates restricted residence in the village to those who had employment on the land, thus limiting its growth.

Map 1: 1811 Plan of the Patcham Place Estate (ESRO AMS 3434)



The 1811 plan shows the Patcham Place estate at this time. The house is depicted with ancillary buildings to the rear (south). A formal garden and driveway are shown to the north, with the more informal paths of the wooded wilderness garden stretching over the slopes of Coney Hill. With the exception of the formal garden, much of this arrangement still survives.

By 1841 employment still depended primarily on agriculture. The building of the railway line close to the village also meant rail workers lodged in the village at this time. The then owner of Patcham Place, Major Paine, refused to allow the railway to be constructed in a cutting on his land, and therefore a tunnel was built. The tunnel collapsed during construction, but luckily without fatality.

The tithe map of 1842 shows that the current settlement was already largely established by this time. The following decades saw suburban development occurring to the south of the parish, in association with the growth of Brighton, but this had little impact on the village itself.

Map 2: 1842 Tithe Map



In c.1875 a bakery, and later a Postal Telegram Service and corn merchants, was established by Joseph Harris on Old London Road. He also built an associated windmill above the village at Waterhall in 1880. The mill, now known as Patcham Mill, ceased grinding in 1924 and is now in residential use.

In the 19th century, the church was restored four times; in 1824-5, 1856, 1883 and 1898. The remains of a painted 'Doom' were discovered during the 1883 restorations. The last restoration was the most extensive, with the north aisle and vestry added at this time. Further alterations were made in 1989.

With the parallel growth of Brighton and decline of farming, the population became increasingly reliant on the town for employment. Patcham made use of its location astride the busy London-Brighton road, catering for the needs of travellers with such services as tea gardens, a garage and roadhouse.

Increasing traffic led to the construction of the A23 in 1926, which diverted traffic from what is now the Old London Road, and therefore away from the village centre. The Black Lion Hotel was built to monopolise on the new road, incorporating the remains of a former villa. This replaced the original Black Lion Hotel, which was located at number 110 Old London Road.

Due to pressures for private housing, Brighton city boundary was revised in 1928 to include Patcham. At this time, farming was at an all time low. This led to the sale of the two estates, with Court Farm and Patcham Place acquired by Brighton Corporation in 1925 and 1926 respectively. Much of the land was sold separately to developers. Vast expansion followed in the 1930s, creating suburbs of Brighton and annexing Patcham into the city's urban conurbation. The Drove - comprising a lane between Patcham and Stanmer for the driving of cattle - was developed into Ladies Mile Road. This road marked the boundary between the two large estates, such that the style and process of development to either side of the road differed. The estates provided low-cost homes for first time buyers as well as a small amount of council housing.

The developing suburbs led to an increased population and Patcham Place was used to accommodate classes from Patcham Junior School in the 1930s. It was let to the Youth Hostel Association in 1939. Patcham Court Farm expanded to the north of Vale Avenue in the 1950s. The construction of the A27 bypass led to the segregation of the farm from its land. The farm ceased operation at this point, with the farmland leased out. The barn was converted to residential accommodation and community space, whilst the 1950s Vale Avenue farm site remains vacant.

Archaeological Significance

Evidence for prehistoric activity has been discovered to the north east of the area, where a resistivity survey ahead of development revealed half of a possible Bronze Age round barrow, with a ring-ditch and two internal pits possibly representing graves. This area is now designated as an archaeologically sensitive area.

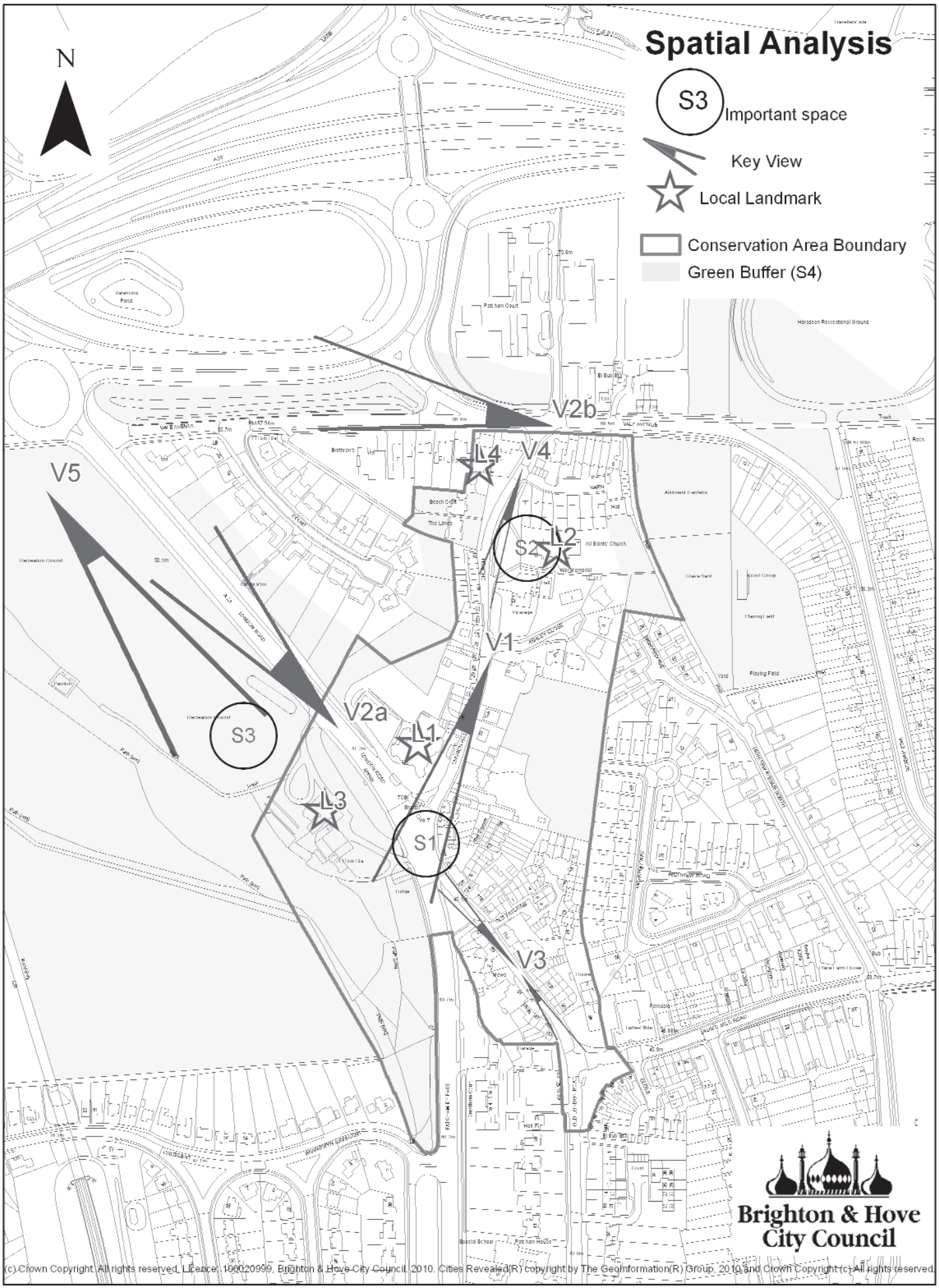
The conservation area itself contains one archaeologically sensitive area and a scheduled ancient monument. The archaeologically sensitive area is based around the Church and Patcham Court Farm. The Dovecote at Patcham Court Farm is a scheduled ancient monument. It is a circular flint structure with tiled conical roof, constructed in around the 17th century, and retaining 550 nesting boxes and its potence.

Spatial Analysis *(see diagram overleaf)*

A clear sense of boundary pervades the conservation area; with small cottages set directly on to the street front, often without pavements. The linear medieval street plan survives in Old London Road and Church Hill. Later development off these, such as the 18th century The Square, reinforces the fine urban grain and small-scale housing of the area.

A more spacious character is provided at Patcham Place and to a lesser extent Patcham Court Farm, where the buildings are arranged further from the road, with mature planting and grass banks providing a more sylvan and spacious quality.

Open spaces towards the outer edges of the conservation area and immediately beyond it are important in retaining a physical and visual 'green buffer' between the historic village and the surrounding suburbs. This emphasises the area's historic development as a separate settlement to Brighton and preserves the green and rural qualities of its original setting. For these reasons, long views to Coney Wood and the South Downs form particularly important backdrops. In contrast, closer views within the area are foreshortened by the narrow width and curvature of the roads, creating an intimate atmosphere.



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Important views in, and of, the conservation area include (*Figure 1*):

V1. Views to woodland on the flanks of Coney Hill
V2. Views to open downland from, for example, (a) the A23 and (b) Vale Avenue
V3. Gradually unfolding views along Old London Road; terminating in mature vegetation
V4. Gradually unfolding views along Church Hill
V5. View of Patcham Place from across the recreation ground, with Coney Wood as its backdrop



figure 1 - Key Views

Important spaces and permeation routes in and around the conservation area include:

S1. The junction of Old London Road and Church Hill, beside Black Lion Hotel
S2. The Churchyard
S3. Coney Wood, Patcham Recreation Ground, the walled gardens and the area surrounding Patcham Place
S4. 'Green Buffer' surrounding the conservation area which acts to distinguish the village from the surrounding suburban development and as a reminder of its once rural setting (shown as a green hatching on the associated plan)

Local landmarks in the conservation area include:

L1. Black Lion Hotel
L2. All Saints Church
L3. Patcham Place and its parkland setting
L4. Patcham Court Farm dovecote

Character Analysis

The area can be divided into three distinct character areas (see Character Area Graphic): The Village Nucleus comprises the fine urban grain of cottages along Church Hill and Old London Road. Further east are the buildings of All Saints Church and the former Patcham Court Farm, set in a more spacious setting. To the west of the A23 are Patcham Place, its associated stable complex and green space.

These three character areas together makeup the historic village of Patcham.

Character Area 1: Village Nucleus *(see Graphic on next page)*

The Village Nucleus comprises the central part of the historic village. It is set on the floor and east slope of the valley; the principal streets being Old London Road and Church Hill. The area retains a fine urban grain, with small cottages fronting directly on to the road, and further housing set around courtyards and cul-de-sacs behind. Mature, overhanging vegetation and the narrow, curved character of the roads restrict and foreshorten views, creating a strong sense of enclosure.

Streetscapes

Black Lion Hotel junction

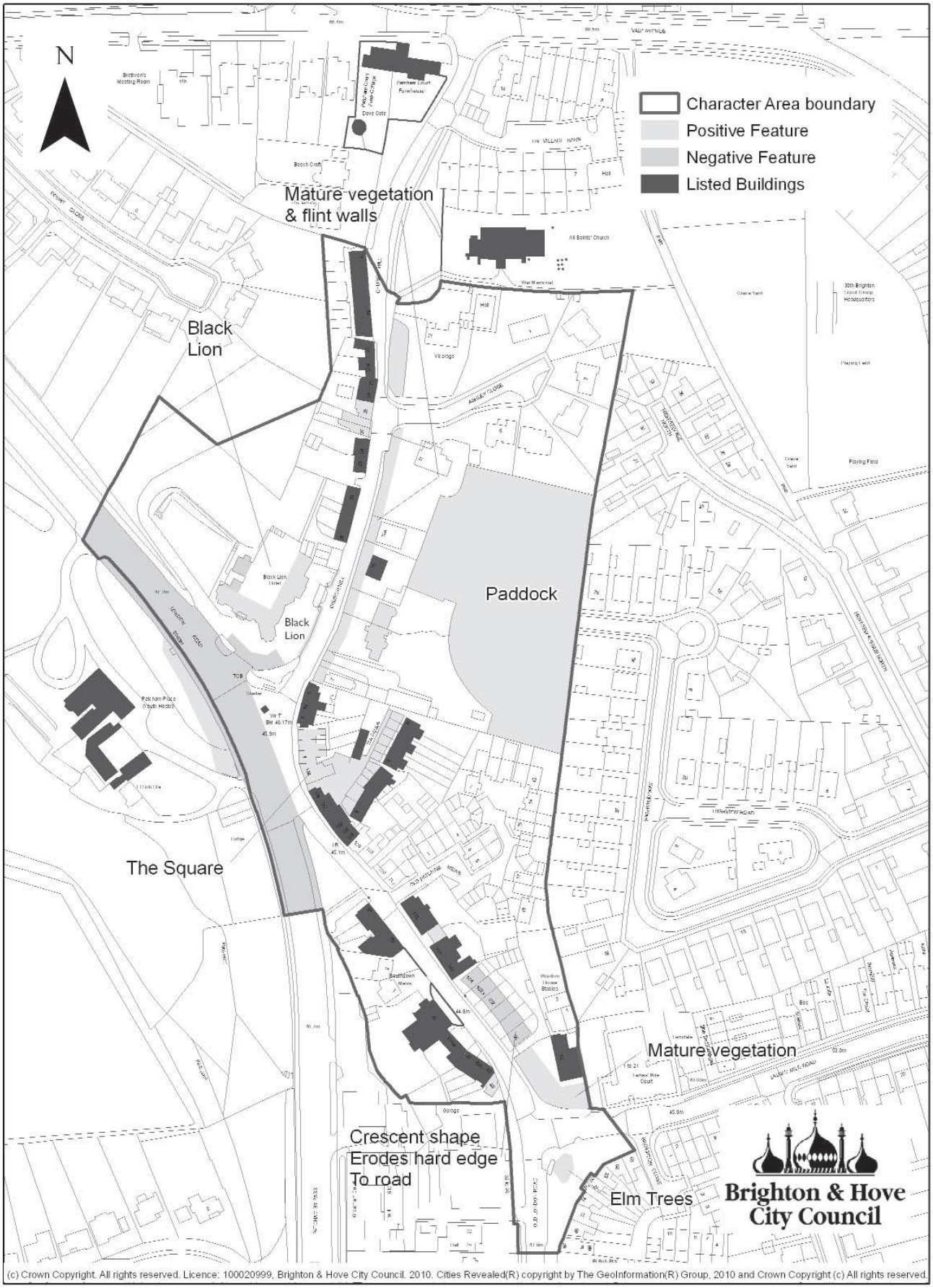
The junction between Old London Road, Church Hill and the A23 is a central space in the area (*Figure 2*). The junction is fronted by the Black Lion Hotel to the north, small flint-fronted cottages to the east and the A23 to the immediate west. The space thus forms the meeting point of the main roads in the area and acts as both a central focus and gateway into the area. The listed drinking fountain is a modest gateway feature for the old village. Recent improvements have been undertaken to the Black Lion Hotel junction and A23 to better manage traffic at the junction and to provide a cycle path. These are of benefit to the area, however modern highway paraphernalia now dominate over the listed drinking fountain, and the high levels of traffic have a negative impact on the area.



figure 2 - Black Lion Hotel Junction

The fountain and the flint cottages to the east promote a rural-scale village character. This character is emphasised by the openness of the junction, in contrast to the rest of the area, and complimented by the neighbouring grass verge along Old London Road.

Village Nucleus Character Area



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The Black Lion Hotel has a major presence; its size and scale contrast with the neighbouring more rural scale cottages. The building in its current form dates to 1928, and was built as a replacement for the old Black Lion Hotel on Old London Road when the A23 was built. It comprises a major remodelling of an earlier residence. It is the only building in the area that orientates towards the A23, emphasising its reliance on this route for trade. It is of a typical early 20th century suburban style. Modern signs and paraphernalia erode its character. It sits, however, in quite substantial grounds, which act as part of the 'green buffer' around the village.

Old London Road

Old London Road comprises a traditional village street. The buildings along its length are predominantly 17th and 18th century; however varied architectural styles are present, which reflect its piecemeal development over time. The character of the street is defined through the use of traditional materials (flint, brick, clay tile and slate), two storey buildings, pitched roofs and buildings or tall walls forming a hard edge to the road. Many of the properties are listed, and the majority are of interest both individually and as part of the streetscape, including:

- Dating to the early 18th century, Southdown House displays a fine dressed flint façade with decorative brick parapet and dressings *(Figure 3)*.
- The old Black Lion Hotel at 110 Old London Road retains a well-proportioned façade of grey headers and contrasting red brick dressings. Although now painted over, the former public house sign survives to the side elevation.
- Wootton House is a late 18th century property with black mathematical tile façade, set back behind a tall wall at the corner of Old London Road and Ladies Mile Road.

The 'polite architecture' of Southdown House, the old Black Lion Hotel and Wootton House comprises formal facades made up of regularly spaced vertically hung sash windows and classical features. Such buildings are particularly vulnerable to change that alters the formality of their facades.



figure 3 - Southdown House

In contrast to these, the majority of buildings along the road are vernacular, comprising low cottages with steep pitched roofs covered in slate or clay tile, which contribute collectively to the street scene. They are of interest for their use of traditional materials and vernacular details such as vertically sliding sash windows, and in how they have changed and developed in response to changing pressures and fashions over time.



figure 4 - 96-104 Old London Road (even)

A number of the cottages have been altered to form commercial properties, including the inclusion of a number of bow fronts. The presence of commercial properties, especially the post office and bakery is important in retaining the character and function of the village in serving the local community.

Numbers 96-104 (even) comprise a Neo-Georgian crescent constructed in the 1960s. The slightly bowed shape of the crescent erodes the hard edge to the road (*Figure 4*).

The dense built form of Old London Road is further compounded by the presence of further housing to the rear. The Square is an 18th century development of small terraced cottages with weatherboarded or flint and brick elevations (*Figure 5*). It is particularly picturesque - enhanced by its 'hidden' location, the presence of verdant front gardens and informal surface treatments that are in keeping with its rural character. The buildings retain many original features, including both horizontally sliding sash and vertically hung sash windows, clay tile and slate roofs and traditional outbuildings, which contribute to the character of The Square.



figure 5 - The Square

Old Patcham Mews is a further development to the rear of Old London Road which was constructed in the 1980s. Although opinions are divided as to its success, it is constructed in traditional materials and preserves the urban morphology of the area, which lessen its impact on the character of the village.



figure 6 - Junction with Ladies Mile Road

Falling outside the conservation area, the buildings fronting the junction of Ladies Mile Road and Old London Road are of an early 20th century suburban character (*Figure 6*). The junction forms an important open space at the entrance to the conservation area. The public realm is generic and somewhat tired.

Old London Road comprises a well known informal route from the A23 to the northern suburbs of Brighton. Despite the re-routing of the original London to Brighton route, the road therefore remains subject to high levels of traffic for its size and character.

Church Hill

Church Hill comprises a narrow, gently curved street that rises steeply to the north. In comparison to Old London Road, the streetscene and building line is much more homogenous along this road. On the west side of the street, two-storey traditional flint-walled cottages with gabled or hipped tiled roofs front directly onto the road (*Figure 7*). The lack of pavement along this side of the street - similar to parts of Old London Road - is distinctive, promoting a rural village character and emphasising the hard edge to the street. Eyebrow dormers to several cottages and the timber framed studwork on number 23 Church Hill add to the vernacular character. The northernmost terrace, Pond Cottages, dates to the 1840s (Figure 8). The terrace is particularly uniform, with rendered, classically proportioned facades and a single dormer window to each property. It forms a later development of a more formal character to the rest of Church Hill. Gradually unfolding views of both the vernacular and 19th century cottages stepping down the hill are particularly picturesque and form a distinctive view in the area.

A number of larger detached houses, displaying various architectural styles and dates are located to the east. Set back from the road in private gardens, they display a more spacious built form than the cottages to the west. This side of the road has historically always been less developed: The 1811 Plan of the Patcham Place estate reveals that the area comprised two fields at this time, between which were situated the parsonage and a further small house plot. The area was slowly developed, so that by the 1870s the whole street front was divided into house plots. At this point a further vicarage had been constructed to the immediate south of the church; replacing the original parsonage. The building plots preserve the former field boundaries in this area.



figure 7 - Cottages along Church Hill



figure 8 - Pond Cottages

Mature vegetation and flint walls form a more prominent feature in the streetscape than the buildings themselves, and promote a clear sense of boundary and privacy. Glimpsed views are apparent to the large green 'field' to the rear of these properties (also known as Dukes Meadow), emphasising that this area was once open and rural. This field is also clearly visible in longer views of the village from Patcham Place, where its function as part of the 'green buffer' is clearly apparent. The importance of this space as an open space has been supported through the refusal of previous proposals for residential development, which were most recently dismissed at appeal in 1990 and 1997.

Ashley Close is a modern cul-de-sac development and set to the east of Church Hill. Dating to the early 1970s, its construction predates designation of the area. It is located on the site of the Victorian Vicarage and preserves the boundaries to this (which are also former field boundaries). The road itself follows the line of the original driveway to the Vicarage. It however creates an opening along Church Hill which erodes the linear form of the street, and the large detached houses are of no particular architectural or historic merit in themselves. The flint walls at its entrance and the high levels of foliage are nevertheless in keeping with the character of the area and minimise the impact of the development.

Public realm

The narrow, curved streets in this area follow the medieval street layout, which is in principal that of a linear village. Most roads retain generic modern surfacing; however there are some surviving traditional surfaces which enhance the historic character of the area, such as the red brick paving with granite kerbs along Old London Road, and red brick kerbs along Church Hill.

Further, the unmade gravel surface, brick gutters and grassed path in The Square form an intrinsic part of its rural and picturesque character.

Most lighting columns in the area are of the traditional swan-necked variety. Those along the A23 and at Black Lion Hotel junction are modern.

Conclusion

The Village Nucleus comprises the commercial and residential centre of the village. It is characterised by:

- small vernacular cottages of two storeys
- gabled or hipped roofs of slate or clay tile
- elevations of flint and brick, with some render
- a clear sense of boundary
- high levels of mature vegetation

However a number of intrusive features are present in the character area which are damaging to its special historic and architectural interest:

- Some shop fronts and signage along Old London Road are not in keeping with the character of the area.
- Signs, paraphernalia and hard landscaping associated with the Black Lion Hotel erode its historic character. The building has been irregularly extended over time, such that there is now little coherence to its plan form.
- Despite the construction of the A23, traffic and parked cars erode the character of the area. This is particularly apparent at the Black Lion Hotel junction, and along Old London Road, which remains an important access route to the Patcham suburbs.
- Incremental change, including unsympathetic alterations to windows, doors and roof coverings, have occurred to some of the cottages.

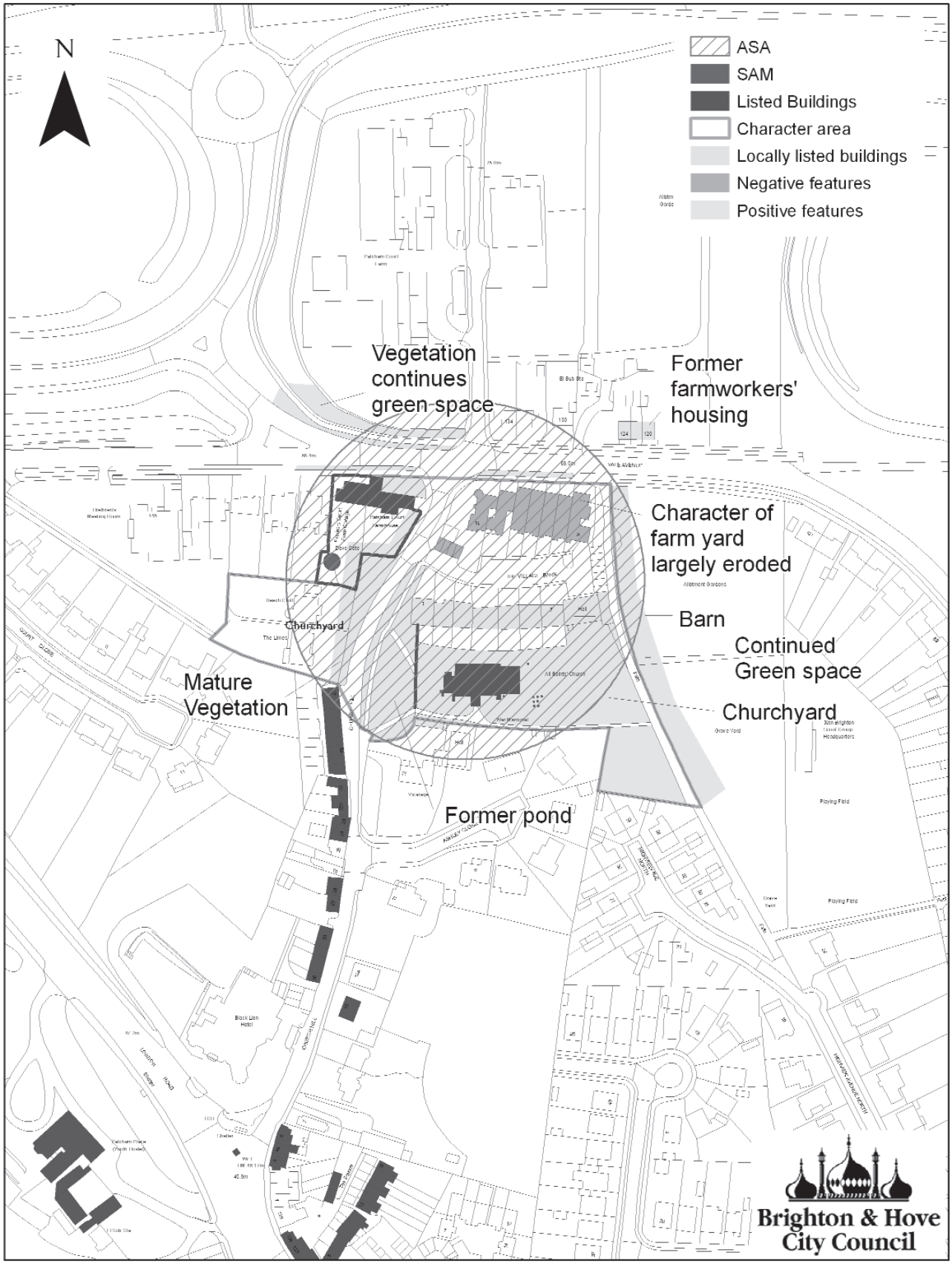
Character Area 2: All Saints Church and the former Patcham Court Farm *(see graphic on next page)*

All Saints Church and the buildings of the former Patcham Court Farm comprise a particularly important group of buildings in the area. The importance of the church and of the farm is reflected in the scale and architectural quality of the individual buildings. The length of the barn in particular - being one of the longest in Sussex - reveals much about the scale of farming at this time and also the prestige of the Abergavenny family, as dominant landowners in the area.

The close proximity of the church and farm reveals much about relationships between the landowner, church and community. The church and farm complex would have formed the heart of the village on many levels - economically, spiritually, judicially and socially. The function of this area as the heart of the village would have originally been further emphasised by the presence of the village pond outside the Church, which has now dried up.

Grass verges along the road, open spaces around the former farm and church and private gardens to the west create a rural quality to this area. Surface treatment, including the use of red pavers set on edge, are in keeping with this rural character.

Church and Farm Character Area



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Important Buildings and Groups of Buildings

All Saints Church

A church in Patcham is mentioned in the Domesday entry, but the current Church appears to date to the 12th century and later. The tower was added in the 13th century, and the chancel rebuilt in the 14th century (*Figure 9*). The building was heavily restored over the 19th century, during which time the north aisle and vestry where added and a painted Doom discovered. The Church is built in flint with stone dressings and render to the majority of the exterior. It is located on the east flank of the valley, set within its own churchyard and bounded by a flint wall.

The Church is not visible from much of the conservation area. It becomes visible on progressing up Church Hill into the Church and Farm character area. This lessens its impact on the conservation area as a whole; however it is a major focal point of the character area and historically important to the development of the village.



figure 9 - All Saints Church

Patcham Court Farm

The remaining evidence of the farm complex comprises the farmhouse, dovecote and barn, which date to the 17th century. The farmhouse is a two storey flint, brick and tile-hung building with hipped slate roof. It is now split into two dwellings, which are both accessed from Vale Avenue. The Vale Avenue elevation has a large wing extending forwards and set at right angles to the main building. Its appearance suggests that the main elevation may originally have faced south, towards the dovecote and rest of the farm complex.



figure 10 - Dovecote

Sizeable gardens bounded by tall flint walls are set to the south of the farmhouse. Within these is set the dovecote, whose significance is reflected in its designation as a grade II listed building and a scheduled ancient monument. Built in flint, the dovecote is circular in plan with a conical tiled roof. It is an unusual survival and adds considerable interest and character to the area (*Figure 10*).

The barn is set to the immediate north of the Church (*Figure 11*). Of originally one tall storey, it has weatherboarded and flint elevations and a prominent slate roof. In agricultural use until the 1980s, it was then converted to residential and community use. The insertion of a high number of openings in the elevation and roof as part of the conversion is regrettable, and erodes the character of the building. A new flint, brick and hung-slate building was constructed to the north within the former farm yard. The conversion to residential use has altered the character of this space from that of a historic farm yard. The flint wall around the site and the barn itself are nevertheless important survivals.



figure 11 - Patcham Court Barn



figure 12 - 120-124 Vale Avenue (even)

Numbers 120-124 (even) Vale Avenue forms a two storey building with attic and symmetrical façade built in the early 20th century as farm worker's housing (*Figure 12*). Incorporating the date 1909 and monogram 'A' for Abergavenny, this is relatively rare as it was built at a time of agricultural decline when few such buildings were being constructed. Outside of the conservation area, and physically separated from it, it merits inclusion on the list of buildings of local interest.

The farm expanded to a location on Vale Avenue in the 1950s. Although now vacant, the 1950s site forms part of the green buffer surrounding the village.

pen Space

The character area retains a more spacious character than that of the Village Nucleus. Public green spaces include the former village pond (now dried up and comprising a grassed area in front of the church), the church yard and grass verges along Church Hill and Vale Avenue. These are complimented by the large gardens present along the west side of Church Hill, which contain high levels of mature vegetation and enhance the rural character of the area.

The open, green character continues beyond the boundary of the conservation area to the north onto the 1950s Patcham Court Farm site, and to the east where there is a large Churchyard extension and allotments. These form part of the green buffer that distinguishes the village from the surrounding suburbs. The currently vacant buildings on the Patcham Court Farm site are of poor quality and have a negative impact on the conservation area. Any future development on the site should preserve its function as part of the green buffer around the conservation area.

Conclusion

All Saints Church and Patcham Court Farm area retains a spacious green character with individual buildings of varied design and function. The power and prestige of the Abergavenny family is reflected in the architectural quality and scale of the farm buildings, and their close relationship with the Church.

However, a number of poor quality features are present in the area that detract from the special interest of the area:

- The A27 to the north of the area forms a physical barrier between the village (especially Patcham Court Farm) and its former agricultural land on the South Downs.
- The redevelopment of the Village Barn has affected the historic character of this building and the former farm yard.
- The derelict state of the 1950s Patcham Court Farm site detracts from the character area.

Character Area 3: Patcham Place *(see Graphic)*

The Patcham Place area is characterised by high levels of mature vegetation. It contains the large residence of Patcham Place itself, the associated stables and lodge, and the surrounding driveways, walled gardens and mature vegetation that comprise its immediate parkland setting. The wider landscape of Coney Wood and Patcham Recreation Ground - although outside the conservation area - have a direct bearing on the character area.

Built Form

Patcham Place

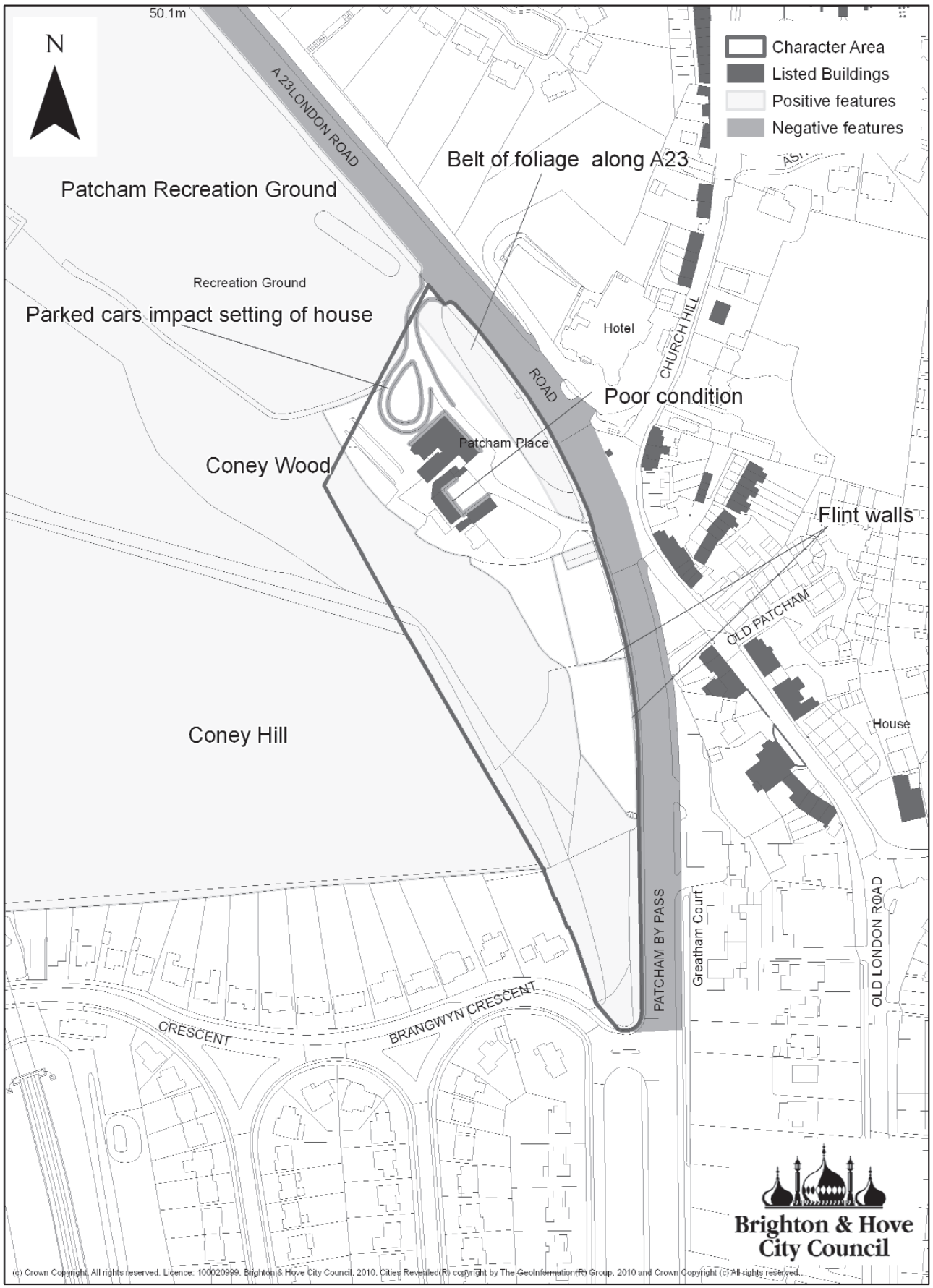
Patcham Place comprises a large residence, dating in its current form to the late 18th century (*Figure 13*). There has been, however, a house in this location since at least the 16th century, parts of which survive within its present form. The building is of two storeys with a black mathematical tile frontage and stone dressings. The main elevation faces north. It is of seven bays and symmetrical design, with a central doorway with Tuscan columns. The three central bays are housed under a small pediment with oculus window. The numerous phases of the building are reflected in its complex plan form and roofline. Its interest is emphasised by its designation as a grade II* listed building. Used as a youth hostel for much of the 20th century, it is now vacant.

To the streetfront, the house displays a six bay symmetrical façade with a canted bay window to each side. This is set back from the A23 behind a belt of mature trees, which continue along the side of the recreation ground.



figure 13 - Patcham Place

Patcham Place Character Area



These form a strong edge to the parkland. Although important in views from the Black Lion Hotel junction and from the A23, its orientation away from the road and the belt of mature trees mean Patcham Place does not form a major part of the streetscape. Instead, its primary setting is the recreation ground with Coney Wood forming its backdrop.

The arrangement of driveways forming the immediate surrounding to Patcham Place is already evident on the 1st edition Ordnance Survey map of c.1875. Parked cars, however, now line the drives and detract from the primary setting of the house.

Patcham Place Stables

The stables associated with Patcham Place are arranged around three sides of a yard and date at least in part to the 18th century. The central portion is cobble-faced with yellow brick dressings, pediment and tiled roof.

Situated to the rear (south) of Patcham Place, the stables do not form part of the principal views of the house; instead forming part of an ancillary area. However, they are placed in close proximity to the house, and front directly on to the drive. As such they would have been visible to visitors arriving or departing from the house. This is reflected in the quality and level of architectural embellishment on the building.

An engraving by Grimm dating to the 1780s shows ancillary buildings to the rear of the house. These include a very large half-hipped barn - rising to the same height as the house itself. The size of the barn - and its inclusion in the engraving - suggests it was a prestigious structure. It is no longer apparent on the 1811 estate map, by which time parts of the current stable complex are in place.

The stable complex is currently in very poor condition and in need of repair and maintenance.

Patcham Lodge

Patcham Lodge is a two storey rendered building to the southeast of Patcham Place. A building is first evident in this location on the 1st edition Ordnance Survey map, with a large square building adjoining to the east. This square building appears to have been demolished for the construction of the bypass in 1926.

The main elevation faces north; overlooking the drive to Patcham Place. It has a small front garden with a much larger walled garden to the rear.

The east elevation fronts directly on to the A23. It is highly visible along this roadway and also forms an important part of views down Church Hill. It is therefore a prominent building which adds to the character of the area. However it is not listed, and is therefore currently unprotected from incremental change to its windows and roof coverings, which could have a major impact on its character.

Open Space

Walled gardens

A series of tall flint walls bound and divide land to the south of Patcham Lodge. Although part of this area forms the private garden to Patcham Lodge, the remainder forms part of publicly accessible land on Coney Hill. The area combines a mixture of woodland, grassed areas and specimen trees and shrubs, and feels removed from its more urban surroundings (*Figure 14*).

The area presents a tall flint wall to the roadside, which is a prominent feature along the A23.



Figure 14 - Green space within the walled garden

Recreation Ground and Coney Wood

Although currently outside the boundary of the conservation area, Patcham recreation ground and Coney Wood form a major part of the setting to Patcham Place and the village as a whole.

The recreation ground forms a large area of level open ground, which provides long views to the front façade of Patcham Place. It contains one structure - a cricket pavilion - along its western edge. Although this is of little historic or architectural merit, the use of this space for cricket matches - with the backdrop of Patcham Place behind - is a quintessentially English scene. Parked cars line the A23 alongside Patcham Recreation Ground. This is evident particularly when sporting events are taking place but the area also appears to be used informally for park and ride.

Located on the steep flanks of Coney Hill, Coney Wood originally formed the wilderness garden to Patcham Place; comprising serpentine paths winding through woodland. Despite severe damage during the 1987 storm, the wood retains much of its historic character. It forms the backdrop to Patcham Place, the recreation ground and to views from the village. The London to Brighton railway line, constructed in 1841, runs beneath the wood within a tunnel. The entrance to the tunnel lies at the northern end of the wood.

Both Coney Wood and Patcham recreation ground are important reminders of the village's once rural setting and significant survivals of the Patcham Place estate.

Conclusion

Patcham Place Character Area comprises a large 18th century residence, its associated stable and lodge, and its immediate parkland setting. Located adjacent to the A23, the house and its parkland setting form a landmark feature on entering Brighton from the north. The area is predominantly green in character, with high levels of mature trees. This is complimented by the adjoining Patcham Recreation Ground and Coney Wood, which form the wider parkland setting to the house. A number of tall flint walls are located to the south of the area, and are prominent from the A23.

A number of intrusive features are however evident, which are damaging to the special historic and architectural interest of the area:

- Whilst necessary repairs have now been secured, Patcham Place is currently vacant and in need of further restoration work to the facades
- The stables are in a poor condition.
- High levels of vegetation and views of Patcham Place and the village contribute to making the A23 a pleasing route into the city. The route, however, forms a barrier between Patcham Place and the remainder of the conservation area. Accessibility has been improved recently by the new signalised crossing south of Patcham Place
- Modern highway paraphernalia detracts from the historic character of the route.
- Parked cars outside Patcham Place impact on the setting of this listed building.

Special Interest of Patcham Conservation Area

Patcham Conservation Area comprises a historic downland village, placed strategically on the historic route from Brighton to London. The area contains a large concentration of historic buildings, many of which are listed. Patcham Place, Patcham Court Farm and All Saints Church are the main prestigious buildings in the area, whilst the majority of the building stock comprise more modest vernacular cottages, which are also of architectural and historic interest. The varying architectural styles evident in the village reflect its piecemeal development, yet cohesion is provided through the use of traditional materials; predominantly flint. Buildings and walls form a hard edge to the streetscape, creating a strong sense of boundary. Despite some alteration and development, and the encroachment of Brighton's suburbs to the south, the historic village survives largely in tact.

Areas of green, open space in and around the conservation area help distinguish the area from the surrounding suburban development and preserve a rural setting. Across the physical barrier of the A27, views to the open downland to the north remain, emphasising the village's agricultural antecedents.

In summary, Patcham Conservation Area forms a characteristic historic downland village.

Boundary Review *(see graphic on next page)*

The current boundary to Patcham Conservation Area largely reflects the extent of the historic settlement, following the boundary between the village and surrounding suburban development.

Coney Wood and Patcham Recreation Ground, however, form a major part of the setting of the village and of Patcham Place. They are present in key views in the village, particularly those along Church Hill. The area also forms part of the 'green buffer' that draws a clear distinction between the downland village and the surrounding suburban development, and promotes a sense of its originally rural character.

The recreation ground and Coney Wood comprise part of the historic estate and parkland setting to the house, as shown on the 1811 Estate Plan. Coney Wood originally formed the wilderness garden to the house, with serpentine paths winding through woodland and specimen trees. Much of this character survives. Orientated towards the recreation ground, this green and level area, flanked by the woodland to its west, forms the primary setting to Patcham Place. Key views of the house are evident across the Recreation Ground to the north, from where the woodland forms its backdrop. It is therefore recommended that both the Recreation Ground and Coney Wood are included within the conservation area. The proposed boundary reflects boundaries shown on the 1811 Estate Plan.

Policy and Proposals

An Article 4(1) Direction under the Town and Country Planning (General Permitted Development) Order 1995 is recommended to remove permitted development rights for the area. This will help to prevent incremental change and the degradation of the special interest of the area as a whole, through managing change to properties such as Patcham Lodge, 1 and 2 Church Hill and individual houses along the west side of Church Hill. Although some permitted development rights were removed from the Village Barn and Old Patcham Mews as part of their planning permissions, the Article 4(1) Direction would provide further control over, for example, the erection of solar panels. Reinstatement of historic features should be encouraged when opportunities arise.

Suitable long term uses will be investigated for Patcham Place in order to ensure the continued maintenance, repair and survival of this important building. Any long term use should investigate options for reducing parking along the entrance drive.

The stables at Patcham Place are in poor condition. Repairs and regular maintenance should be secured for these buildings.

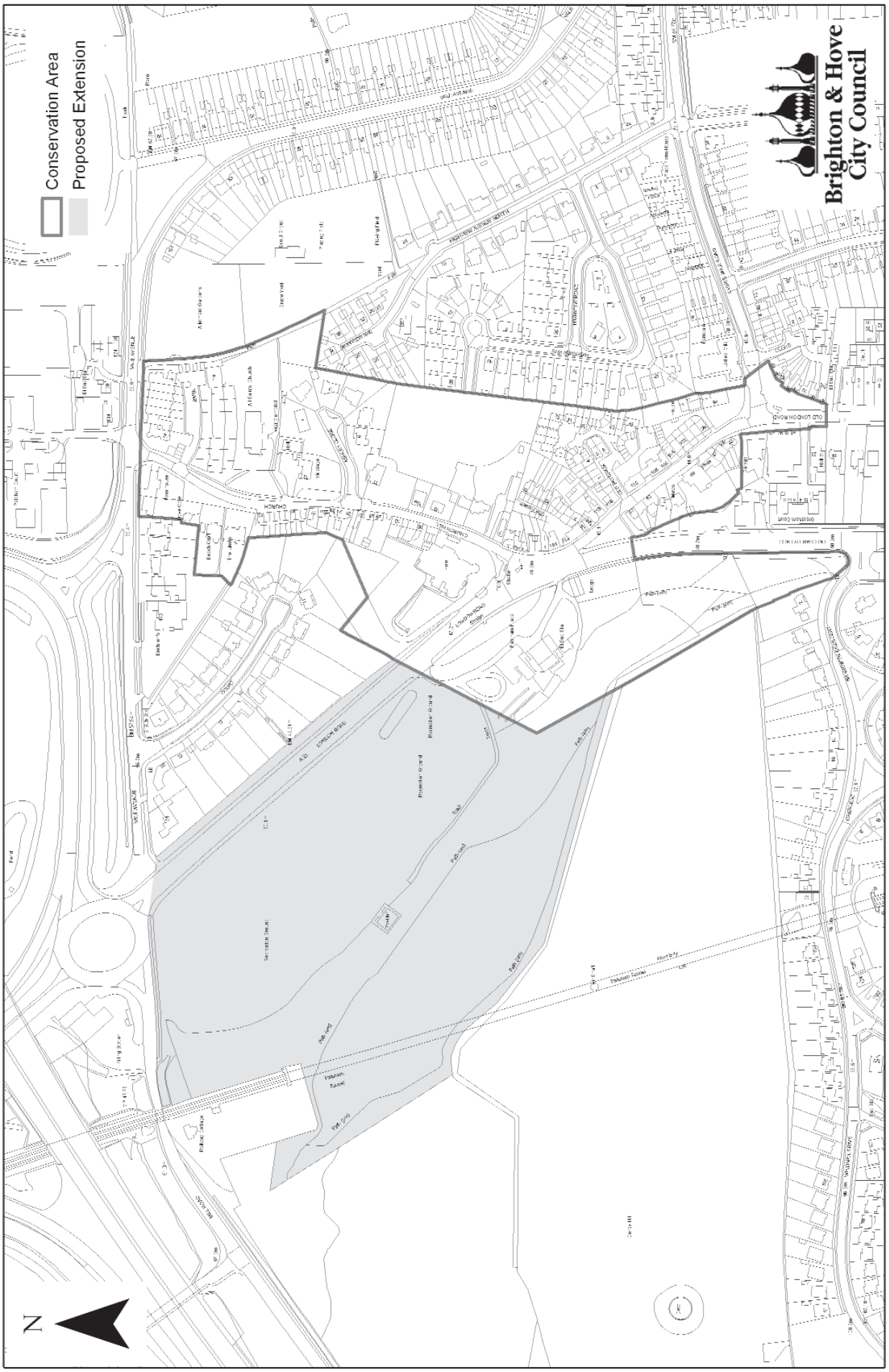
Flint walls make a major contribution to the special character of the conservation area and merit a programme of maintenance, repair and reinstatement, in accordance with best 'traditional' practice.

Traditional paving materials, such as those along Old London Road, Church Hill and The Square, should be preserved, with repairs carefully matched to the original. Traditional surfaces should be reinstated when opportunities arise.

Numbers 120-124 (even) Vale Avenue and Mile End Cottages on Ladies Mile Road are located outside the conservation area, and segregated from it. They are, however, of sufficient special architectural and historic interest to be considered for inclusion on the list of buildings of local interest.

Annex 3

Patcham Conservation Area - Proposed Boundary Change



Despite forming a barrier between Patcham Place and the rest of the conservation area the A23 forms a pleasant route into the area and into the city. The historic character of this route, and the relationship between each side of the road, should continue to be considered when undertaking any further improvements and developments along this highway. Signs and other modern paraphernalia should be minimised in the area and a consistent approach adopted.

Existing tree cover contributes positively to the character of the area. A review of tree preservation orders is recommended, to ensure adequate control. Vegetation at the junction of Old London Road and Ladies Mile Road could be strengthened to screen views between the conservation area and suburban surroundings. Planting around the Black Lion Hotel boundary could also effectively screen the car park and poor quality extensions visible in this area, whilst also reinforcing the strong boundary to the road. Soft landscaping in these areas would be encouraged.

The open spaces around the village that form part of the 'green buffer' are important in distinguishing the village from the surrounding suburban development and highlighting its originally rural setting. These areas should remain predominantly open and green.

Further Reading

Barrows, A., Harben, J. and Oldfield, E. (1990) *All Saints' Patcham Church Guide and Parish History*

Berry, S. (forthcoming) *Victoria County History of the City of Brighton and Hove*

Brighton and Hove City Council (2009) *Brighton and Hove Urban Characterisation Study pp87-90*

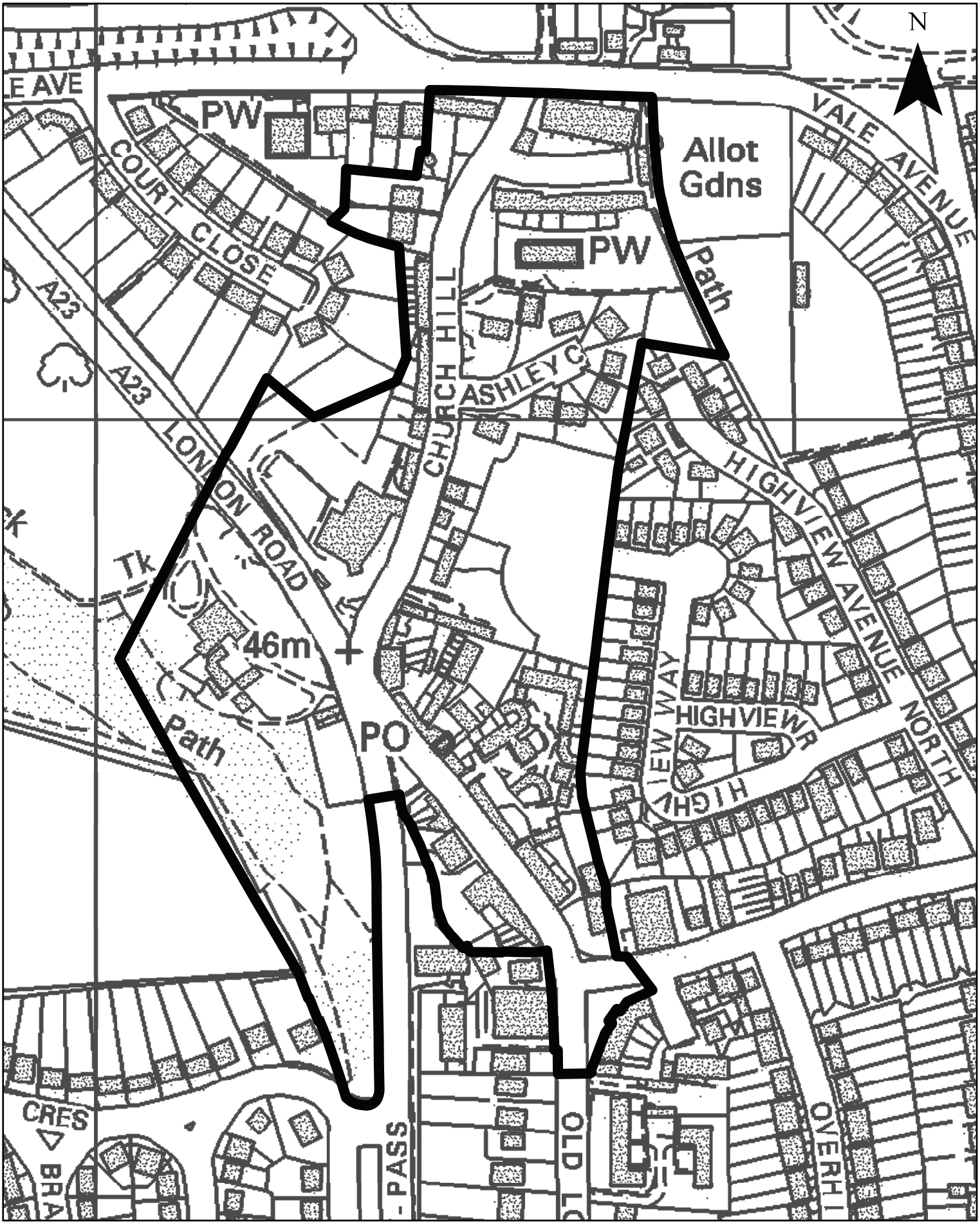
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Collis, R (2010) *The New Encyclopaedia of Brighton*

Farrant, S. (1985) *Changes in Brighton and Hove's Suburbs. Preston and Patcham 1841-1871*

Salzman, L. F. (1940) *Victoria County History of the Counties of England: Sussex. Vol. 7*

Patcham Conservation Area



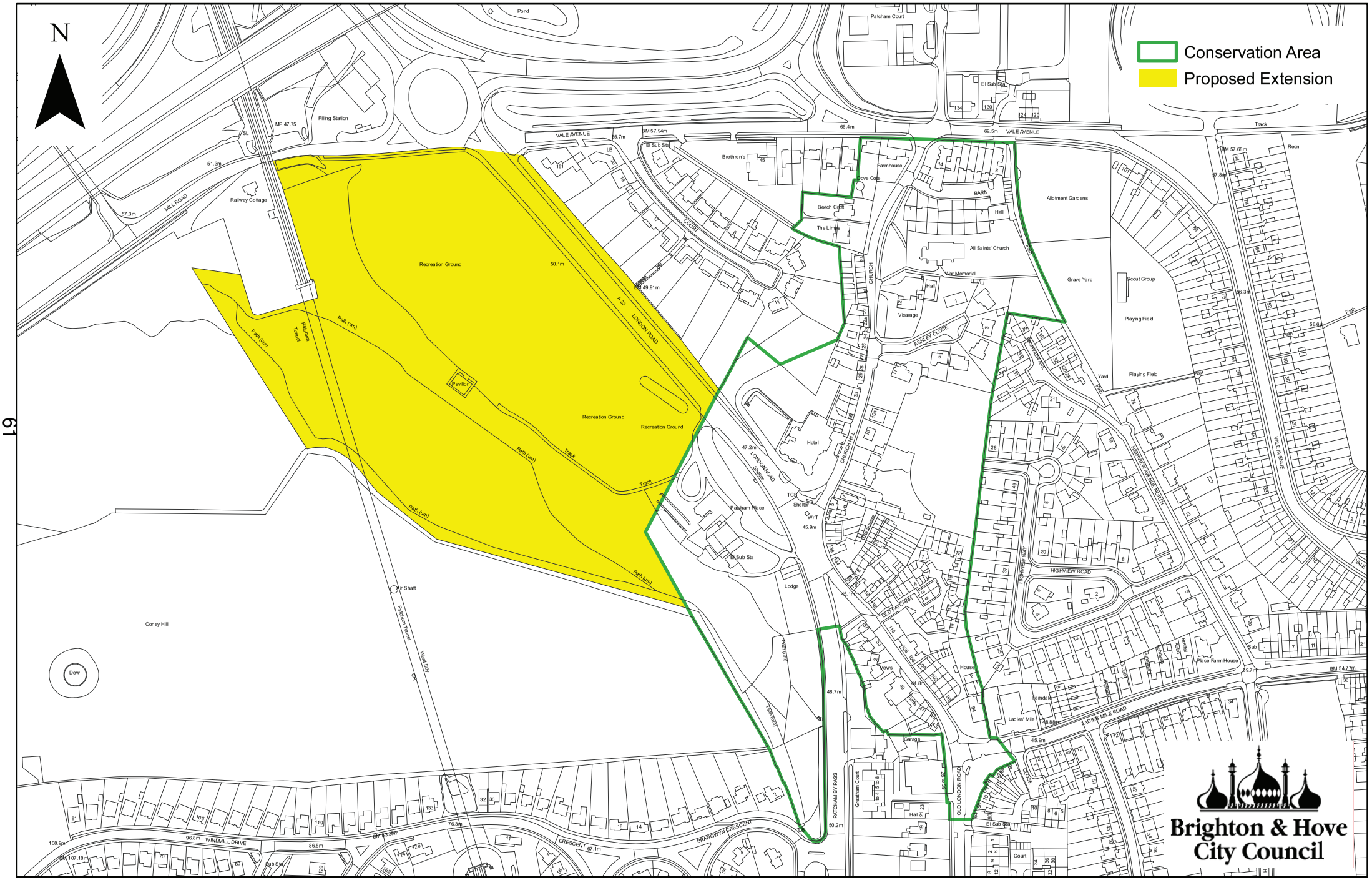
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Date: 18/08/10 **Scale:** 1:2,500

Patcham Conservation Area - Proposed Boundary Change

Item 41 **Annex 3**



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Scale: 1:3,500

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 42 Brighton & Hove City Council

Subject:		**Portslade Old Village Character Statement**		
Date of Meeting:		**16 September 2010**		
Report of:		**Acting Director of Environment**		
Contact Officer:	**Name:**	**Sanne Roberts**	**Tel:**	**29-2261**
	E-mail:	**sanne.roberts@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:		**North Portslade; South Portslade**		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The report seeks approval of the Portslade Old Village Conservation Area Character Statement, following public consultation. The Character Statement seeks to define the character and appearance of the conservation area, which is important to preserve and enhance. A clear, comprehensive appraisal provides a sound basis for development control and for future initiatives to improve the area. It will assist in securing the preservation and enhancement of the city's historic built environment, which is given high priority by the Council.

1.2 The report also recommends changes to the conservation area boundary and an Article 4(1) Direction to control unsympathetic alterations to single family dwellinghouses.

2. RECOMMENDATIONS:

2.1 That the Portslade Old Village Conservation Area Character Statement be adopted, subject to any minor grammatical and non-material text and illustration alterations agreed by the Director of Environment in consultation with the Cabinet Member for Environment.

2.2 That an Article 4(1) Direction is made for unlisted dwellings in the area under the Town and Country Planning (General Permitted Development) Order (1995), as recommended by the Portslade Old Village Conservation Area Appraisal and detailed in annex 3.

2.3 That the proposed boundary changes, as set out in the Character Statement and illustrated in annex 4, be approved and formally designated.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 The Portslade Old Village Conservation Area was designated in 1974. It was last reviewed in 1997 when a brief character statement was produced.

3.2 The character statement (as amended following consultation), which is appended at annex 2, is in line with current guidance from English Heritage (2006) and is

informed by historic research and on-site analysis. It describes the character of the area noting three distinct character areas: the Church and Villas; Easthill Park and the Brewery and Village centre.

3.3 The review suggested a number of boundary changes and an Article 4(1) Direction to control incremental alterations to unlisted single family dwelling houses within the area, noting a threat to traditional architectural features such as timber sash windows. The proposed Article 4(1) Direction is appended in annex 3, and the boundary changes in annex 4. The boundary changes include three areas suggested for deletion, as they no longer meet current tests for inclusion within a conservation area.

4. CONSULTATION

4.1 A draft Portslade Old Village Conservation Area Character Statement was approved for public consultation at the Cabinet Member Meeting on 11 May 2010. Formal public consultation was carried out between 20 May 2010 and 30 June 2010. Copies of the draft statement were made available on the council's website, at CityDirect Offices and at the Mile Oak and Portslade Libraries. Local residents, businesses, Ward Councillors, Portslade Community Forum, local and national amenity societies, English Heritage and other key stakeholders were engaged in consultation. Posters were placed in the area. It was also reported to the Conservation Advisory Group (CAG). Consultation was also undertaken at the Easthill Park and Play event on 17 June.

4.2 A total of eighteen representations were received and these are summarised at annex 1, which also sets out how the character statement has been changed, or not, in response to each of the representations.

Main issues arising from the consultation

4.3 The results of public consultation were broadly supportive of the Portslade Old Village Conservation Area Appraisal and its recommendations, including the proposed boundary changes. The main issues raised during consultation related to the proposal to include North Road and Southdown Road in the conservation area and the possible inclusion of flint walls to the west of the area. As a result it is recommended that Southdown Road be included in the conservation area but North Road and the flint walls to the west are not included. The ward councillor is supportive of this approach.

4.4 The Southdown Road/North Road area comprises housing built for brewery workers and is an important part of Portslade's historic development. Concerns were raised about the extra planning restrictions that designation and the proposed Article 4(1) Direction would involve, such as restrictions on alterations to front boundary walls. There was a lack of strong support for the inclusion of North Road and it was noted that this street has been subject to past alterations. But the properties on Southdown Road are locally listed and remain largely unaltered. No objections were received to their inclusion in the conservation area.

4.5 Representations were received suggesting the inclusion of the **flint walls to the west of the conservation area**, along the High Street and extending to the city boundary. It is agreed that these walls form an important part of the setting of the conservation area, as reflected in their inclusion in the council's list of

buildings of local interest. However, they are located within a suburban context which is disconnected from the character of the conservation area and is of little special architectural or historic interest in itself. As such, the area does not warrant inclusion in the conservation area. The importance of the walls to the setting of the conservation area has been emphasised in the Character Statement, which also recommends that possibilities for introducing a grant scheme for repair work to flint walls should be explored.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 Costs will comprise staff time and local press notices. These will be met from within the existing revenue budget.

Finance Officer Consulted: *Derek Mansfield* *Date: 16/08/10*

Legal Implications:

5.2 The council has a duty under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 from time to time to review its area to determine whether any parts or further parts should be designated as conservation areas. There is no statutory requirement for public consultation prior to designation but it is highly desirable that such consultation should take place. The proposed Article 4(1) Direction would be made under the Town and Country Planning (General Permitted Development) Order (1995) and provides a means through which to fulfil the council's obligation to preserve and enhance the character and appearance of the conservation area. No adverse human rights implications are considered to arise from the Report.

Lawyer Consulted: *Alison Gatherer* *Date: 16/08/10*

Equalities Implications:

5.3 None have been identified. An Equalities Impact Assessment has not been carried out because the report does not concern matters of new primary policy.

Sustainability Implications:

5.4 The proposals in this report have no substantial impact upon the four priorities of the UK's Sustainable Development Strategy.

Crime & Disorder Implications:

5.5 None have been identified.

Risk and Opportunity Management Implications:

5.6 The failure to maintain the character and appearance of the area and its historic buildings could lead to significant adverse publicity for the council.

Corporate / Citywide Implications:

5.7 The proposals accord with the corporate priority to protect the environment whilst growing the economy. More specifically the guidance is a response to the council's priority to protect the historic built environment and to secure new uses for redundant historic buildings.

7. EVALUATION OF ANY ALTERNATIVE OPTION(S):

7.1 None considered.

8. REASONS FOR REPORT RECOMMENDATIONS

8.1 Portslade Old Village Conservation Area does not have an up-to-date, in depth character appraisal. A review of the Portslade Old Village Conservation Area would accord with the council's adopted Conservation Strategy (2003), and with national and Government guidance (English Heritage Guidance 2006, Planning Policy Statement 5: Planning for the Historic Environment).

8.2 The results of public consultation are broadly supportive. The recommendation to adopt the Statement and implement its recommendations has taken account of the representations received during public consultation and the changes made to the document are a result of those comments. The revised wording of the character statement is attached in appendix 2. The making of an Article 4(1) Direction will help preserve the character and appearance of the unlisted dwellings in the village through controlling incremental change.

SUPPORTING DOCUMENTATION

Appendices:

1. Table of responses to public representations

2. Portslade Old Village Conservation Area Character Statement with proposed amendments highlighted

3. Proposed Article 4(1) Direction

4. Plan showing proposed boundary changes

Documents In Members' Rooms

None

Background Documents

1. Letters of representation

2. Minutes of the Conservation Advisory Group 29 June 2010

	Respondent	Summary of Main Comments	Response to Main Comments
1	Karen Hendrickx, Resident	Opposition to the plan to make North Road part of the conservation area. Property has had less adjustments in comparison to neighbours and it is unfair that we would not be able to do work on our property without additional planning obstacles. We bought our house with a view to modernising it considerably and I am concerned that the proposals would add expense and red tape to all our future projects	The former brewers housing on North Road and Southdown Road remain of historic interest due to their association with the brewery and development of the village. Southdown Road retains four semi-detached properties that are designated as locally listed buildings. They remain largely unaltered. They are of sufficient architectural and historic interest to merit inclusion in the area. The terraced housing on North Road have been subject to a higher level of alteration and consultation has shown that there is little local commitment to enhancing the historic character of the road. The historic interest of the road will be emphasised within the report, but it is no longer proposed to include the road in the conservation area.
2	Malcolm Gladdish, Resident	Disagreement with the inclusion of North Road in the proposed conservation area extension.	See comment 1 above. Due to the level of alteration and lack of local commitment, North Road is no longer proposed for inclusion in the area. The historic interest of the road will instead be emphasised further within the report.
3	The Victorian Society	No comment	Noted, no amendments required
4	Christina Liassides, Head of Network Management	No comment	Noted, no amendments required

5	Trevor Povey, Local Historian	Full support of the boundary changes, Article 4(1) policy and proposals. Believes more needs to be done to preserve, maintain, interpret and provide access to the Old Manor site. Areas of the Old Manor are in need of maintenance to prevent further decay. Although supports greater access, caution required as to some it no doubt represents an old pile of stones. When fence panel removed from Emmaus site, inundated with reports of children riding through the site and generally pulling off loose flints etc. Makes regular visits to the Manor and try to open it to the public whenever I can. Many express the fact that it and the village are a well kept secret. Would welcome a management strategy which included local people. Well aware of the financial constraints but is sure that with the right approach there are people within the community who would offer time and expertise to complement the Council's efforts.	Noted, these comments will help inform the production of a management strategy for the Old Manor site.
6	Paul Roberts, English Heritage	Most interesting. Notes the intrusive features in and around the site of the Church and would welcome opportunities to enhance the setting here, should opportunities arise.	Noted
7	Roger Amerena	Noted the association between the brewery in Portslade and in Brighton. Comments regarding the importance of Holm Oaks, flint walls, the decorative chimney base at the brewery and the importance of the Church and Manor complex	The appraisal will be amended to emphasise these points

8	Jan Cadge, Head of Operations and Performance	More specific management proposals for the Old Manor site	Noted, these comments will help inform the production of a management strategy for the Old Manor site.
9	Brian Johnson, Sussex Gardens Trust	Welcomes appraisal and supports the recommendations for inclusion of additional areas and no objections to suggested deletions. Overall an excellent report on the present condition of the area. Comments made in regard to Easthill Park should be stronger in putting forward opportunities that exist in this public area to enhance its relationship with the former principal house to which it was the garden. Around the House unfortunate enclosures, minor developments and car parking areas have not been sympathetic to either the House or the Garden/Park. These features merit attention to improve the visual relationship. The opportunities in relation to the football pitch have been mentioned (and are supported) but no suggestions for integrating the obviously well used and popular play area into the landscape structure of the park have been put forward. At present the play area is a harsh, rigidly-bounded and prominent area that visually detracts from its surroundings.	Noted, the appraisal will be amended to reflect these points

		Similarly the land east of the former convent, clearly is in need of considerable maintenance if its character if not to be lost. Suggestions for enhancing this area would have regard to its sensitive past uses but unless some planning for its future is made it will further detract from the quality of the neighbourhood. Management by the current owners in a community project would seem to offer interesting opportunities.	
10	Brighton Society	Boundary Review: Support inclusion of areas A and D. No comment on removal of areas B and C. Oppose removal of Area E: This stretch of grass with mature trees in Easthill Way is directly contiguous with Easthill Park. It has been slightly degraded by the installation of one or two driveways but these are not conspicuous from the submitted viewpoint and the stretch is a significant visual amenity of the conservation area. It is difficult to see what merit is to be had by removing it from the CA except to satisfy some spurious notion of compactness. Policy and Proposals: Generally support. Some house numbers need checking	Area E is suburban in character - relating directly to the neighbouring housing - rather than to the historic character of the conservation area. It has no visual relationship with Easthill Park. Retention of this area would therefore dilute the distinct character of the conservation area. Tree Preservation Orders should be considered for the significant trees in this area; such a designation would more accurately reflect and protect the important features of this space. Noted. Will be checked. Number 75 High Street is also known as The Old Barn

11	Vabz1	Mention is made of the value of the original flint walls within the village. On this basis the area should be extended to cover the original flint walls to the south of the High Street, rising up the hill into Mile Oak Road, forming the perimeter of the Portslade Sixth Form Building. The building was formerly Portslade House, an 18th century construction.	It is agreed that these walls form an important part of the setting of the conservation area, as reflected in their inclusion in the council's list of buildings of local interest. However, they are located within a suburban context which is disconnected from the character of the conservation area and is of little special architectural or historic interest in itself. As such, it does not warrant inclusion in the conservation area. The interest and importance of Portslade House will be emphasised in the historic background section of the report.
12	Carol Callingham-Woods	Brilliant idea. I used to live in the old brewers cottages and they deserve conserving	See comment 1 above. Due to the level of alteration and lack of local commitment, North Road is no longer proposed for inclusion in the area. The historic interest of the road will instead be emphasised further within the report.
13	Councillor Les Hamilton	I agree with the proposed changes to the Portslade Conservation Area, although I have some reservations as to whether the houses in North Road should be included	See comment 1 above. Due to the level of alteration and lack of local commitment, North Road is no longer proposed for inclusion in the area. The historic interest of the road will instead be emphasised further within the report.
14	Christine Mason, Resident Windlesham Close	Could the flint walls round the Sixth Form centre and round St Helens, 33 Mile Oak Road be included in the conservation area? They give the stretch of road from the top of the High Street to almost the county boundary the same rural and historic impression given by the other flint walls in the conservation area near the church and along Locks Hill.	See comment 11 above. The flint walls will be further emphasised as an important part of the setting to the conservation area.

		Also, could the planning permission for the development on the St Helens site be reconsidered, especially in light of the present Government's decision not to encourage building on brownfield sites. The historic nature of the flint walls there would be lost if the walls were knocked down and rebuilt.	It is not possible to reconsider a planning application which has already been granted permission and new Government guidance/policy cannot be applied retrospectively.
15	CAG	Ms Roberts reported that there had been objections from residents to the inclusion of North Road, and would review whether this has the necessary architectural or historic interest, or sufficient local support to secure the desired improvements. The group felt that the North Road properties merit inclusion to prevent further harm to their appearance. Mr Amerena (Stanmer Preservation Society) felt that reference should be made of the top floor addition to the brewery building. The group welcomed the review, and congratulated Ms Roberts for her excellent work.	See comment 1 above. Due to the level of alteration and lack of local commitment, North Road is no longer proposed for inclusion in the area. The historic interest of the road will instead be emphasised further within the report. Reference is already made to the top floor addition to the brewery.
16	Maggie Knight, Resident	Concern over the impact of the article 4 direction on the ability to remove front boundary walls on North Road. As so few walls remain, there is not exactly a lot of character in them.	See comment 1 above. Due to the level of alteration and lack of local commitment, North Road is no longer proposed for inclusion in the area. The historic interest of the road will instead be emphasised further within the report.

17	Jim Appleton/Jo Buss, Resident	Our initial response is one of favour for the conservation area to include our property on Southdown Road. The reason we purchased the property six years ago was down to the character and wealth of original fetures to our property, since owning the property we have modernised but have always ensured we have protected the properties charm and character. The idea of the property now being considered of some interest has been positive. The only development that we would foresee in the future would be a drive way, I would hope that this would not be too complicated once the conservation status has been made as we are aware that on a practical level parking on the road continues to be a growing challenge, the addition of a drive would be useful for us but would also remove two cars from the street. On a positive note in relation to the property's character if we were successful in obtaining a drive a currently hidden feature would be revealed as currently the original iron railings surrounding the property are covered with plants and overgrowth.	We would be looking to include the provision of hardstanding and the demolition of boundary walls within the proposed Article 4(1) Direction. The relationship between these properties and the road is important to the character and appearance of the area. We would be looking to control the insertion of driveways in order to maintain a balance between hard and soft landscaping in the street. Any application would be considered on a case by case basis, and would need to be carefully detailed to preserve and enhance the character of the area.

18	Jon Sayers, Resident	Having been a resident for 35 years, we have always considered the idea of the POV conservation area as a necessary way of protecting the area and its history, especially since the loss of the conservation area status that was in place when we bought the property. ... We have discussed the idea in general conversation with a number of our neighbours and all liked the idea and were in favour of its introduction. We don't always do enough to protect our history so to lose an opportunity like this would be very sad!	The conservation area designation for Portslade Old Village has remained unaltered since its designation in 1974.
		The brewery cottages in North Road are a great part of that history and it is important that we don't lose sight of that. Most of the buildings remain as they were originally built. Where replacement has been necessary, generally it seems to have been carried out in sympathy with the original. The buildings themselves have quite an illustrious pedigree having been built by renowned Brighton master builder, James Markwick. I don't know whether you had any further positive support for the inclusion of North Road in the conservation area, but please consider our support and those we have spoken to.	See comment 1 above. Due to the level of alteration and lack of local commitment, North Road is no longer proposed for inclusion in the area. The historic interest of the road will instead be emphasised further within the report.

Portslade Old Village Conservation Area Appraisal

Designated: 1974
Area: 13.85 hectares / 34.21 acres
Article 4 Direction: None

Introduction

Location and Setting

Portslade Old Village lies 6km to the west of Brighton and Hove city centre, and 1.5km inland from the sea. It comprises the remaining nucleus of a historic downland village, which now forms the heart of the Portslade and Mileoak suburb. The conservation area is bounded by Easthill Park to the southeast, Drove Road to the north, and Valley Road, High Street, South Street and Locks Hill to the southwest.

The village nestles in a hollow of a north-south aligned valley. The topography of the area is reflected in the placename, with 'slade' probably derived from 'slaed', meaning 'shallow valley' or 'low marshy ground'. This provides a sheltered location.

Amongst its heritage assets, the area contains 28 listed buildings, 7 locally listed buildings, a scheduled ancient monument and an archaeologically sensitive area (Existing Conservation Area and Heritage Designations graphic). It was designated as a conservation area in 1974, at which point an appraisal was produced. A brief character statement was produced in 1997.

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A conservation area is defined as '*an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*'. This document seeks to define and assess the 'special interest' of Portslade Old Village Conservation Area, and make recommendations for its future management.

Assessment of Special Interest

General Character and Landscape Setting

The conservation area comprises the historic Portslade village; a small downland village that developed around the Norman church and old Manor. Much of the street pattern is medieval in origin. The village

grew incrementally during the 17th and 18th centuries with small terraced cottages of this period remaining. Significant change and expansion in the late 18th and 19th century led to the development of the tall characterful 'italianate' brewery (now factory and offices), the large detached grand villas and walled gardens and the open landscaped park, to create the varied distinctive built forms, streets, open spaces, walls, tree belts and landmark features, that make up the area's character. With the brewery came workers' housing. The village retains a strong visual coherence through the use of traditional materials. A modern heavily trafficked road winds through the village, which together with its modern housing frontages, provides a sense of the later spread of housing to the north. Nonetheless the topography, street alignment, high flint walls, and woodland within the village together help frame views and preserve the village's separate identity and sense of visual containment.

Historic Background and Archaeology

The origins and historic development of the area

The first documentary evidence for Portslade is the Domesday Book, where it is recorded as 'Porteslamhe'. St Nicolas' Church was founded in around 1170, consisting at this time of a nave and south aisle. The tower was added in around 1250, and its crenellated top added in the late 14th century. Portslade Old Manor was built in the Norman period to the immediate north of the Church, with a further wing added in the early 17th century.

In 1312, John de Warenne, Lord of the Manor, was granted a charter by King Edward II to hold an annual Fair at Portslade on the 6th December. The village developed around the Church and Manor House throughout the medieval period and 16th century. Its economy was based on traditional downland sheep-corn husbandry.

At the beginning of the 19th century the population of Portslade was 284. The draft Ordnance Survey (OS) map and an inventory compiled by the English Government in 1803 highlights that much of the current street pattern was already established (Map 1 – Draft Ordnance Survey Map, c.1803).

The morphology of the settlement is shown more clearly on the 1840 tithe map (Map 2 – 1840 Tithe Map). A number of wide drove roads

radiate from the village to the surrounding fields, emphasising the continued importance of agriculture. The settlement itself contains a number of agricultural complexes interspersed between the dwellings, as well as providing a focus for farmsteads in the surrounding countryside. The complex to the south west of the area is identified on later maps as Portslade Farm. This appears to be the main complex in the village, and retains a large barn and pond, whilst an associated farmhouse was built by 1875. Other complexes are set at the junction of High Street and Drove Road to the north, and the Locks Hill and Manor Road junction to the south east (likely associated with Manor Lodge). The High Street is the only road to display a predominantly built form; the remainder of the settlement is more loosely developed, with large areas of open land containing both market gardens - providing produce for the rapidly expanding Brighton nearby - and the gardens of private villas.

The dwellings comprise a mix of large residences and smaller terraces and cottages of a much more humble form. Robin's Row (built c.1740) comprises the only surviving example of a once characteristic form of dwelling. Further similar courtyard housing is evident on the tithe map along the High Street and Drove Road. Census returns reveal how cramped and overcrowded these dwellings were, with 38 people recorded as living in the 5 cottages of Robin's Row in 1851. Most occupants were labourers on the nearby farms or brickfields.

The large residences were built mostly in the late 18th and 19th centuries, alongside the farmhouses and labourers cottages. They suggest that the village became an increasingly desirable place to live at this time. These included:

- Portslade Lodge (1785), which is now known as Manor Lodge and has been converted to flats
- Portslade House, which was built in 1790 for Nathanial Hall, located beyond the conservation area to the west, and is now demolished. Its grounds were located to both the north and south of the High Street, with a suspension bridge providing access between the two. This, and the surviving flint walls along the High Street, formed a characterful feature in the area.
- A new Portslade Manor (1807 for the Borrer family), which replaced the Norman Old Manor.
- Easthill House (1848 for Edward Blaker), which comprised the enlargement of an older building.

- 15 South Street and 21a Windlesham Close, which are first evident on the 1st edition Ordnance Survey map (c.1875) and comprise the farmhouse to Portslade Farm. The building was later used briefly as a school.
- Whychote (1895), which was built for Herbert Mews on the site of an earlier building. It was purchased by Andrew Melville, owner of Brighton's Grand Theatre, in 1928.
- Loxdale, which lies beyond the conservation area to the south, was built in 1899 for Walter Mews, by local architect Samuel Denman.

In c.1850, John Dudney established a brewery in the village. This was situated at the corner of Drove Road and South Street, on land formerly comprising a house and yards. Following the repeal of the Malt Tax in 1880, Dudney set about building an expansive new purpose-built brewery. This caused major change to the character of the village, with a striking new classical building constructed at its heart. The brewery replaced a stable, barn and cottage, with a spring also identified on this land on the 1840 tithe map. The existence of a spring is probably a key reason for siting the brewery in this location. By 1882 the brewery was producing 1000 barrels of Southdown Ale per week. Dudney sold the brewery to brothers Walter and Herbert Mews in 1884, who were probably responsible for the construction of workers housing on the present North Road and Southdown Road soon after. This group of buildings represents the first significant housing development outside the historic village core and is of interest both to the history of the brewery and the development of the village as a whole. By 1890, brewery production had increased to 1500 barrels of Southdown Ale per week, In 1919 the building was sold to Kemp Town Brewery, who sold it on to Smithers & Sons Ltd of Brighton. Smithers extended the building by a further storey, allowing them to close their North Street Brewery, move all production to Portslade and enable redevelopment of the Brighton brewery site. In the mid to late 20th century, expansion of the site to the east required the demolition of cottages fronting the High Street. The brewery had been converted to manufacturing by the start of World War II, and the engineering company Le Carbone took over the premises in 1947.

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Properties fronting the south side of High Street were demolished between c.1895 and 1915 (Maps 3 and 4 – c.1895 and c.1915 Ordnance Survey Maps). It is likely that this area became part of the grounds of Whychote. The field opposite Whychote also formed part of its

grounds, but was acquired by compulsory order in the 1930s to provide a village green.

The interwar years saw the suburban development of the wider area, which continued throughout the remainder of the 20th century. Infill developments were constructed on the open spaces within the village, and on the sites of Portslade Manor and Portslade Farm to the west of the conservation area. The vicarage – already evident on the 1840 tithe map – was replaced, with the church hall constructed on the location of the original building. Although Portslade village is now wholly subsumed within the city, it retains its distinct historic village character.

Archaeological significance

Portslade is located on the prehistoric thoroughfare which passes through the downs at Saddlescombe to the coast at Southwick via Hangleton. In Portslade, the route follows Drove Road, where it forms a hollow way; evident as steep banks to either side of the road.

The ruins of the Old Manor house are designated as a Scheduled Ancient Monument, with an archaeologically sensitive area (ASA) covering the surrounding area. The original Norman Manor house would have been formed of two wings, of which only one survives above ground. Evidence for a further cross-wing or detached chamber is likely to survive below ground to the east of the extant remains. A wall was excavated within the Emmaus grounds in 2006, to the north of the Old Manor. It is likely to be contemporary with the ruins, as it follows the same alignment.

Spatial Analysis (Spatial Analysis Graphic)

The area retains clearly defined plot boundaries through high walls, mature vegetation lining roads, and cottages fronting directly on to the street. The curvature and narrow width of many roads foreshortens views. These factors combine to create a strong sense of enclosure and place throughout the area, and restrict permeation to certain key routes.

The area provides large areas of public and private green space. The private space comprises gardens to the large residences with dense mature vegetation, which contribute to the green character of the area. Significant public green spaces exist (including The Green, Easthill Park,

the churchyard and the green banks along Drove Road and at key junctions). Their open aspect contrasts with the clear overarching sense of enclosure throughout the remaining area.

Views in to and out of the conservation area enable an appreciation of the village form and setting. Internal views, spaces, landmarks and permeation routes are important in defining the area's character. Alterations to these would have a significant impact on the 'special interest' of the conservation area.

Important views in, and of, the conservation area include (Figure 1):

V1. Views east across the village from the higher ground to the west, including views along High Street and of the Church, Manor and former brewery
V2. Views along the east portion of High Street
V3. View from South Street across the backgardens of the houses of High Street to the Church
V4. View to Old Manor and Church from within the grounds of Emmaus, with glimpsed views of the sea beyond
V5. Views south across (a) the paddock and (b) Easthill Park, with glimpsed views to the sea and Portslade-by-Sea
V6. View of the brewery along South Street
V7. View from the churchyard westward across the valley; a view dominated by the former brewery

Important spaces and permeation routes in the conservation area include:

S1. Church Twitten, connecting the top of High Street and the churchyard, which together form a pedestrian route through the heart of the conservation area, with a series of characteristic views unfolding along its length
S2. Easthill Park forms a large public open space in a suburban setting, focussed around the historic Easthill House. High levels of mature vegetation contribute to the character of this space, and to its surroundings.
S3. The Paddock, combined with Easthilll Park, forms a visual break in the built up area, and serves as a reminder of the village's originally open rural setting

Local landmarks in the conservation area include:

L1. Former Brewery
L2. Church
L3. Portslade Manor

Character Analysis

The area can be divided into three distinct character areas: The Church and Villas; Easthill Park; and The Brewery and Village Nucleus (Character Areas Graphic). The Church and Villas comprises an area of one-off architectural pieces set within large grounds, of which the Church and Manor form the centrepiece. The Easthill Park area includes the green open spaces of the public park surrounding Easthill House and the neighbouring paddock. The Brewery and Village Nucleus consists largely of small cottages and terraces set close to one another and to the streetfront; yet dominated by the large former brewery. This area serves as the local centre.

These three character areas together makeup the historic village of Portslade.

Character Area 1: Church and Villas (Church and Villas Character Area Graphic)

The area is characterised by large, grand buildings, set within spacious grounds. The oldest and most significant building complex is the Norman church and Old Manor, which form the historic core of Portslade. Most of the remaining buildings date to the 18th and 19th century, when the village became a particularly desirable place to live, and the brewery became an important local employer. They display a variety of architectural styles and building materials, but rendered elevations and slate roofs predominate. The buildings are generally set back from the road, within large gardens containing mature vegetation, and bounded by historic walls of a variety of styles and materials. The area retains a high sense of privacy and enclosure, due to the boundary treatment and narrow, curved roads.

Important Buildings and Groups of Buildings

The Church of St Nicolas and Old Manor

The Church of St Nicolas and the adjacent Old Manor form the historic core of the village. Dating to the 12th century onwards, the Church (Figure 2) is set back from the road, and reached via paths from Manor Road and High Street (via Church Twitten). It is set upon the east valley slope, and is prominent in views from the west. Built in flint, it has pitched Horsham stone slab and clay tile roofs, and a three-stage crenellated tower. The Church is set within a small graveyard, containing some interesting historic gravestones, and bounded by flint walls. Its elevated position allows views across the valley to the former brewery, village streets and surrounding modern development. A doorway in the wall formerly gave direct access from the church to Portslade Manor (Figure 3). The Church Hall, to the west, is of an unsympathetic, modern design, but is enclosed by flint walls, of only one storey and set at a low level, such that it is largely hidden from views.

To the immediate north of the Church, and partly incorporated within the churchyard wall, lies the Old Manor. Dating to the Norman period, the Old Manor was extended in the 17th century. It was replaced in 1807 by the new Portslade Manor, and was then used as an almshouse. Now only ruinous flint walls remain, having been stripped for materials in the 1840s (re-used in the adjacent folly in the Portslade Manor grounds). Secular buildings of Norman date are particularly rare, and the national significance of the Old Manor is reflected in its designation as both a grade II* listed building and a scheduled ancient monument.

The ruins are not easily visible from adjoining public spaces; they can be glimpsed from the churchyard and the northeast terminus of the High Street, and are accessed but not immediately visible from an archway in Church Twitten. The relationship between the Church and Old Manor as viewed from the churchyard is unfortunately obscured by a poor modern storage building (Figure 4). The ruins are most visible from within the grounds of Portslade Manor, from where they can be viewed from higher ground. Here, the pair makes a coherent visual group. The intimate relationship between the Church and Old Manor is clearly apparent, and reveals much about medieval relationships of power and prestige between the Lord of the Manor, the ecclesiastical body and the villagers. The view is, however, eroded by the modern fencing surrounding the Old Manor. The site requires ongoing maintenance and management to preserve the fabric and deter trespassers.

Portslade Manor

Portslade Manor (Figure 5) was built in 1807 by the Borrer family, to replace the Old Manor. It was used between 1904 and 1996 as St Marye's Convent, at which time it was heavily extended to provide dormitories and a commercial laundry. These extensions dominate the site, due to their scale and massing. However they are set to the north and west of the Manor House itself. The House preserves its original relationship to the front lawn and Manor Road to the south, which comprise its primary setting. The site is now an Emmaus Community for homeless people, including accommodation, offices, a second hand shop and café. This has involved further modest alterations and additions. These are mainly of a temporary nature, and lack a holistic planning approach. A folly and grotto survive in the gardens. These are listed, and were built partially from fabric pillaged from the Old Manor. The folly and the relationship between the Manor, its predecessor and the Church provide important clues to early 19th century concepts of fashion and prestige through appropriation of the past.

The land on the east side of Manor Road comprises part of the gardens to Portslade Manor, including the nuns' burial ground and a wildlife garden, and is accessed via a passageway beneath the road. Already largely evident on the 1840 tithe map, the garden and its layout are of historic interest. However the area is in need of maintenance in order to preserve this interest and to improve its appearance. The high timber boarding which encloses the garden in particular is uncharacteristic of the area and period and thus has a negative visual impact.

Manor Lodge and Whychote

Although of contrasting materials and styles, both Whychote and Manor Lodge comprise attractive, imposing residences of architectural and historic merit. Listed at grade II, Manor Lodge is located to the east, and was built in around 1810. Of two storeys and rendered, it is of the Regency style and set within a large garden that extends to the south behind a tall flint wall.

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Whychote (Figure 6), built in 1895 for brewer Herbert Mews, is set to the north of The Green, behind a tall brick and flint wall. In comparison to the other large houses in this area, Whychote is set closer to the road, with a smaller building plot and more formal vegetation to the garden, such that the building has greater presence in the street scene. Its numerous Mock Tudor gables are of particular interest. Whychote is

included on the Council's list of buildings of local architectural and/or historic interest.

Spatial Features

Church Twitten

Church Twitten is bounded to either side by high flint walls, and is dog-legged, such that views to the church are obscured and the route is sheltered and secluded. Views to the north terminate in 'Kemps', which provides a pleasant foreshortened aspect (Figure 7). The area retains good traditionally-styled modern lighting, but the ground surface is generic.

The twitten forms an important permeation route, linking the Church to the historic village High Street. Pedestrian access continues through the churchyard to emerge by the Green, providing direct pedestrian access through the heart of the area.

Public Realm

To the north of the area, Drove Road follows the line of an historic hollow way. This is evident as steep banks to the side of the road; with that to the north bounded by a flint revetment wall. A number of mature trees line the road, adding to the pleasant green quality of the streetscape. Three properties front the road to the south; Manor Cottage and numbers 18 and 20 Drove Road. These buildings are shown on the 1840 tithe map, and form part of the historic Portslade Manor estate. Wide grass verges at the junction of Drove Road and Manor Road provide a more open aspect, which is further enhanced by views of open downland beyond the neighbouring Peter Gladwin school site.

A similarly open aspect is achieved at the junction of Manor Road, South Street and Locks Hill, which is enhanced by the presence of mature Holm Oak specimens. A further mature and heavily-pollarded Holm Oak bounded by a flint wall and set in the centre of Manor Road adds particular novelty and interest to the area.

The narrow, curved streets in this area follow the medieval street layout. This, coupled with the presence of high walls and overhanging mature vegetation, creates a high sense of privacy and containment.

Most of the roads retain generic modern surfacing, with a mixture of modern and more traditionally-styled street lighting.

The Green

The Green comprises a levelled recreation area, with a steep bank rising to meet the road level, and is of a contrasting, more urban recreational character to much of the conservation area. Formerly a private field associated with Whychote, public access as a village green was established in the 1930s. Its location, somewhat removed from the village centre, beside a busy junction, and the presence of the more amenity-rich Easthill Park nearby, mean the space does not fully perform the function of a village green. The street furniture is generic. To the west The Green is bounded by a high brick wall, over which the modern developments of the Manse, Lindfield and the Baptist Church are visible, which detract from its open green character. It nevertheless provides a pleasant green open space which has a positive impact on the conservation area.

Conclusion

The character of the Church and Villas area is defined by prestigious individual buildings displaying a range of architectural styles and ages. The oldest of these comprise the Norman church and manor house, whilst the majority are 18th and 19th century high status residences. The area retains a strong sense of boundary and enclosure, with a sylvan quality and high level of privacy. It is characterised by:

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- Norman Church and Manor complex
- Individual architect-designed, high status and high quality detached villas
- Varied architectural style
- Rendered walls and slate roofs
- Pitched or concealed rooflines
- High flint and brick walls
- Mature vegetation

A number of intrusive factors are however evident, which are damaging to the special historic and architectural interest of the area:

- The boundary to the land to the east side of Manor Road is uncharacteristic of the area and visually poor.

- Fencing around the Old Manor obscures the setting of the monument
- Emmaus has a major presence in the area. Housed in an important historic building, later additions and alterations across the site are of varying quality.
- The single storey building between the Church and Old Manor is of no historic or architectural merit, and is particularly harmful to the relationship of these buildings.

Easthill Park Character Area (Easthill Park Character Area Graphic)

Easthill House was constructed as a detached mansion set in spacious grounds. As such, it is historically associated with the character of the Church and Villas area. Similar to that area, its character is one of green space, with mature planting and flint walls creating a clear sense of boundary and screening views with the surrounding area. It offers, however, a more 'public' experience.

The grounds of the House were opened as a public park in 1948, and now contain a variety of amenities. The management regimes required to maintain the park mean the area has an urban recreational character. Long views are apparent to the sea and industry at Portslade-by-Sea to the south.

To the west of the Park, an open paddock forms a continuation of the green character of the park and promotes a rural quality. Further grassed areas buffer the park along Easthill Way, such that open green space dominates this character area, with any significant built form limited to the House itself.

Important Buildings

Easthill House

Easthill House sits centrally within the park (Figure 8). Built in 1848 for Edward Blaker, it was later home to Harry Blaker, surgeon to Queen Victoria, and brewer John Dudney. The gardens became a Public Park in July 1948, whilst the house was converted to flats and a toy library in the 1960s. It now comprises flats and accommodation for PRESENS (Pre-School Special Educational Needs Service).

It is of two storeys with rendered walls and a hipped slate roof. The main (west) elevation is of five bays, of which the central bay projects. This elevation has been much altered, resulting in a loss of symmetry. A small car park is set in front of the house. This, and other small-scale alterations and additions, impacts on the relationship between the House and the surrounding park. The House still provides a focus in the park however. This is emphasised by its location on raised ground when viewed from the west.

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A number of associated buildings are set to the north and east, including a flint-walled building with decorative bargeboards and a small shelter probably associated with the football pitch, which are of mixed age and quality. The buildings are lower in height than Easthill House, and barely visible from the park.

To the north of the House is a walled garden, formed by high flint pebble walls and containing perimeter planting, a circulation path and a central grassed area. The walls afford a high level of shelter and seclusion. A number of blocked features in the walls enhance the historic dimension of the area (Figure 9).

Open Spaces

Easthill Park

The majority of the park constitutes amenity grass. Areas of vegetation are set mostly to the perimeter of the park. The boundary planting creates a strong sense of enclosure and shields views of the surrounding housing. It also screens views in to the park from the surroundings, such that the area largely appears in isolation. Long views are apparent above the treeline to Portslade-by-Sea and of the sea to the south.

The main entrance to the Park is from the northwest, and marked by a large modern decorative archway. Tarmac paths provide access from here to Easthill House, and from Easthill House to the south. This arrangement of paths or driveways is already evident on the 1st edition Ordnance Survey map of 1875. The surfaces and furnishings along the route are now entirely modern, and in generally good condition. Numerous entrances provide access into the park from the surrounding housing, facilitating use and integrating the park into the suburban landscape.

To the west of the house is the war memorial and remembrance garden. This forms a secluded spot, sheltered by mostly evergreen vegetation, to provide a quiet and peaceful area in which to reflect.

A modern fenced children's play area is set to the southeast. This is of no historic character or precedent, but is well-used and of high amenity value. It occupies a visually-prominent location within the park.

A football pitch is set to the northeast, and is flanked by a generic modern brick-built changing and toilet block and small car park. The wall beside the entrance to the parking area has been unsympathetically rebuilt in brick and the area as a whole retains little historic character.

Easthill Way

Easthill Way comprises a road of large suburban houses, set behind a wide grass verge containing several mature trees and a flint wall to the west. The grass verge is mostly located within the conservation area, whilst the housing is not. Driveways and paths cross the verge to provide access to the houses, eroding the green and undeveloped character of this space both physically and visually. A low flint wall survives on the grass verge to the west, enhancing the historic character (Figure 10). Views from Easthill Way into the park are obscured to the west by a high flint pebble wall, and by a dense belt of evergreen vegetation to the east.

A flint-walled store shed is set at the junction of the park access road and Easthill Way, with a small yard to its rear. The form of the building and use of flint enhances the historic character of the area. However, the corrugated iron roof is not in-keeping, and the building requires some maintenance.

Paddock

A private linear paddock is set to the west of the park. This area provides continuity in terms of the open green aspect of the area. It provides a visual break in the built form, and thus acts as an important reminder of the village's originally rural setting. Bounded by a flint wall to the north (Manor Road), the area can be viewed from here in relation to the park, and also distant views to the sea to the south. This view and the open aspect of the paddock particularly enhance the area.

An associated two-storey agricultural building with external steps is set to the northwest of the paddock. Located behind a tall flint wall with extensive vegetative cover, it is set back substantially from the road. It is built in flint with brick dressings and a hipped slate roof. There are already buildings evident in this location on the early 19th century draft Ordnance Survey map, with further buildings and a pond shown on the tithe map. The present building, however, can only be identified clearly on the 1875 Ordnance Survey map, at which point a further agricultural building and pond are still evident. It is now one of very few agricultural buildings to survive in the conservation area; which were once a common sight and central to the village's economic base. The building and particularly its setting requires some maintenance.

Conclusion

The Easthill Park area presents an urban recreational parkland character. The historic Easthill House is prominent from the entrance to the park and the west especially. Boundary treatment, including mature vegetation, visually dislocates the area from its surroundings, creating a sense of seclusion. The area is characterised by:

- Open green space and mature vegetation
- High number of amenities
- Flint boundary walls
- Easthill House as an isolated and elevated landmark building
- Sense of self-containment
- Long views to Portslade-by-Sea and the sea to the south
- Paddock acts as reminder of the village's originally rural setting

These contribute to the special historic interest of the area; however, a number of intrusive elements are damaging to its character and appearance:

- The boundary walls are of mixed quality. The more prominent walls are of flint, other parts are of poor quality materials and/or design
- Structures and the area associated with the football pitch do not preserve the historic landscape character of the area
- Paths and driveways constructed across the amenity grass on Easthill Way erode its green and undeveloped character

The Brewery and Village Nucleus Character Area (Brewery and Village Nucleus Character Area Graphic)

In contrast to the other character areas, the Brewery and Village Nucleus displays a much finer and denser urban grain, with varied semi-detached and terraced houses set close to one another. The character of the area derives from the contrast between the large industrial scale of the brewery building, and the surrounding small-scale cottages and shops. This juxtaposition reflects the radical change in character that the construction of the brewery would have brought to the village in the late 19th century – physically, visually, and also in terms of the secondary impacts on the village's economy and subsequent development. The steep east portion of the High Street preserves the image of a quintessential rural village street. The area retains a mixture of residential, commercial and light industrial property.

Streetscapes

High Street

The steep and narrow east part of the High Street is particularly characterful; lined with small vernacular cottages, and with pleasant unfolding views along its length (Figure 11). The street preserves the intimate character of the medieval street layout. The cottages display a variety of architectural styles, but are primarily of two storeys with pitched clay-tile roofs. The earlier buildings are generally either faced in flint or rendered. The rendered buildings along the south side of the High Street, opposite the former brewery, are more altered and variable in architectural quality, yet still contribute to the character of the streetscape.

A few features add particular interest to the streetscene: Number 67 retains evidence of timber framing, and unusually lacks brick quoins to the southeast corner; the corner is instead curved to enable construction in flint. A crooked chimney to the rear of number 57 provides visual interest. The historic writing on the gable to number 56 High Street is important to the character of the area, providing clues to the former use of this building, and to its location at the heart of village life.

The traditional properties front directly on to the street, or have small forecourted gardens. A number of late 20th century properties of

generic design are located behind a tall flint wall. The wall largely screens these properties, so that they have a negligible impact on the streetscene. However a clear view of number 60 is evident between the end of the cottages to the south and the beginning of the flint wall. The cottage frontages and flint wall form a clearly defined street edge.

The former brewery building forms a terminus to the west. Later additions to the industrial complex however, including a late 20th century service yard, erode the street's character.

Parked cars line the High Street, and are prominent in views along its length. The impact of traffic on the streetscene has however been reduced following the introduction of restricted vehicular access.

Through Route

Parts of the High Street and South Street form a busy arterial route. Despite medieval origins, the route has been widened and modern highway paraphernalia, including bus shelters, signs and road markings, now form a major part of the streetscape, obscuring its historic character.

Views along the street terminate in the brewery building and the flint gable end of Robin's Row, which form prominent features in the streetscene. Good views also exist of the Church tower, across the backgardens of houses on the High Street.

The route forms the boundary to the conservation area and an interface between the historic village and mid to late 20th century suburban housing to the south and west.

The buildings along the arterial route are of varied age, style and quality; the majority date to the 19th and 20th century, having replaced formerly open land and farm buildings. The housing comprises semi-detached and short terraces of houses, set back from the road with low boundary walls to forecourted gardens. They are of brick or render with gabled or hipped roofs.

In general, the buildings are of modest architectural quality. Some now contain unsympathetic modern commercial frontages (numbers 1, 3, 5, 7, 10, 28 and 35 South Street, number 39 High Street), and substantial incremental change has occurred over time, including non-traditional

roof and window replacements, eroding their historic character. Buildings of particular aesthetic, historic and architectural quality are the Stag's Head Public House, the former Brewery and Robin's Row. These act as reminders of the former historic character of this route.

To the west, and beyond the conservation area, the through route continues along High Street, where it is bounded to both sides by the remains of flint walls. These were the boundary walls to Portslade House, and a suspension bridge used to bridge the road, connecting the two halves of the gardens. The flint walls continue along Mile Oak Road almost as far as the city boundary; marking the route of one of the historic drove roads as shown on the 1840 tithe road. Despite the suburban character of the surroundings, the flint walls are in-keeping with the character of the conservation area and form an important part of its setting and approach from the west. This is reflected in their inclusion on the council's list of buildings of local interest.

Public Realm

Following the designation of the conservation area in 1974, a number of improvements have been made to the public realm, including the laying of red brick clay pavers and traditionally-styled light standards. The brick paving and street furniture requires maintenance in some areas. The bollards in the High Street unfortunately appear to remain necessary to control parking.

Buildings and Groups of Buildings

Brewery and Malthouse

The main brewery building and chimney form a prominent tall and architecturally distinctive landmark (Figure 12). The marked contrast with the predominantly residential and low rise nature of the surrounding area means the brewery forms the most dominant feature of the conservation area.

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The main building is of five storeys, and built in yellow brick in a classical style, whilst the chimney is similarly brick-built with a large and ornate base, dated 1881 and incorporating the initials 'D&S' (Dudney & Sons) alongside barley and hop decoration. The building retains a high level of historic and architectural interest, although the uPVC windows are an unfortunate and harmful alteration. The original brewery extended

across to a further building on the west side of South Street, which is lower in scale but retains similar classical detailing. Evidence for an overbridge between the buildings survives in the built fabric. The road between the buildings is narrow; an effect accentuated by the height of the flanking buildings. A number of further buildings originally associated with the brewery are set to the rear (north and east) of the complex. These include a classically-detailed building and fragments of a tall yellow brick boundary wall (Figure 13). However, the continued use of this area for light industry, and the further developments that this has required over time, have eroded the historic character of the rear area, which now comprises a hotch-potch of buildings of varying date, design and architectural quality. The character of Drove Road in this area is defined largely by these rear buildings and accretions, resulting in an incoherent and degraded streetscape. Similarly, the modern service yard structure on the High Street detracts from the area, and merits redevelopment.

The Malthouse fronting Drove Road forms a significant part of the industrial history of Portslade. It is suggested that the Malthouse predates the 1880 brewery; forming part of the earlier mid 19th century brewery. However, no building is identified in this location on the 1875 Ordnance Survey map. The Malthouse has a particularly distinctive roofline, which adds to the character of the area. It adjoins a small industrial yard, set behind a wall matching that to the brewery opposite. This wall and the arrangement of buildings maintain the clear sense of boundary that pervades the conservation area, and the industrial character of the brewery complex. It is in need of some maintenance.

To the north of Drove Road, and outside the conservation area, numbers 1 to 8 Southdown Road and the terraces of workers' cottages on North Road, which are associated historically with the Brewery, form the first development outside of the medieval village core. These buildings make the transition between the historic character of the village and the more orderly morphology of the surrounding suburbs.

Robin's Row, South Street

Built in the 1740s, Robin's Row represents the last surviving example in the area of a formerly characteristic arrangement of dwellings. Set perpendicularly to the road, the terrace of five houses is built in coursed field flint with a steeply-pitched gabled roof. The properties are well maintained and enhance the streetscape.

Alma Cottage, South Street

Alma Cottage comprises a two storey rendered property with hung vertical sliding sash windows and a hipped slate roof (Figure 14). The building fronts directly onto the street, and projects further forward than the surrounding buildings, such that it is an important feature in the streetscape. It is present on the 1840 tithe map, and likely dates to the late 18th or early 19th century. It is worthy of inclusion on the council's list of buildings of local interest.

A series of rendered buildings with pitched roofs are set to its rear, comprising the late 19th century 'Coach House', which is now in light industrial use. Although not a prominent part of the streetscene, this complex compliments the historic character of the area.

Portslade Farmhouse (15 South Street and 21a Windlesham Close)

Portslade Farmhouse comprises a stuccoed two-storey villa with slate roof. It is first depicted on the 1875 Ordnance Survey map; the area to the immediate north having being shown as a large pond on an earlier tithe map, and the farm's operational buildings set to the west. This was the main agricultural complex in the village. However the farmhouse is the only building to survive; the operational buildings having been replaced by modern housing. Stepped back from the street, the farmhouse no longer forms a prominent part of the streetscape. Its high status scale, proportions and design reflect the importance of agriculture to Portslade's development, and its once rural atmosphere.

Buildings including the St George and Stag's Head Public Houses, High Street

Properties along the west portion of the High Street form a pleasingly varied group in terms of their use, architectural style and age, reflecting changing fashions and commercial requirements through the preceding centuries (Figure 15). The group includes two public houses (St George and Stag's Head) as well as commercial and domestic properties, which front directly on to the pavement. The two public houses form striking parts of the streetscape: The Stag's Head is of particular historic and architectural merit. Constructed in coursed flint pebbles with black rendered dressings and quoins, it dates to the late 17th century. In contrast, the St George is striking due to its larger massing and bold Neo-classical style.

Cottages and Kemps, High Street

The cottages and terraced houses along the east portion of the High Street are of special historic and architectural interest, with many designated as listed buildings. They also contribute to the character of the area and the streetscene, and, as such, have been discussed above under the heading 'High Street'. Of particular note, however, 'Kemps' comprises a larger 16th century farmhouse, built for the Blaker family. Of two storeys, it is constructed in flint and part-rendered. It was refenestrated in the mid 19th century. It is located prominently at the bend in the High Street and is now divided into two dwellings. It is also prominent in views along the High Street and Church Twitten.

Conclusion

The Brewery and Village Area is characterised by contrast; between the small-scale, fine grain and vernacular architecture of the village nucleus and the large-scale, large massing and classical detailing of the brewery; and between the quiet, narrow east portion of the High Street and the busy arterial route along High Street and South Street. The area comprises:

- Flint, render and later brick buildings
- Gabled clay tile roofs, with some full-hipped and half-hipped examples
- Dominant classical brewery building and chimney
- Steep, narrow High Street, lined by small-scale vernacular cottages
- Building line and tall flint walls promoting a clear sense of enclosure

It retains a particularly pleasant traditional rural-industrial character, which merits its designation as a conservation area. A number of intrusive elements are however present, which erode the historic character of the area:

- Highway alterations along the arterial route erode its historic character. Other areas also retain excessive street clutter, such as the bollards along the High Street.
- Some of the later structures and additions associated with the brewery complex are of poor architectural quality and little

aesthetic merit. These degrade both the Drove Road streetscape and the High Street

- Surviving historic features and traditional construction materials are particularly important to the character of the area. Some insensitive alterations, including the insertion of poor quality commercial frontages have occurred, particularly along the arterial route, eroding the character.
- There are a number of modern infill developments in the area. These have been implemented with varying degrees of success. Some show a greater level of sympathy to the character of the area in terms of
  (a) their materials and scale (such as the Old Riding Stables),
  (b) their relationship to the street numbers 30 to 34 (even) Drove Road.

  Others have little regard to the area's rural character. This is particularly true of Northerlea, Drove Road; numbers 2 to 10 (even) Valley Road and the Manse, Lindfield and Portslade Baptist Church on South Street.

Special Interest of Portslade Old Village Conservation Area

Portslade Old Village comprises a traditional rural agricultural village, whose character was majorly altered in the 19th century by the construction of a brewery and a number of large, prestigious residences. At its centre lie the Church of St Nicolas and adjacent Old Manor, which date to the 12th century, and comprise the historic core of the village. The close relationship between the Church, Old Manor and replacement Portslade Manor is particularly important, and reveals much about historic relations of power and prestige.

The medieval street layout survives, and distinguishes the old village from the more orderly surrounding suburban estate morphology. The varied building stock reflects the area's incremental development, but is unified by the use of traditional materials (flint, brick and render) to elevations and boundary walls, and steep gabled or hipped clay-tiled roofs to the cottages. The more prestigious villas have mainly slate roofs. Tall flint walls and dense vegetation promote a clear sense of boundary and privacy. Similarly along the High Street the buildings and a tall wall define a hard edge to the road. Church Twitten allows pedestrian permeation through the heart of the area, and forms a significant spatial feature. Public open space is provided in Easthill Park,

which is visually self-contained. The paddock forms a visual break in the built form which acts as a reminder of the village's originally rural setting, and sets it apart from the surrounding suburban development.

The Brewery, Church and Portslade Manor form major landmarks in the area; of these the Brewery is especially prominent. The village's location in a shallow valley provides good views across the area to the brewery, church and High Street from the west, but limits views out to the suburban landscape, such that the area appears distinct from its surroundings.

Overall, Portslade Old Village Conservation Area retains a traditional rural-industrial village character.

Boundary Review (Proposed Boundary Extensions Graphic)

The boundary for the Portslade Old Village Conservation Area for the most part delineates between the surviving historic core of the medieval village, and the surrounding modern suburban development. Nevertheless, the following boundary changes are proposed in order to better distinguish this boundary between the village and suburbs:

A. Loxdale, Locks Hill, is recommended for inclusion. The property was built by local architect Samuel Denman for brewery co-owner Walter Mews in 1899, and now operates as an English language school. Comprising a high status property, of architectural merit in itself, Loxdale is locally listed. It is associated directly with the history of the village, and particularly the developments that occurred following the establishment of the brewery. The house is not visible from the public highway. Instead, the property presents a tall red brick wall to Locks Hill, above which is a screen of mature vegetation (Figure 16). This frontage continues the character of the Church and Villas character area, as established to its immediate north.

B. The car park and properties to the south of South Street (Baptist Church, Manse and Lindfield) comprise later 20th century infill development of no historic or architectural merit or association. The area does not relate to the character of the conservation area, and is recommended for exclusion.

C. The properties along Valley Road and the west portion of Drove Road comprise late 20th century infill developments of no special historic or architectural merit. With the exception of the flint wall to the rear of the Valley Road properties, the area does not retain any historic interest nor does it relate to the character of the conservation area, and is therefore recommended for exclusion.

D. Numbers 1 to 8 (consecutive) Southdown Road and numbers 1 to 23 (odd) North Road comprise late 19th and early 20th century housing, constructed for brewery workers. They represent the first development outside the medieval village core, and are of historic importance due to their association with the brewery and historic development of the village. The housing on North Road comprises two terraces forming 23 houses in total, whilst that on Southdown Road comprises four semi-detached properties. All the properties are of two storeys with pitched roofs, and set back from the road behind a front boundary wall. Original features common to all properties include brown brick elevations with red brick detailing, clay tile roofs, hung sash windows and decorative chimney pots.

The properties on Southdown Road are designated as locally listed buildings, and are larger and more prestigious in design than those on North Road. They remain largely unaltered, and are of sufficient architectural and historic interest to merit inclusion in the area. The housing on North Road, however, has been subject to a higher level of alteration asuch that they retain little architectural interest. Consultation has also shown that there is little local commitment to enhancing their appearance. For these reasons, it is not proposed to include North Road within the conservation area.

Deleted: Although the terraces on North Road have been subject to some incremental change, these groups are judged to merit inclusion in the area as an important development in the history of the village, and for their association with the brewery.¶

E. The conservation area currently contains much of the grass verge fronting the housing along Easthill Way. Much of the verge has however been degraded by modern driveways and the area does not relate to any of the rest of the conservation area (it comprises the setting for the suburban housing). Its deletion from the conservation area is recommended.

Policy and Proposals

An Article 4(1) Direction under the Town and Country Planning (General Permitted Development) Order 1995 and as amended is recommended to remove permitted development rights for unlisted single dwelling houses in the area. This will help to prevent incremental change and the degradation of the special interest of the area as a whole. Reinstatement of historic features should be encouraged when opportunities arise.

The proposed direction would affect the following properties in the conservation area:

- Drove Road; Manor Cottage, 18, 20, 30-34 (even), 1-3 The Old Riding Stables
- Southdown Road; 1-8 (if extension of the area is approved)
- High Street; 31-33 (odd) 52-66 (even), 75
- South Street; 2-8, 12-26 (even), 9 and 15 (odd), Alma Cottage, Whychote, Vicarage
- Windlesham Close; 21a

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Deleted: <#>North Road; 1-23 (odd) (if extension of the area is approved)¶

Deleted: Terrace

Flint walls make a major contribution to the special character of the conservation area and merit a programme of maintenance, repair and reinstatement, in accordance with best 'traditional' practice. The wall round the Portslade Manor gardens, to the east of Manor Road in particular merits reinstatement. Figure 17 shows some of the different types of flintwork visible in the conservation area. This subtle variety is important to the character of the area, and should be carefully matched in repairs. Possibilities for introducing a grant scheme for historic building repair work including or exclusively for flint wall repair should be explored.

A review of the Old Manor's condition and management strategy is recommended to enhance its setting and to facilitate greater public access and interpretation.

Le Carbone and Emmaus form major centres in the area. Both are housed in prominent historic buildings of architectural interest; but later additions and alterations are of varying quality. An holistic conservation management approach is recommended for each site in order to preserve and enhance their character whilst facilitating and managing change.

Traditional paving materials should be preserved, with repairs carefully matched to the original. Signs and other modern paraphernalia should be minimised and a consistent approach adopted. An audit of these features and a programme of improvements are recommended.

Existing tree cover contributes positively to the character of the area. A number of pollarded Holm Oaks – such as those at the junction of Manor Road and Locks Hill – are particularly important features in the area. A review of tree preservation orders is recommended, including the grassed area on Easthill Way, to ensure adequate control. Further vegetation could be planted along the perimeter of The Green, in order to lessen the visual impact of the adjacent modern development.

Future changes to Easthill Park – particularly the area around the House and the football pitch – should be sympathetic to the area and look to use traditional materials. Methods of minimising the impact of the play area on the historic landscape would be beneficial.

Deleted: Improvements

The building between the Church and Old Manor is particularly harmful to the relationship of these buildings. Opportunities to enhance the setting of the Church and its relationship to the Old Manor, in particular the removal of this building, should be encouraged.

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Large houses set within spacious grounds are a major characteristic of the conservation area. The relative size of plots is important in understanding the status of the dwellings and to maintaining the green and spacious character. In order to maintain this, there should be a presumption against subdividing garden plots in the conservation area.

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DEVELOPMENT WITHIN THE CURTILAGE OF A DWELLINGHOUSE

(a) The enlargement, improvement or other alteration of a dwellinghouse (Class A of Part 1 of Schedule 2 of the Order);
(b) Any other alteration to the roof of a dwellinghouse (Class C of Part 1 of Schedule 2 of the Order);
(c) Development consisting of-
    (i) the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or
    (ii) the replacement in whole or in part of such a surface (Class F of Part 1 of Schedule 2 of the Order);

where this development would front a highway or open space.

MINOR OPERATIONS

(a) The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure (Class A of Part 2 of Schedule 2 of the Order);
(b) The painting of the exterior of any building or work (Class C of Part 2 of Schedule 2 of the Order);

where this development would front a highway or open space.

DEMOLITION OF BUILDINGS

(a) Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure (Class B of Part 31 of Schedule 2 of the Order);

where this development would front a highway or open space.

INSTALLATION OF DOMESTIC MICROGENERATION EQUIPMENT

(a) The installation, alteration or replacement of solar PV or solar thermal equipment on-
    (i) a dwellinghouse; or
    (ii) a building situated within the curtilage of a dwellinghouse (Class A of Part 40 of Schedule 2 of the Order);

where this development would front a highway or open space.

Portslade Old Village Conservation Area



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Scale: 1:3,500

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 43 Brighton & Hove City Council

Subject:		**Response to the report of the Environment & Community Safety Overview & Scrutiny Committee on '*An Investigation into 20 mph speed limits/zones*'**
Date of Meeting:		**23 September 2010**
Report of:		**Acting Director of Environment**
Contact Officer:	**Name**	**Phil Clarke** **Tel: 293705**
	E-mail:	**philip.clarke@brighton-hove.gov.uk**
Key Decision:	**No**	
Wards Affected:	**All**	

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The council has over a number of years implemented 20mph zones in areas where there was evidence that in the interests of road safety such measures were justified. Predominantly such zones were in the vicinity of schools, playgrounds or busy shopping streets.

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1.2 In response to a high number of requests from local residents for 20 mph zones the Cabinet Member for Environment requested that the Environment & Community Safety Committee (ECSOSC) undertake a review of the future approach to the implementation of 20 mph zones in the city.

1.3 The review undertaken by ECSOSC has been helpful in providing input and advice from a wide range of interested parties. The full report (Appendix A) which describes the scrutiny process and summarises evidence, findings and recommendations, has been considered by Officers and a full response to all the recommendations produced by ECSOSC is contained in Appendix B of this report.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member notes the evidence, findings and recommendations of the Environment & Community Safety Overview & Scrutiny Committee and its scrutiny panel in relation to 20mph speed limits and zones.

2.2 That the Cabinet Member notes and agrees the actions detailed in the officer response to Scrutiny's recommendations (Appendix B) with particular regard to timescales and any constraints identified.

3. RELEVANT BACKGROUND INFORMATION:

3.1 The council is committed to providing transport choice and reducing road casualties in line with the targets set by the Department for Transport. Collision data is constantly analysed and a joint programme of road safety engineering measures alongside education, training and publicity initiatives is used to

address identified issues. The use of 20mph zones has formed part of the package of measures used at suitable locations.

3.2 The existing 20mph zones are self-enforcing by way of traffic calming measures or other speed reducing features. Owing to the staged approach adopted for the introduction of such measures there is very little data available nationally to indicate the effectiveness of the measures. The Scrutiny Review provides an opportunity to assist and agree a way forward in prioritising further requests for 20 mph.

3.3 The recommendations are welcome and Officers are in agreement that they are useful in providing a basis upon which to create a possible future programme of investment should 20mph zones become an appropriate road safety solution for specific locations. However, it must be accepted that not all the recommendations could be achieved quickly and a staged approach would be required and all long term financial implications considered alongside other priorities. A City-wide policy of 20mph zones or speed limits may require a complimentary, multi million pound programme of speed reduction features to ensure its effectiveness and enforcement.

3.4 The findings and recommendations of the ECSOSC review are contained in Appendix A. These findings have been considered by Officers and a full response to all the recommendations produced by ECSOSC are contained in Appendix B of this report

3.5 By definition, increasing the number of 20mph zones and limits across the City requires a reduction in speed limits supported by Traffic Regulation Orders and consultation with local residents. Compliance with technical design standards, relevant criteria, Government guidelines and accepted good practice may influence the practical implementation of such measures.

4. CONSULTATION:

4.1 The panel held public meetings on 19 January, 26 January, 11 February, and 23 February 2010.

4.2 A number of council departments, local and national organisations and groups were contacted between December 2009 and March 2010 and invited to submit comments on the impact of 20 mph speed limits/zones in the city: The panel also heard evidence from numerous groups and organisations (see Appendix C):

4.3 Additionally, all elected members, Local Action Teams and neighbourhood forums were emailed and invited to submit their opinions and comments for the panel to consider. In order to facilitate this process a standard comments sheet with background information on the scrutiny review was sent to all those who expressed an interest in contributing.

4.4 Information about the scrutiny review was included in a January issue of the school bulletin along with a copy of the comments sheet. All independent schools were emailed and sent a copy of the comments sheet to complete with their opinions and comments.

4.5 A press release on the scrutiny panel was issued after the panel's scoping meeting and again in January which attracted some interest from members of the public who were sent a comments sheet to complete and return.

4.6 Members of the panel undertook a site visit to Portsmouth on 12 March 2010. Panel members met with the engineer responsible for implementing the 20 mph scheme in Portsmouth and were taken on a tour of the scheme.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The costs of implementing the full list of recommendations is not possible to estimate at this time, as some of the measures mentioned would have to be assessed at the relevant time on a case by case basis. At the moment the scale and detail of the measures required to fulfil all of the recommendations is not known and might change as time progresses.

5.2 It would be appropriate to include the implementation of wider use of 20mph limits/zones alongside other priorities within the LTP3 programme with an incremental approach to funding and delivery. LTP3 will be finalised by 31st March 2011. However, given the recent in-year savings to both Transport Capital and Revenue budgets and uncertainty over future allocations which will be announced in the Autumn spending review, it is not possible to make any firm commitments regarding future funding allocation. The cost of introducing City-wide 20mph speed limits is likely to be very high based on experience in the City and elsewhere.

5.3 The measures mentioned within the recommendations, such as improved pedestrian crossings could also be contained within the programme for LTP3.

Finance Officer Consulted: *Patrick Rice* *Date: 19/08/10*

Legal Implications:

5.4 The Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders imposing 20 mph speed limits, and under the Highways Act 1980 to introduce speed humps and other traffic calming measures. The appropriate statutory procedures regarding advertisement and consultation must be followed.

Lawyer consulted: *Carl Hearsum* *Date: 26/08/10*

Equalities Implications:

5.5 There are no direct equalities implications

Sustainability Implications:

5.6 The panel did receive evidence into the effects of implementation of 20mph limits/zones on air and noise pollution. That evidence is contained within the body of the panel's report but is not conclusive in nature.

Crime & Disorder Implications:

5.7 Sussex Police provided evidence to the panel which is contained within the report. Any increase in the use of 20mph limits/zones has the potential to create an increase in the demand or expectation for speed limit enforcement. Sussex Police is responsible for such enforcement and has made it clear that it expects speed limit changes to be in accordance with established criteria (DfT Circular 1/2006) and that 20mph limits should be self-enforcing. In line with national policy Sussex Police will not routinely undertake directed enforcement activity within 20mph limits or zones.

Risk and Opportunity Management Implications:

5.8 There are a number of risks associated with the implementation and non-implementation of 20mph limits/zones. These include reputation and failing to achieve the various targets already mentioned. The overall purpose of the scrutiny report is to identify how the council can best manage expectation and opportunity for the wider use of reduced speed limits and at the same time minimise the risks by adopting a balanced and evidence led approach to implementation.

Corporate / Citywide Implications:

5.9 The Council needs to consider the recommendations at corporate level as the proposals would have an effect citywide and any programme of implementation would be a large-scale, high cost project.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 The full submission of analysis reports and evidence by the Scrutiny Panel facilitated consideration of options in how to address the issues raised. The recommendations proposed by the panel are the final outcome of the options considered.

6.2 Officers have considered all the recommendations and subject to timescale/capacity and funding issues feel the recommendations provide a useful basis for developing a programme framework to make more use of 20mph limits/zones. The alternative is to not increase their use.

7. REASONS FOR REPORT RECOMMENDATIONS:

7.1 The recommendations for which consideration and approval are sought are as a result of Scrutiny. Considerable supporting evidence was provided to inform the process from the start.

SUPPORTING DOCUMENTATION

Appendices:

1. A: Full Scrutiny Report

2. B: Officer Response

3. C: List of Consultees/those from who evidence was received

Documents In Members' Rooms:

None

Background Documents:

1. Local Transport Plan 2006/7-10/11

Brighton & Hove City Council

Report of the 20 mph Speed Limits/Zones Scrutiny Panel

May 2010

SPEED REDUCTION REVIEW: An Investigation into 20 mph speed limits/zones

Volume One: The Recommendations

Panel Members:

Councillor Pete West (Chairman)
Councillor Jayne Bennett
Councillor Gill Mitchell
Councillor David Watkins
Councillor Geoffrey Wells

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6.	**Conclusions and Recommendations**	**page 34-38**

Volume Two contains the evidence

1. Chairman's Introduction

In Brighton and Hove the number of road collisions occurring has fallen in recent years. There still are, however, too many accidents taking place and there is an overwhelming perception amongst residents that the city's roads are just too dangerous.

The issue of 20 mph speed limits/zones was referred to scrutiny as it was considered a matter that required in-depth analysis and consideration. The purpose of this report is to highlight the consequences which may arise from changing the speed limit on roads in the city. During the last six months the panel spoke with representatives from a wide range of organisations to gather evidence and opinion on 20 mph speed limits/zones. The recommendations of this review are based on the evidence heard and the opinions put forward by experts in this field and residents.

During the course of this scrutiny review a number of residents' associations shared their experiences with the panel and made it very clear that many vulnerable road users feel threatened by traffic in the city and that there is not the infrastructure in place to support them as they move about. The speed of traffic as well as the lack of adequate crossing facilities was consistently mentioned by residents as being a significant problem and a barrier to them moving safely around the city. The panel found a large amount of support for speed reduction initiatives from the residents' associations it heard from and from residents who submitted comments for the panel to consider. There is a clear need and demand for the council to do more to ensure that the city's roads are made safer and more welcoming for all road users, and that road accidents are prevented from happening.

The evidence heard by the panel on the benefits of slower speeds was clear; pedestrians have a 95% chance of surviving crashes at speeds of 20 mph or less but less than a 50% chance of surviving a crash at speeds of around 30 mph. Furthermore, speed reduction initiatives have additional quality of life and health benefits. 20 mph speed limits/zones help to improve the urban realm and create safer environments for walkers; particularly children, young people, and older people; and better cycling conditions for cyclists. A safer and more pleasant environment in turn encourages more active travel which has direct physical health benefits for residents. 20 mph speed limits/zones also contribute to creating vibrant people-centred environments and may increase community ties and reduce social exclusion. There are also direct health benefits of speed reduction initiatives from less transport-related air pollution and noise, as well as potential mental health benefits due to the reduction in accident related traumas.

What was also clear from the evidence heard is that there is no single solution for the whole city. Whilst slower speed limits have substantial benefits for everybody they need to be used on roads where local conditions warrant them; for example, on roads used most often by vulnerable road users such as residential roads, roads next to parks and playgrounds, sport and leisure facilities, older people's care homes, community buildings, local shops,

schools, as well as roads used by pupils on their routes to school, and in busy shopping areas of the city. Speed limits on these roads need to be reduced to make it obvious to drivers that there are clear safety reasons to drive slower in these areas. Traffic in the city, however, needs to be kept moving and so main through routes in the city where they do not fall into the above categories, should not be included in speed reduction initiatives; although the ongoing safety issues on these roads need to be attended too as a matter of priority. Such a clear differentiation in speed limits between these different types of roads sends a clear message to all road users, and will help to make vulnerable road users feel safer on the roads they use the most.

The safety and well-being of residents as well as visitors to this city should be a high priority for the council. Ensuring that the speed limits on the city's roads are right for local conditions will go a long way to increasing the safety of the city's roads, preventing accidents from occurring and supporting the uptake of sustainable transport choices. The approach recommended by this scrutiny panel needs to be prioritised and adequately funded through the Local Transport Plan 3. The approach should also be embedded into the city's sustainable transport strategy.

My thanks on behalf of the panel go to all the expert witnesses and residents who gave their time and contributed to the review. I am also grateful to Councillors Jayne Bennett, Gill Mitchell, David Watkins, and Geoffrey Wells for their work as panel members.



Councillor Pete West

2. Executive Summary

2.1 This section provides a brief summary of the panel's report and lists the panel's recommendations.

2.2 Firstly, a brief note on terminology. This report uses the term '20 mph zone' to indicate areas where traffic calming measures are needed to ensure speeds are kept at, or below, 20 mph. The term '20 mph speed limit' refers to areas where signs only are used and no additional traffic calming measures are required as average speeds in an area are 24 mph or less. The term '20 mph area' refers to clusters of 20 mph speed limits and 20 mph zones which are joined together to form larger areas of 20 mph speed restrictions. Lastly, the term 'vulnerable road users' refers to pedestrians, particularly older people, children, and young people, as well as cyclists and motorcyclists.

2.3 **The panel's terms of reference**

- To gain an understanding of the collision statistics
- To seek a range of views as to the impact of 20 mph speed limits and 20 mph zones on road safety in terms of reducing vehicle speeds and casualty numbers
- To investigate what options other local authorities across the country are pursuing in terms of 20 mph speed limits/zones
- To gain an understanding of the potential environmental impacts of 20 mph speeds on air quality, tail pipe and carbon emissions as well as noise
- To gain an understanding of the potential 'other benefits' which 20 mph speeds may bring, such as health benefits, increased sociability, and better walking and cycling conditions
- To gain an understanding of any potential consequences of any displacement of traffic as a result of introducing lower speed limits
- To gain an understanding of the speed limit review currently being undertaken in the city and the links with this investigation
- To identify the benefits, feasibility and potential costs of various 20 mph speed options for the city
- To develop recommendations for the future development of council policy on 20 mph speed limits/zones

Key findings

2.4 An extensive study of 20 mph zones in London has demonstrated that 20 mph zones are associated with a 42% reduction in all casualties, and that areas adjacent to 20 mph zones also see a reduction of 8% for all casualties.[1] There is no doubt that when traffic is forced to travel at speeds of 20 mph or less, it saves lives.

[1] Grundy et al, 2009, *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006,* British Medical Journal

2.5 However, some of the traditional traffic calming measures used in the past such as speed bumps and humps are very unpopular with drivers, cyclists, taxi drivers, buses, and many residents living near to the zones.[2]

2.6 Additionally, 20 mph zones are very resource intensive to implement and as a result interventions in Brighton and Hove have had to be prioritised depending on the severity and numbers of accidents occurring and the resources available. This has meant that the council has reacted to traffic problem areas and road accidents in a piecemeal and small-scale way, and has left residents feeling that their concerns about dangerous roads are not being dealt with adequately enough. The panel feels that a new approach to introducing these types of road safety measures needs to be introduced and that this approach needs to have a wider impact and not be so costly.

2.7 Conclusions from an independent interim evaluation of the area-wide 20 mph speed limit scheme introduced in Portsmouth are interesting to note. After implementation there was an average speed reduction of 0.9 mph on roads included in the scheme. On some roads included in the scheme where average speeds were higher than 24 mph significant speed reductions were seen on some of the roads. There was a 13% over all reduction in accidents and a 15% reduction in the number of casualties, although reductions in both accident and casualty numbers fluctuated across the city.[3] It should be noted that the evaluation of the Portsmouth scheme is based on one years worth of data and road safety data requires three years of data to be considered robust, however, the results so far do indicate some positive benefits from the scheme.

2.8 The Portsmouth scheme demonstrated that where average speeds of 24 mph or less exist, then 20 mph speed limits can be successfully used to formalise an existing practice of slow driving, and act as a deterrent to aggressive driving as well as reduce casualty numbers. Additionally, 20 mph speed limits can reduce speeds on roads where average speeds are higher than 24 mph, although not always so that average speeds are compliant with the 20 mph speed limit.[4]

2.9 20 mph speed limits are likely to be effective on clusters of streets where average speeds are low, or next to 20 mph zones to increase the area covered by the zone.[5] When 20 mph speed limits are introduced in areas where they are right for local conditions they work

[2] See sections 5.10 and 5.11 in this report
[3] Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT
[4] Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT
[5] See sections 5.5 and 5.6 in this report

to reduce traffic speed, prevent accidents, formalise already slow driving behaviour, and deter aggressive driving.

2.10 As well as road safety benefits there are additional and important benefits which 20 mph speed limits/zones have. 20 mph speed limits/zones help to improve the urban realm and create safer environments for vulnerable road users. This encourages residents to engage in more active travel which will improve the health of local residents as well as contribute to creating vibrant people-centred environments. There are indications that slower speeds also increase community ties and may help to prevent social isolation so increasing residents' quality of life. Additionally, there are key health benefits which 20 mph speed limits/zones help to achieve; less transport-related air pollution and noise from traffic will benefit residents' health, and potential mental health benefits will arise due to the reductions in accident related traumas. 20 mph speed limits/zones help to make areas of the city more accessible to vulnerable road users.[6]

2.11 Any speed reduction initiative introduced needs to consider issues of enforcement, compliancy, and coherency. The police do not have the resources to enforce 20 mph speed limits when they are introduced in ways which are not considered to be in line with the guidance. Sussex Police recommend therefore that 20 mph speed limits should only be introduced on roads where average speeds are less than 24 mph. If a speed reduction initiative is to be introduced on roads where average speeds are more than 24 mph, then traffic calming measures should be introduced to make these areas self-enforcing. Speed reduction initiatives should be easy to comply with in order to ensure that drivers are not unnecessarily criminalised. In order to ensure maximum effectiveness any changes to speed limits need to be coherent and made in ways which make sense to drivers and other road users.[7]

2.12 Evidence gained from the Speed Limit Review of all C and Unclassified Roads will be important in evidencing where in the city average speeds are currently 24 mph or lower.

2.13 The environmental impacts of speed reductions are difficult to assess because of the number of variables involved. Driving styles greatly impact on the amount of pollutants and emissions emitted from a vehicle. Simplistically, regular acceleration and braking increases fuel consumption and the amount of pollutants emitted, conversely if traffic is kept moving, or there is a reduction in the volume of traffic, then less pollutants and emissions are emitted. Any speed reduction initiative introduced needs to take this relationship into account, as well as factor in the potential benefits which may arise should residents choose to use more sustainable forms of transport as the roads are perceived to be safer due to speed reductions. Reducing speed limits may help to

[6] See section 5.7 in this report
[7] See section 5.8 in this report

also reduce noise from traffic, so increasing the benefits of speed reductions for residents.[8]

2.14 Evidence from the UK Noise Association suggested that reducing the speed limit on main roads in the city would be beneficial for reducing noise pollution.[9] However, such benefits need to be weighed up against the need to keep traffic flowing through and around the city and avoiding congestion. The panel felt that over all it would be better to keep main through roads moving at 30 mph, where these roads have average speeds of over 24 mph, or were not heavily used by vulnerable road users.

2.15 However, there are key safety concerns with some of the main roads in the city; in particular vulnerable road users do not feel safe being able to cross busy main roads and there are often no safe places or crossings available to vulnerable road users in the right locations.[10] These safety concerns need to be addressed as a matter of priority.

2.16 There is widespread concern amongst residents about the safety of many of the roads in the city as a result of the speed at which traffic travels. Many residents feel that they should not have to wait until an accident happens in their area before a road safety initiative is introduced. There is a large amount of support and demand from residents for speed reduction initiatives. Such concerns and demands require the council to take a much more widespread and systematic approach towards making road safety improvements.[11]

Conclusions and Recommendations

2.17 The panel, on the basis of the evidence they had heard and collected, feel that the council needs a new approach to introducing speed reduction initiatives in the city, an approach which is more widespread and works to create safer roads for vulnerable road users across the city.

2.18 The panel found that when introduced into the right areas 20 mph speed limits and 20 mph zones can be used to not only increase the safety of roads for all road users, preventing accidents and reducing speeds, but to bring about benefits in health and quality of life outcomes. Indeed, 20 mph speed limits/zones not only help to improve local environments and make them safer for vulnerable road users they help to create vibrant people-centred environments, strengthen community ties and promote sustainable travel choices. 20 mph speed limits/zones also help to bring about key health benefits by increasing

[8] See section 5.12 in this report
[9] See section 5.12 in this report
[10] See section 5.10 in this report
[11] See section 5.10 in this report

physical exercise as well as reducing transport-related air and noise pollution which heavily effects residents' health.

2.19 The panel concluded that the city would benefit from having areas of 20 mph speed limits introduced into the city and that 20 mph speed limits should be used primarily on roads which vulnerable road users use the most; such as roads outside schools, routes to schools, on roads next to parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops, on roads which are primarily for residential use, as well as on busy shopping streets. Introducing 20 mph speed limits on these roads sends a clear message to drivers that there are safety reasons for driving slower.

2.20 The panel concluded that 20 mph speed limits should be introduced on all residential roads, on roads where there are high numbers of vulnerable road users, and on roads where average speeds are 24 mph or less. Evidence from the speed limit review of all C and Unclassified roads will help to identify which roads these are. Information on the speed limit review, including the methods for identifying the clusters and priority areas needs to be made available.

2.21 The panel also concluded that where average speeds on residential roads and in high pedestrian and cyclist use areas are higher than 24 mph, then speed reduction initiatives should be supported by traffic calming measures, although speed bumps and humps should ideally not be used.

2.22 20 mph speed limits and zones need to be easily identifiable and therefore common features should be used to indicate to drivers that they are entering an area which requires them to drive slower. Where possible, 20 mph zones and 20 mph speed limits should be joined together to form 20 mph areas as this will help to ensure that speed limits in the city are coherent and easy to comply with. Care should be taken when implementing 20 mph areas to ensure that traffic problem areas and rat running is not created on roads not included in the 20 mph areas.

2.23 Where the criteria are met, 20 mph areas should be accompanied by the introduction of more crossing facilities to better enable pedestrians and cyclists to cross main busy roads and to link 20 mph areas. This will greatly aid vulnerable road users to move safely around the city.

2.24 The panel found that in terms of overall benefits the main through roads in the city where they do not fit into the above criteria, should not be included in speed reduction schemes. However, the road safety concerns of residents using these roads, which are mostly about being able to cross the road safely, need to be attended to as a matter of priority.

2.25 Residents need to be involved and consulted on plans to introduce 20 mph areas in order to ensure community buy-in into speed changes and therefore better compliancy. Local action teams, many of which have road safety as a key priority in their action plans, and residents' associations', should also be involved in plans to introduce 20 mph areas. This consultation process as well as public expectation will need to be carefully managed. Additionally, the criteria for the implementation process of 20 mph areas should be made available to residents.

2.26 The impacts of 20 mph initiatives need to be carefully monitored and evaluated.

2.27 The Road Safety Team and Transport Department at the council have undertaken a number of highly successful schemes which have made the city's roads considerably safer for residents and visitors. Indeed 20 mph speed limits/zones are just one element of a much larger programme of road safety projects and engineering work undertaken by the council. The approach recommended by the panel aims to build on this good work and offer a more widespread and systematic approach to implementing 20 mph speed limits/zones across the city. Such an approach will require the whole Transport Department to be involved in developing and implementing the schemes and will need resourcing.

2.28 The panel developed the following recommendations based on the evidence heard from the expert witnesses and the opinions received from residents:

Recommendation 1

That the council introduce a policy of reducing speed limits on roads primarily for residential use, and on those roads where high numbers of vulnerable roads users use the roads; particularly those roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.
(See section 5.5, 5.6, 5.7, 5.10 for the evidence to support this)

Recommendation 2

That the speed limit review currently being conducted to assess average speeds on C and Unclassified roads in the city be used to identify roads in the city that would benefit from 20 mph speed limits as average speeds are 24 mph or less.
(See section 5.5, 5.6, 5.7, 5.8, 5.9, 5.10 for the evidence to support this.)

Recommendation 3

That those roads identified in recommendations 1 and 2 be clustered together to form coherent 20 mph areas.
(See section 5.4, 5.5, 5.6, 5.7, 5.8, 5.10 for the evidence to support this.)

Recommendation 4

That a report which sets out the work being undertaken by the speed limit review, including the methods for identifying clusters and priority areas, and containing a timetable for implementation be brought to the next meeting of the Environment Cabinet Member.

Recommendation 5

That where needed 20 mph areas are supported by additional traffic calming measures. However, these measures should ideally not include the use of speed bumps or humps but high quality design measures which are fit for purpose for local areas.
(See section 5.10, 5.11 for the evidence to support this.)

Recommendation 6

That easily understandable criteria for the implementation of 20 mph areas be made available to residents so that they can understand why some areas of the city will be prioritised for speed reduction initiatives first.

Recommendation 7

That taking into account those areas identified in recommendations 1, 2 and 3, main roads in the city should not have speed reduction initiatives introduced. However, the council should look as a matter of priority at other road safety measures which can be used to make these roads safer for vulnerable road users. In particular, the concerns of residents about being unable to cross these types of roads safely should be addressed.
(See section 5.10 for the evidence to support this.)

Recommendation 8

That as a matter of priority, and where criteria are met, more crossing facilities, zebra crossings, and safe spaces for vulnerable road users to cross roads are introduced in conjunction with 20 mph areas and on main busy roads.
(See section 5.10 for the evidence to support this.)

Recommendation 9

That Local Action Teams and local residents' associations are actively involved and consulted with on plans to introduce 20 mph initiatives in their areas.
(See Section 5.10 for the evidence to support this.)

Recommendation 10

That, in order to ensure community buy-in and maximum compliancy, residents are engaged and consulted with on plans to introduce 20 mph initiatives into their areas.
(See Section 5.10 for the evidence to support this.)

Recommendation 11

That as part of the public consultation and engagement exercise, awareness raising and education campaigns are also undertaken to highlight key problem areas in the city and the need for slower speeds and safer driving and road use in the city.
(See Section 5.13 for the evidence to support this.)

Recommendation 12

That a carefully planned, long-term monitoring and evaluation exercise takes place so that evidence on the impacts of the initiatives introduced, and effectiveness of gaining and maintaining community buy-in, can be collected and responded to.

Recommendation 13

That 20 mph areas are identified as quickly as possible and that adequate funding is prioritised and set aside for implementing these initiatives as part of the Local Transport Plan (3).

Recommendation 14

That the Environment and Community Safety Overview and Scrutiny Committee monitor progress of these recommendations with the first update report brought to the committee after six months.

Recommendation 15

That the feasibility of piloting in a suitable area, new technology to manage traffic speed such as 'green light wave' technology and other forms of smart technology be considered.

3. Introduction

3.1 There is great concern amongst a number of residents and elected members about the speed which traffic travels on many of the roads in Brighton and Hove. Between June 2008 and October 2009, 15 petitions with a total of 3,575 signatures were submitted to the council on the issue of road safety problems in the city. Of these, seven petitions (with a total of 1,390 signatures) specifically requested either traffic calming measures or a 20 mph speed limit. Eight petitions (a total of 2,185 signatures) were on related road safety issues such as concerns over pedestrian safety, speeding traffic, and requests for pedestrian crossings.[12]

3.2 This concern with the speed of traffic and the safety of vulnerable roads users is mirrored in other cities across the country, and some cities have responded by introducing widespread 20 mph speed limits in residential and built up areas. Cities such as Portsmouth, Oxford, Norwich, Leicester and Newcastle-upon-Tyne, as well as areas in London including Islington and Hackney now have large areas of 20 mph speed limits. Bristol and Warrington are currently piloting areas of 20 mph speed limits within their boundaries.[13]

3.3 On 06 October 2009, in response to the high number of requests for speed reduction initiatives the Cabinet Member for Environment wrote to the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) to request that the committee consider the issue of 20 mph speed limits/zones and the evaluation report on the 20 mph speed limit scheme introduced in Portsmouth.

3.4 On the 08 October 2009, Council considered a Notice of Motion to reduce the default speed limit in built-up areas from 30 to 20 mph. The Notice of Motion requested that a scrutiny panel be set up to undertake a detailed study and examination of 20 mph speed limits/zones. Council agreed to send this request for a scrutiny panel to the ECSOSC to consider.

3.5 At its meeting on the 09 November 2009 members of the ECSOSC agreed to set up a scrutiny panel to explore the issue of 20 mph speed limits/zones in the city.

[12] See appendix of scrutiny panel's scoping paper
[13] 20s Plenty written evidence, 22/02/2010

4. Methodology

4.1 Members of the 20 mph scrutiny panel included: Councillors Pete West (Chairman), Jayne Bennett, Gill Mitchell, David Watkins and Geoffrey Wells. The panel met for the first time on the 01 December 2009 to scope the review.

4.2 The panel agreed the following terms of reference for the review:

- To gain an understanding of the collision statistics
- To seek a range of views as to the impact of 20 mph speed limits and 20 mph zones on road safety in terms of reducing vehicle speeds and casualty numbers
- To investigate what options other local authorities across the country are pursuing in terms of 20 mph speed limits/zones
- To gain an understanding of the potential environmental impacts of 20 mph speeds on air quality, tail pipe and carbon emissions as well as noise
- To gain an understanding of the potential 'other benefits' which 20 mph speeds may bring, such as health benefits, increased sociability, and better walking and cycling conditions
- To gain an understanding of any potential consequences of any displacement of traffic as a result of introducing lower speed limits
- To gain an understanding of the speed limit review currently being undertaken in the city and the links with this investigation
- To identify the benefits, feasibility and potential costs of various 20 mph speed options for the city
- To develop recommendations for the future development of council policy on 20 mph speed limits/zones

4.3 The panel agreed to hold four public meetings and invite a number of expert witnesses to attend to give evidence to the panel. It was also agreed that a number of representatives from local resident's associations and groups would be invited to the fourth public meeting to give their opinions on 20 mph speed limits and zones.

4.4 As well as taking evidence in public the panel agreed to write to a number of organisations and experts to gather written evidence and canvass opinion on 20 mph speed limits/zones as widely as possible.

4.5 The panel also agreed to undertake a site visit to Portsmouth to see the 20 mph scheme introduced there.

Evidence-gathering process:

4.6 The panel held public meetings on 19 January, 26 January, 11 February, and 23 February 2010. The panel heard evidence from the following groups and organisations:

- Sussex Police
- Air Quality, Brighton and Hove City Council
- UK Noise Association
- Brighton and Hove Bus Company
- Road Safety Team, Brighton and Hove City Council
- Living Streets
- London School of Hygiene & Tropical Medicine
- Older People's Council
- Bricycles
- Cabinet Member for Environment, Brighton and Hove City Council
- Proposer of Notice of Motion (Councillor Ian Davey)
- London Road Area Local Action Team
- Lansdowne Area Resident Association
- Hangleton and Knoll Ward (Councillor David Smart)
- Goldsmid Ward (Councillor Melanie Davis)
- Westbourne Ward (Councillor Denise Cobb)
- Woodingdean Speedwatch Group
- Friends of Queens Park/Queens Park Local Action Team
- Lewes Road for Clean Air Group

4.7 A number of council departments, and local and national organisations and groups were contacted between December 2009 and March 2010 and invited to make comments on the impact of 20 mph speed limits/zones in the city:

- Tourism and Venues, Brighton and Hove City Council
- Culture and Economy, Brighton and Hove City Council
- Economic Partnership
- Brighton and Hove Business Forum
- North Laine Traders Association (NLTA)
- City Clean, Brighton and Hove City Council
- The Taxi Forum
- Big Lemon Bus Company
- East Sussex Fire and Rescue Service (ESFRS)
- South East Coast Ambulance Service (SECAmb)
- Brighton and Hove Federation of Disabled People
- Environmental Protection UK
- Public Health, Brighton and Hove City Council
- 20s Plenty Campaign
- Royal Society of Prevention of Accidents (ROSPA)
- The Institute of Advance Motorists (IAM)
- The Environmental Transport Association (ETA)
- The RAC
- The AA

4.8 Additionally, all elected members, local action teams and neighbourhood forums were emailed and invited to submit their opinions and comments for the panel to consider. In order to facilitate this process a standard comments sheet with background information

on the scrutiny review was sent to all those who expressed an interest in contributing their comments and opinions.

4.9 Information about the scrutiny review was also included in a January issue of the school bulletin along with a copy of the comments sheet. All independent schools were also emailed and sent a copy of the comments sheet to complete with their opinions and comments.

4.10 A press release on the scrutiny panel was issued after the panel's scoping meeting as well as again in January and this attracted some interest from members of the public who were sent a comments sheet to complete and return.

4.11 Members of the panel undertook a site visit to Portsmouth on 12 March 2010. Panel members met with the engineer responsible for implementing the 20 mph scheme in Portsmouth and were taken on a tour of the scheme.

4.12 The panel wish to thank all those who attended its public meetings to give evidence to the panel as well as all those who wrote to them with their comments and opinions. Whilst the panel has tried to take all the views expressed into account when making their recommendations, the recommendations do, however, remain those of the panel.

5. Issues and Findings

5.1 This section highlights the key evidence collected by the panel.

5.2 Road accident data:

5.2.1 Between 1st January 2006 and 31st October 2009 the following number of road collisions occurred in Brighton and Hove[14]:

	Year				
Severity	**2006**	**2007**	**2008**	**2009**	**Total**
Fatal	9	6	5	2	22
Serious	156	152	124	117	549
Slight	827	893	811	598	3129
Total	992	1051	940	717	3700

5.2.2 Between 1st January 2006 and 31st October 2009 there were the following number of road casualties in Brighton and Hove[15]:

	Year				
Severity	**2006**	**2007**	**2008**	**2009**	**Total**
Fatal	9	6	5	2	22
Serious	162	158	136	122	578
Slight	1042	1132	1067	767	4008
Total	1213	1296	1208	891	4608

5.2.3 Between 1st January 2006 and 31st October 2009 on A and B roads in Brighton and Hove the following number of collisions took place[16]:

Severity	
Fatal	7
Serious	277
Slight	1560
Total	1844

5.2.4 Between 1st January 2006 and 31st October 2009 on C or Unclassified roads in Brighton and Hove the following number of collisions took place[17]:

Severity	
Fatal	7
Serious	147
Slight	894
Total	1048

[14] Data provided by Sussex Safer Roads partnership, 18 November 2009
[15] Data provided by Sussex Safer Roads Partnership, 18 November 2009
[16] Data provided by Sussex Safer Roads Partnership, 18 November 2009
[17] Data provided by Sussex Safer Roads Partnership, 18 November 2009

5.2.5 The road accident data indicates that there have been on average 2 to 3 road collisions occurring everyday on the city's roads; although the numbers of collisions have been falling in recent years.

5.2.6 The most commonly cited contributory factor recorded by police officers when attending a road collision is a failure to look properly. This was cited in about 32% of all reported injury collisions between 1st November 2006 and 31st October 2009. The second largest contributory factor recorded was a failure to judge the other persons path or speed, and this was cited in about 17% of collisions. Lack of attention on the part of all road users, is an important contributory factor in accidents in Brighton and Hove. Factors such as lack of attention, careless driving, following too close, sudden braking etc, are all likely to be exacerbated by higher speeds; the lower the speed of a vehicle, the more time everyone has to react and potentially avoid serious and/or fatal accidents.[18]

5.2.7 There has been a substantial amount of research undertaken to prove that slower speeds tend to save lives, particular the lives of vulnerable road users. It is widely agreed that pedestrians have a 95% chance of surviving crashes at speeds of 20 mph or less but less than a 50% chance of surviving a crash at speeds of around 30 mph.[19]

Key findings:

5.2.8 Whilst the number of collisions in the city is falling, more needs to be done to prevent accidents from occurring in the first place. Slower speed limits may be a useful tool to increasing the safety of many of the city's roads and preventing road accidents.

5.3 Road Safety Initiatives in Brighton and Hove:

5.3.1 The Road Safety Strategy 2006-2010, and the Road Safety Team's annual programme of road safety work details the council's plans to reduce road accidents in the city. The Team works in close partnership with neighbouring Local Highways Authorities, Sussex Police, the Fire & Rescue Service, local health trusts and the Sussex Safer Roads Partnership.

5.3.2 The Road Safety Team in conjunction with other transport departments at the council have in recent years undertaken a number of road engineering works designed to make the city's streets safer. Extensive changes to North Street and New Road have been made to not only enhance the urban realm but to improve the safety record in these areas. Additionally, the team delivers a number of road safety training and educational programmes as well as the Safer Routes to Schools Programme. The Safer Routes to School Programme concentrates on

[18] Clarke, Minutes of panel's scoping meeting, 01/12/2009
[19] Cited in Public Health written evidence, 12/02/2010

improving the area around schools in the city and making routes to school safer for children and their parents/carers to walk or cycle.[20]

5.3.3 Implementing 20 mph speed limits/zones, has been, to date, just one part of the large amount of work undertaken by the Road Safety Team and by the wider transport department at the council to improve the city's roads.

5.4 20 mph speed limits/zones in Brighton and Hove:

5.4.1 There are a number of 20 mph zones and speed limits which have been introduced into the city, although robust evidence on the impact that these schemes have had is not available for most areas as extensive monitoring and evaluation of these sites has not taken place.

5.4.2 Currently the council has a priority list of engineering sites that are being assessed with a view to reducing casualties. Some of the measures adopted to address the issues identified might involve traffic calming measures, but such schemes are not necessarily the remedy to all casualty problems. This work is currently funded by the Sustainable Transport (Transport Planning) Capital Budget. Sites are prioritised on the basis of collision data.[21]

5.4.3 Requests for traffic calming or speed reductions are received from the public and elected members, often by way of petitions. In such cases relevant assessments of the area in question are undertaken and collision data for the area is reviewed. Assessments undertaken include looking at the accident data, speed and volume of traffic in the area, traffic flow and through traffic, pedestrian and cyclist activity, features in the area such as schools, conservation areas, and population density. A site will then be included on the priority of list if the area is considered hazardous. The priority list is prioritised on the basis of past accident records.[22]

5.4.4 Some requests from residents and elected members result in a negative response either because the relevant criteria for action have not been met, or the site is not considered a higher priority then those sites already on the priority list.[23]

Key findings:

5.4.5 To date the council has taken a piecemeal and somewhat reactionary approach to introducing 20 mph zones and speed limits based mainly on preventing further accidents from happening in a particular area.

[20] See Brighton and Hove City Council Local Transport Plan 2006/07 - 2010/11 for more information
[21] Road Safety Team Briefing note, 26/01/2010
[22] Road Safety Team Briefing note, 26/01/2010
[23] Road Safety Team Briefing note, 26/01/2010

Whilst this is an understandable approach it has not worked to solve traffic problems across the city quickly enough. There are now more and more residents calling for speed reduction initiatives in their area and what is now required is a more widespread and systematic approach to solving traffic problems and preventing road accidents from occurring.

5.5 The impact of 20 mph zones:

5.5.1 An extensive study of 20 mph zones in London has demonstrated that when traffic is forced to travel at 20 mph the number of road accidents and casualties are reduced. The study, published in the British Medical Journal in September 2009, analysed 20 years of data on 20 mph zones and concluded that 20 mph zones are effective measures for reducing road injuries and deaths.[24]

5.5.2 In London, the introduction of 20 mph zones has been associated with a 42% reduction in all casualties. This was higher for killed and seriously injured casualties where there was a reduction of 46% in casualties, and for those killed and seriously injured aged between 0-15 there was a reduction of 50% in casualties. The largest reductions in casualties were for killed and seriously injured car occupants which saw a reduction in casualties of 62%. Cyclists overall saw the smallest reduction in casualties associated with 20 mph zones of 17%; however, killed and seriously injured cyclist casualties saw a reduction of 38% in casualties.[25]

5.5.3 The study also noted that some areas adjacent to 20 mph zones experienced some small migration of traffic although this did not appear to be accompanied with an increase in injuries. Indeed, areas adjacent to 20 mph zones also appeared to be associated with a reduction in casualties of 8% for all casualties and 10% for casualties involving young people. The researchers involved in the study were confident that the casualty reductions associated with 20 mph zones were because of the zones themselves rather than other factors.[26]

5.5.4 Based on the available data the study concluded that 20 mph zones are effective in reducing the risks of casualties especially with regard to serious injury and death, and that the benefits are greatest among younger children.[27]

5.5.5 The researchers involved in the study recommended that where there are high numbers of road injuries then 20 mph zones should be

[24] Grundy et al, 2009, *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006,* British Medical Journal
[25] Grundy, Minutes of panel's public meeting, 11/02/2010
[26] Grundy, Minutes of panel's public meeting, 11/02/2010
[27] Grundy et al, 2009, *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006,* British Medical Journal

introduced to reduce casualties resulting from roads collisions, and that on residential roads surrounding the zones, 20 mph speed limits could also be brought in to further aid casualty reduction. The researchers recommended that all residential roads should be 20 mph and in those areas where speeds are already low this may require signs only, whilst other areas may require the use of 20 mph zones.[28]

Key findings:

5.5.6 20 mph zones are effective measures for reducing road injuries and casualties and preventing accidents. A combination of 20 mph zones and 20 mph speed limits used on all residential roads is likely to have the largest impact on reducing casualties.

5.6 The impact of 20 mph speed limits:

5.6.1 In recent years, changes to the legislation has meant that local authorities are now able to lower the speed limit on some roads to 20 mph without the need for traffic calming measures, providing average speeds are 24 mph or less.[29] As a result, there are a number of cities which have introduced extensive areas of 20 mph speed limits within their boundaries. These include, Portsmouth, Oxford, Norwich, and in London; Islington and Hackney. Bristol and Warrington are also currently piloting areas of 20 mph speed limits.[30]

5.6.2 In 2007/08, Portsmouth City Council implemented an extensive area-wide 20 mph speed limit restriction on the majority of its residential roads using terminal signs, repeater signs and speed limit roundel markings on the road. On most of the roads included in the scheme the average speeds before installation were 24 mph or less, although a few roads with average speeds higher than 24 mph were included in order to avoid inconsistencies in the speed limits.

5.6.3 The 20 mph scheme in Portsmouth was adopted to address actual and perceived safety issues associated with busy residential areas and to support the low driving speeds adopted previously by many motorists, as well as to encourage less aggressive driving from those who drove at inappropriate speeds. The scheme aimed to be mostly self-enforcing so as to avoid the need for extra police enforcement.[31]

5.6.4 Average speed data collected before and after the implementation of the 20 mph scheme in Portsmouth indicated that modest reductions in the speed of traffic were achieved. Before implementation of the

[28] Grundy, Minutes of panel's public meeting, 11/02/2010
[29] DfT Circular 1/2006 and Revision letter, December 2009, calling for comments on revision of DfT's speed limit circular
[30] 20s Plenty written evidence, 22/02/2010
[31] Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

scheme average speeds across the city ranged from 18.5 – 20.2 mph. After implementation average speeds across the city ranged from 17.9 – 19.1 mph. On average, speed changes of between 0.6 – 1.1 mph were achieved; although those roads which had the highest before implementation average speeds saw a larger reduction in average speeds with those roads with average before speeds of 21 – 24 mph achieving average speed reductions of 1.4 mph, and those roads with before speeds higher than 24 mph achieving average speed reductions of 7 mph. Overall, the scheme was most successful in reducing speed at sites where speeds were greatest before the implementation of the scheme, although this did not always result in the speed limits becoming self-enforcing.[32]

5.6.5 Analysis of the accident data before and after implementation of the 20 mph scheme demonstrates some reductions in the number of road accidents and casualties. Overall, there was a 13% reduction in the number of road accidents after the implementation of the scheme; however, there was a 2% increase in the number of Killed or Seriously Injured (KSI) accidents. Across the city some areas recorded reductions in the number of accidents, whilst other areas recorded increases in the number of accidents occurring. Overall, there was a 15% reduction in the number of casualties after implementation of the scheme. However, again, the impact on the number of casualties fluctuated across the city with some areas recording increases in the number of casualties and others recording decreases. Likewise, whilst some types of road users saw casualty benefits, others didn't. Clear trends in accident data are difficult to establish as overall the numbers of KSI accidents are small and therefore the figures are susceptible to variation.[33]

5.6.6 The interim report of the 20 mph scheme in Portsmouth concluded that in some circumstances the use of 20 mph speed limits can bring about speed reductions and decreases in road accidents and casualties. However, the 20 mph scheme as implemented in Portsmouth would probably not be effective if replicated in other cities. The report suggested that what would be beneficial in many other cities would be an approach where by clusters of streets have 20 mph speed limit restrictions placed on them. Additionally, the report concluded that a combination of 20 mph speed limits and 20 mph zones are likely to offer the most significant benefits in most cities.[34]

Key findings:

[32] Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT
[33] Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT
[34] Atkins, 2009, *Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth: Phase 1 - Final Report*, DfT

5.6.7 20 mph speed limits have some impact on reducing the speed of traffic and on reducing road accidents and casualties and in some areas and in some circumstances they can produce benefits for all road users. In Portsmouth the 20 mph speed limit scheme has formalised and supported an existing practice of slow driving and deterred aggressive driving and inappropriate driving speeds on residential roads.

5.7 Additional benefits of 20 mph speed limits/zones:

5.7.1 20 mph speed limits/zones offer a number of other benefits as well as simply reducing road collisions and casualties. 20 mph speed limits/zones create safer environments for more vulnerable road users and therefore better walking and cycling conditions and an increase in the use of active travel; an increase in quality of life and well-being for residents and in community ties; as well as both direct and indirect health benefits.[35] Money spent on schemes can also greatly improve local residential areas.[36]

5.7.2 Many people do not currently cycle or walk in the city because of fear of speeding traffic. Creating areas of 20 mph speed restrictions will help to create environments which are safer for walkers and cyclists and will protect vulnerable road users. Over the last 10 years, researchers have found increasing evidence that the 'walkability' of neighbourhoods is strongly correlated with the amount of physical activity undertaken by residents in that neighbourhood.[37] Research into traffic calming undertaken in Glasgow found that walking levels increased in traffic-calmed neighbourhoods.[38]

5.7.3 Introducing 20 mph speed limits will help to create safer environments for older people as they move about the city. Older people are particularly vulnerable road users as they have slower reaction times and due to brittle bones even trivial accidents can result in severe factures and long recovery times for an older person. There is a danger that without the ability to move around, and move around safely, an older person can become house bound and isolated. The introduction of widespread 20 mph speed limits in residential areas of the city may offer benefits for older people.[39] 20 mph speed limits would also offer safer environments for children walking and cycling school and doing so independently, which would support a number of initiatives which the council already has to encourage this such as the Safer Routes to Schools Programme.

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[35] Young, Minutes of panel's public meeting, 26/01/2010
[36] Rospa written evidence, received 25/03/2010
[37] Cited in Hart, 2008, *Driven to Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*
[38] Cited in Living Streets, 2009, *Policy Briefing: 20 mph brings streets to life*
[39] Hazelgrove, Minutes of panel's public meeting, 11/02/2010

5.7.4 The introduction of 20 mph speed limits will have the potential to encourage better cycling conditions in the city. The current speed of traffic is believed to be a big disincentive to encouraging more people to cycle. The introduction of slower speeds in the city could help to produce a step change improvement in conditions for cycling.[40] Widespread 20 mph speed limits could avoid some of the expense of having to introduce comprehensive networks of cycle lanes.[41]

5.7.5 Increasing the safety of local environments and thus encouraging more residents to engage in active travel will promote regular physical exercise and thus have direct health benefits. Physical activity helps to reduce obesity and reduces the risk of long term conditions such as diabetes, stroke, and heart disease.[42]

5.7.6 The Association of Directors of Public Health have promoted a 'Take Action on Active Travel' campaign. As part of this campaign, 20 mph speed limits for residential streets is one of its core strategies for increasing the health of the nation.[43]

5.7.7 20 mph limits contribute to improving quality of life. A study undertaken by the Commission for Integrated Transport found that where cities have extensive 20 mph limits covering between 65 - 85% of their urban road network they are transformed from being noisy, polluted places into vibrant, people-centred environments, with significant levels of walking, cycling and public transport.[44]

5.7.8 A small scale study undertaken in Bristol investigated the specific impacts of traffic on quality of life within a residential area of Bristol. It found that the number of ties to neighbours and the extent of an individual's local contacts decreased as vehicle traffic increased. Additionally, street-based recreational activities reduced as traffic flow increased. An individual's perception of safety in their neighbourhood was also found to be disproportionally influenced by the amount of traffic on their residential street.[45] The study in Bristol was based on Donald Appleyard's famous study which took place in 1961 and was published in his book *Liveable Streets* in 1981. Since Appleyard's study, many other studies, like the one undertaken in Bristol have replicated Appleyard's findings that community ties weaken as traffic volumes increase.[46] Reducing the speed of traffic on residential roads

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[40] Green, Minutes of panel's public meeting, 11/02/2010
[41] Living Streets, 2009, *Policy Briefing: 20 mph brings streets to life*
[42] Public Health, written evidence, 12/02/2010
[43] Cited in 20s plenty written evidence, 22/02/2010
[44] Commission for Integrated Transport, 2001, *Study of European best practice in the delivery of integrated transport*
[45] Hart, 2008, *Driven to Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*
[46] For more examples of this type of study see Hart, 2008, *Driven to Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*

will deter drivers from 'rat running' and will displace traffic back on to the main roads of the city.[47] This will result in a reduction in volumes of traffic using residential streets and so achieve lasting benefits for residents' quality of life.

5.7.9 Transport-related air pollution increases the risk of mortality, particularly from cardio-pulmonary causes. It also affects health through non-allergic respiratory disease; allergic illness and symptoms (such as asthma); cardiovascular morbidity; cancer; pregnancy; birth outcomes; and male fertility.[48] In the UK, air pollution is currently estimated to reduce life expectancy by 7-9 months and has estimated health costs of up to £20 billion each year.[49]

5.7.10 Road traffic is the main source of noise in the community. Noise can disrupt communication, impair hearing, reduce sleep quality, increase fatigue and decrease cognitive performance. High noise levels may also impair a child's development. Prolonged or excessive expose to noise can cause chronic medical conditions, such as hypertension and Ischaemic heart disease.[50] The World Health Organisation, suggests that controls on speed through the establishment of speed limits and traffic calming measures are one way to control noise emissions at source.[51]

5.7.11 20 mph speed limits/zones also have potential mental health benefits. One of the major mental health benefits of speed restrictions would be related to the resulting decreases in road traffic injuries. Post-traumatic stress from road accidents is an under-reported mental health effect. Studies have found that 14% of collision survivors have Post-traumatic Stress Disorder and 25% have psychiatric problems one year after an accident. One third have clinically significant symptoms at follow-up 18 months after an accident. One UK study found that one in three children involved in road traffic accidents suffered from Post-traumatic Stress Disorder when interviewed 22 and 79 days after an accident. Other mental health benefits of 20 mph zones could include greater independence for older people, calmer driving conditions and a greater sense of community wellbeing.[52]

5.7.12 The health sector bears a large part of the socioeconomic burden of road injuries. If more road collisions were prevented then this would help to reduce hospital admissions and reduce the severity of injuries to be treated. 20 mph speed limits/zones would also, if it creates safer conditions for pedestrians and cyclists, create further health benefits

[47] 20s Plenty written evidence, 22/02/2010
[48] Public Health written evidence, 12/02/2010
[49] Cited in Public Health written evidence, 12/02/2010
[50] Public Health written evidence, 12/02/2010
[51] Cited in Public Health written evidence, 12/02/2010
[52] Cited in Public Health written evidence, 12/02/2010

from more walking and cycling.[53] 20 mph speed limits/zones would help to contribute to the city's ambition of a healthy city.

5.7.13 The cost of road collisions on the public purse is huge. It is estimated that the cost to the UK of traffic collisions is £18 billion every year. The average cost of a road accident in 2008 was £59,000 and for a fatal accident, when all costs are factored in it could cost the economy £1.27 million.[54] The costs of road accidents to local emergency and health services and the effect of road injuries also has wider public health burden implications.

Key findings:

5.7.14 The additional benefits which 20 mph speed limits/zones may offer should not be underestimated. 20 mph speed limits/zones have the potential to help create safer environments for walkers and cyclists and through more participation in active forms of travel and thus physical exercise, create significant health benefits for the city. 20 mph speed limits/zones may lead to an increased take up of sustainable travel choices. 20 mph speed limits/zones also offer increases in quality of life, sociability and more community ties within neighbourhoods. Through reducing the number of accidents and associated health problems and health complications associated with pollution and noise, 20 mph speed limits/zones have the potential to significantly reduce burdens on local hospitals and health budgets.

5.8 Enforcement of 20 mph speed limits/zones:

5.8.1 Local authorities are responsible for setting local speed limits. The Department for Transport (DfT) has issued a number of circulars with guidance on 20 mph speed limits/zones. The guidance in Circular 1/2006 is currently being reviewed although it is not expected to change significantly. The guidance currently suggests that 20 mph speed limits should generally be self-enforcing and easy to comply with. As a guide, 20 mph speed limits should only be introduced on roads where the average speed of traffic is 24 mph or less. On roads where average speeds are higher than 24 mph but there is a need for traffic to travel slower, then this should be enforced with traffic calming measures. DfT guidance aims to encourage the introduction of 20 mph zones and speed limits into streets which are primarily residential in nature, and where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas.[55]

5.8.2 Currently, Sussex Police adheres to the guidance in the DfT circulars, guidance which is also followed by the Association of Chief Police

[53] Cited in Public Health written evidence, 12/02/2010
[54] Young, Minutes of panel's public meeting, 26/01/2010
[55] DfT Circular 1/2006 and Revision letter, December 2009, calling for comments on revision of DfT's speed limit circular

Officers (ACPO). Sussex Police will, therefore, support 20 mph speed limits only when they are self-enforcing; either because the nature of the road means that the mean speed of traffic is 24 mph or less, or because traffic calming measures are introduced to force traffic to travel at 20 mph. Where roads are not conducive to slower speeds or not engineered to slow traffic, Sussex Police would not expect to undertake enforcement in respect of a 20 mph limit, as these limits will have been introduced without being in accordance with the DfT guidelines. To achieve compliance to a 20 mph speed limit no additional enforcement activities should be required of the police.[56]

5.8.3 Sussex Police suggests that the most successful approach to setting local speed limits is likely to be one which involves a targeted approach and judges each case and road by its merits. It is important to consider the location of a road and what it is mostly used for, as well as considering the way that vehicles move around the whole city. Speed limits need to be integrated into the transport infrastructure of the city.[57]

Key findings:

5.8.4 The issue of enforcement and compliance needs to be carefully considered when introducing 20 mph speed limits/zones. Sussex Police use DfT guidance on enforcing speed limits to determine their own enforcement policy. 20 mph speed limits should only be introduced on roads where average speeds are 24 mph. If average speeds are higher than 24 mph, then traffic calming measures should be used to force traffic to travel at 20 mph.

5.9 Speed Limit Review of C and Unclassified roads:

5.9.1 As part of the Local Transport Plan 2006/07 – 2010/11 the council stated an intention to conduct a review of all speed limits on all C and Unclassified roads in the city by 2011. Work on this review has just started and is expected to be completed by March 2011. The objective of the review is to assess the suitability of the current speed limits, in the context of DfT guidance on setting limits, and where appropriate make recommendations for change. This analysis will be undertaken in clusters.[58]

Key findings:

5.9.2 The evidence collected as part of the speed limit review and the clusters used to analyse speed and other forms of information will be important to evidencing which areas and roads in the city could have 20 mph speed limits introduced in line with DfT guidance and Sussex Police's speed limit enforcement policy.

[56] Dunn, Minutes of panel's public meeting, 19/01/2010
[57] Dunn, Minutes of panel's public meeting, 19/01/2010
[58] Road Safety Team Briefing note, 26/01/2010

5.10 Resident opinion on 20 mph speed limits/zones:

5.10.1 As part of the evidence-gathering process the panel were keen to hear opinions on 20 mph speed limits/zones not only from experts on this topic but also from the city's residents. The panel received a total of 90 written comments from various residents' groups, residents, and schools about 20 mph speed limits/zones. The responses from residents were mostly favourable, although some issues of concern were raised by a number of those who responded.

5.10.2 About two thirds of those who responded to the panel were in favour of introducing more 20 mph speed limits/zones. The vast majority of these wanted 20 mph restrictions in their residential area as apposed to a blanket reduction across the city; indeed, few residents thought that reducing the speed of traffic on main arterial roads would be a good idea. Most who responded in favour of 20 mph speed limits/zones perceived there to be a problem with speeding traffic in their area and felt that more had to be done to make the city's roads less dangerous and to give pedestrians more priority on the city's roads. Many residents who were in favour of 20 mph zones specifically requested that other traffic calming measures rather than speed bumps and humps be used.

5.10.3 Both those in favour of 20 mph speed limits/zones and those against raised concerns over whether 20 mph speed limits/zones would be properly enforced and many residents commented that they felt that current 30 mph speed limits where neither adequately enforced nor observed. A small number of residents raised concerns about the increase in street clutter which may be caused by more speed limits/zones being introduced. All eleven schools who wrote to the panel wanted 20 mph speed limits/zones on roads outside or near to their school, and many residents also felt that schools should have 20 mph speed limits/zones outside of them. About a third of those who responded to the panel felt that there was no need for 20 mph speed limits/zones in their area.

5.10.4 As well as receiving written comments from residents and residents' associations, the panel invited nine community representatives to attend its final public meeting to give their community's opinion on 20 mph speed limits/zones to the panel. Representatives from Local Action Teams and a number of elected members representing residents in their wards shared their community's concerns about speeding traffic and other traffic problems with the panel.

5.10.5 Many representatives raised concerns about the volume of traffic, the level of 'rat running' and the use of residential streets as 'cut-throughs' in their area. Most felt that traffic was speeding both on main arterial roads and on residential streets and that proper enforcement activity was not being undertaken. Most representatives felt that their local communities would be supportive of 20 mph speed limits/zones on

residential streets, in selected areas, and outside schools; although not of widespread citywide 20 mph speed restrictions. Again, many representatives pointed out that residents and drivers were mostly not in favour of speed bumps and humps and would rather that other traffic calming measures be used. The issue of enforcement of 20 mph speed limits/zones was raised by a number of representatives and a number of representatives were concerned about the potential environmental impact of reducing speed limits.[59]

5.10.6 Some representatives expressed concern over the use of accident and injury statistics as a means of prioritising speed interventions and felt that such an approach was too reactionary and did not offer a widespread nor systematic enough approach to tackling and preventing traffic problems and accidents across the city. Another common theme raised by representatives was that of the need to better prioritise pedestrian and cyclist's movements around the city. It was felt that too often cars dominated areas where there were also high numbers of vulnerable road users. Representatives also felt that there were not enough adequate crossing facilities for pedestrians within their communities, particularly on some of the city's main busy routes. Whilst there was a definite desire to keep main through routes moving, representatives pointed out that these roads were particularly unsafe for vulnerable road users.[60]

5.10.7 Some representatives felt that the introduction of 20 mph speed limits/zones should not criminalise drivers. It was felt that if the physical environment naturally encourages slower speeds, or is built to encourage slower speeds, then this will make 20 mph speed limits/zones easier to comply with and would encourage appropriate driving. However, 20 mph speed restrictions should not be introduced on roads which are not suitable for slow speeds. It was felt by some representatives that as well as the speed of traffic there were other traffic problems in the city which also needed to be tackled.[61]

5.10.8 The panel is very grateful to those resident representatives who took the time to come and speak to the panel and to those who wrote to the panel to share their opinions. The panel notes, however, that whilst the opinions of all residents involved in the scrutiny review are much valued they are not fully representative of all residents across the city and widespread community consultation and involvement in plans to reduce speed limits in the city will need to take place.

Key findings:

5.10.9 Many residents and local communities are concerned that the speed at which traffic travels through their residential streets is just too fast and

[59] Minutes of panel's public meeting, 23/02/2010
[60] Minutes of panel's public meeting, 23/02/2010
[61] Minutes of panel's public meeting, 23/02/2010

they would support the introduction of more 20 mph speed limits/zones on residential roads, and outside schools in their area. Residents are also concerned that there is a lack of pedestrian crossings and safe crossing points on main busy roads in the city and that this is placing vulnerable road users lives at risk. Many residents feel that the current approach to making roads safer in the city does not go far enough. Widespread community consultation and involvement in any plans to reduce speed limits in the city needs to take place.

5.11 The impact of 20 mph speed limits/zones on service operators:

5.11.1 A number of opinions on the impact that 20 mph speed limits/zones could have on service operators in the city were sought.

5.11.2 The Taxi Forum was neither for nor against the use of 20 mph speed limits. The forum was, however, not in favour of traditional traffic calming measures and expressed some concerns over how speed limits would be enforced.[62]

5.11.3 East Sussex Fire and Rescue Service (ESFRS) would be supportive of 20 mph speed limits and 20 mph zones introduced across the city in residential areas. The ESFRS did express some concern over the use of some forms of traffic calming measures such as speed bumps and humps.[63]

5.11.4 The South East Coast Ambulance Service (SECAmb) were concerned that if 20 mph speed restrictions were to have an impact on traffic flows on main routes in the city then this could have implications for maintaining their emergency response times. Traffic calming measures which enable ambulances to 'straddle' the measure are preferred to large speed humps or bumps which can make ambulance journeys uncomfortable for passengers.[64]

5.11.5 A blanket introduction of 20 mph speed limits on main and arterial roads would affect the Brighton and Hove Bus Company's bus timetable, the bus services offered, as well as potentially ticket prices. Brighton and Hove Bus Company would be supportive of introducing 20 mph speed limits where there are very particular reasons and evidence for introducing such a limit as it will reduce the risk to pedestrians of being fatally injured in a collision. Brighton and Hove Bus Company would also support the use of 20 mph speed limits in high risk areas such as schools, and where there is evidence that such a speed restriction would benefit pedestrian safety. Speed humps can cause problems for buses.[65] The Big Lemon Bus Company was supportive of 20 mph speed limits in residential areas, but pointed out

[62] Opinions expressed at Taxi Forum Meeting, 24/03/2010
[63] ESFRS written evidence, 08/02/2010
[64] SECAmb written evidence, 17/02/2010
[65] French, Minutes of panel's meeting, 26/01/2010

that the use of 20 mph speed limits on arterial roads would also affect its services.[66]

Key findings:

5.11.6 The impact that 20 mph speed limits/zones has on service operators in the city clearly needs to be considered and those representing service operators need to be consulted and involved in plans for speed restriction initiatives. Generally, as long as main through routes are left at 30 mph, most service operators would be supportive of 20 mph speed limits/zones in residential areas.

5.12 Environmental impact of slower speeds:

5.12.1 Research which has been conducted on the effects of 20 mph speed limit/zones on carbon emissions and pollution have been largely inconclusive. The information regarding the impact of lower speeds on air quality is very mixed with almost the same amount of research stating that slower speeds have a positive effect on the environment as those stating that slower speeds have a negative impact.[67]

5.12.2 Driving styles greatly impact on the amount of pollutants and emissions emitted from a vehicle. Regular acceleration and breaking increases fuel consumption and the amount of pollutants emitted. In simplistic terms by reducing the speed of a vehicle the efficiency of a vehicle is reduced and journey times are increased and this will effect emissions.[68]

5.12.3 However, heavy goods vehicles emit more emissions and pollutants then lighter vehicles such as cars. Cars form the bulk of the traffic on the city's roads. The average emissions and pollutants from cars which travel at 20 mph in comparison to 30 mph is not substantially different.[69]

5.12.4 Studies conducted under test conditions indicate that travelling at 20 mph uses more fuel then cars travelling at 30 mph. However, research conducted on streets under normal driving conditions suggest that 20 mph speed limits and zones improve traffic flow and therefore cars travelling at 20 mph are more likely to emit less emissions and pollutions.[70] At 20 mph traffic is more likely to flow more smoothly and as less braking and fewer gear changes will be required less fuel will be consumed and therefore less pollutants emitted. Where 19 mph zones were introduced in Germany, car drivers on average had to

[66] Informal email correspondence with the Big Lemon Bus Company, 06/02/2010
[67] Grundy, Minutes of the panel's meeting, 11/02/2010
[68] Rouse, Minutes of the panel's meeting, 19/01/2010
[69] Environmental Health Powerpoint Presentation, 19/01/2010
[70] Cited in Public Health written evidence, 12/02/2010

change gear 12% less frequently, braked 14% less often and used 12% less petrol.[71] Steady speeds and flow of traffic, ie less stop and start traffic, will probably help to improve air quality. 20 mph speed limits/zones may help to encourage more even and smoother flows of traffic.

5.12.5 It should also be noted that anything which makes it less easy to use a car and encourages residents to engage in more active travel or use more sustainable forms of transport is likely to reduce the volume of traffic on the city's roads and so improve the city's air quality.[72]

5.12.6 Road traffic is the biggest form of noise pollution in the UK. The speed, volume, and vehicle mix of traffic interact to determine overall traffic impacts such as noise. It is accelerating and braking which is the main factor in creating traffic noise and this is dependent on a drivers behaviour, the vehicle design, and the driving environment. Acceleration counts for 10% of traffic noise.[73]

5.12.7 There is a measurable link between noise levels and the speed of traffic. If a vehicle is travelling between 20 mph and 30 mph and speed is reduced by 6 mph then noise can be cut by 40%.[74]

5.12.8 It is advised by the European Conference of Transport Ministers and the Organisation for Economic Co-operation and Development to take noise levels into account when setting speed limits. The recommended speed limit, taking noise levels into account, for urban residential roads is 19 mph. Traffic calming measures, if carefully designed can also significantly reduce noise levels.[75]

5.12.9 Traffic noise can trigger a complex chain of responses affecting human health, brought about by stress. Noise disturbance can result in heart in disease or even mental illness.[76]

Key findings:

5.12.10 The exact environmental impact of 20 mph speed limits/zones is very difficult to judge. Careful consideration needs to be taken around implementing speed reductions and traffic management needs to be considered as part of any speed reduction scheme in order to avoid adversely effecting the city's air quality. There may be some benefits for residents in terms of noise reduction if 20 mph speed limits/zones were more widely introduced.

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[71] Cited in Living Streets, 2009, *Policy Briefing: Dispelling Myths About 20mph*
[72] Rouse, Minutes of the panel's meeting, 19/01/2010
[73] Mitchell, 2009, *Speed and Road Traffic Noise*, UK Noise Association
[74] Stewart, Minutes of the panel's meeting, 19/01/2010
[75] Mitchell, 2009, *Speed and Road Traffic Noise*, UK Noise Association
[76] Mitchell, 2009, *Speed and Road Traffic Noise*, UK Noise Association

5.13 Education and awareness raising campaigns:

5.13.1 Education campaigns also have a part to play in encouraging drivers to slow down and can be used to bring about long-term change in driving behaviour. Education campaigns need to target drivers at the right age.[77]

5.13.2 People do appear to respond positively to 20 mph speed limits when they know the reasons for introducing them so educating people as to the reasons for introducing slower speeds appears to be important. It is also important to work with young people and educate them about safe road use, this may require other techniques apart from traditional road safety education. In London there is a lot of work being done to reach out to different ethnic groups to educate them in different ways such as through theatre and talking to them to find out how they use the roads.[78]

5.13.3 A review undertaken by the Transport Research Laboratory found that if the implementation of 20 mph speed limits is accompanied by extensive public awareness campaigns, then this can further increase the impact of the speed limits and reduce the speed at which traffic travels.[79]

Key findings:

5.13.4 Running targeted education and road safety campaigns alongside the implementation of 20 mph speed limits/zones may increase the effectiveness of these initiatives.

5.14 Economic impact of 20 mph speed limits/zones:

5.14.1 Apart from the costs involved in implementing any schemes, there is no evidence to indicate that 20 mph speed limits/zones would have either a negative or positive overall impact on the city's economy.[80] It is possible that if more road accidents are prevented by 20 mph speed limits/zones then they may help to reduce costs in the long-term for emergency services and the health sector in the city.[81]

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[77] Dunn, Minutes of panel's public meeting, 19/01/2010
[78] Comments made during a discussion, Minutes of panel's public meeting, 11/02/2010
[79] Cited in scrutiny panel's scoping paper
[80] Informal email correspondence with various Brighton and Hove City Council departments, Economic Partnership, Brighton and Hove Business Forum, North Laine Traders Association
[81] Cited in Public Health written evidence, 12/02/2010

6. Conclusions and Recommendations

6.1 The panel, on the basis of the evidence they had heard and collected, feel that the council needs a new approach to introducing speed reduction initiatives in the city, an approach which is more widespread and works to create safer roads for vulnerable road users across the city.

6.2 The panel found that when introduced into the right areas 20 mph speed limits and 20 mph zones can be used to not only increase the safety of roads for all road users, preventing accidents and reducing speeds, but to bring about benefits in health and quality of life outcomes. Indeed, 20 mph speed limits/zones not only help to improve local environments and make them safer for vulnerable road users they help to create vibrant people-centred environments and strengthen community ties. 20 mph speed limits/zones also help to bring about key health benefits by increasing physical exercise as well as reducing transport-related air and noise pollution which heavily effects residents' health.

6.3 The panel concluded that the city would benefit from having areas of 20 mph speed limits introduced into the city and that 20 mph speed limits should be used primarily on roads which vulnerable road users use the most; such as roads outside schools, routes to schools, on roads next to parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops, on roads which are primarily for residential use, as well as on busy shopping streets. Introducing 20 mph speed limits on these roads sends a clear message to drivers that there are safety reasons for driving slower.

6.4 The panel concluded that 20 mph speed limits should be introduced on all residential roads, on roads where there are high numbers of vulnerable road users, and on roads where average speeds are 24 mph or less. Evidence from the speed limit review of all C and Unclassified roads will help to identify which roads these are. Information on the speed limit review, including the methods for identifying the clusters and priority areas needs to be made available.

6.5 The panel also concluded that where average speeds on residential roads and in high pedestrian and cyclist use areas are higher than 24 mph, then speed reduction initiatives should be supported by traffic calming measures, although speed bumps and humps should ideally not be used.

6.6 20 mph speed limits and zones need to be easily identifiable and therefore common features should be used to indicate to drivers that they are entering an area which requires them to drive slower. Where possible, 20 mph zones and 20 mph speed limits should be joined together to form 20 mph areas as this will help to ensure that speed limits in the city are coherent and easy to comply with. Care should be

taken when implementing 20 mph areas to ensure that traffic problem areas and rat running is not created on roads not included in the 20 mph areas.

6.7 Where the criteria are met, 20 mph areas should be accompanied by the introduction of more crossing facilities to better enable pedestrians and cyclists to cross main busy roads and to link 20 mph areas. This will greatly aid vulnerable road users to move safely around the city.

6.8 The panel found that in terms of overall benefits the main through roads in the city where they do not fit into the above criteria, should not be included in speed reduction schemes. However, the road safety concerns of residents using these roads, which are mostly about being able to cross the road safely, need to be attended to as a matter of priority.

6.9 Residents need to be involved and consulted on plans to introduce 20 mph areas in order to ensure community buy-in into speed changes and therefore better compliancy. Local action teams, many of which have road safety as a key priority in their action plans, and residents' associations', should also be involved in plans to introduce 20 mph areas. This consultation process as well as public expectation will need to be carefully managed. Additionally, the criteria for the implementation process of 20 mph areas should be made available to residents.

6.10 The impacts of 20 mph initiatives need to be carefully monitored and evaluated.

6.11 The Road Safety Team and Transport Department at the council have undertaken a number of highly successful schemes which have made the city's roads considerably safer for residents and visitors. Indeed 20 mph speed limits/zones are just one element of a much larger programme of road safety projects and engineering work undertaken by the council. The approach recommended by the panel aims to build on this good work and offer a more widespread and systematic approach to implementing 20 mph speed limits/zones across the city. Such an approach will require the whole Transport Department to be involved in developing and implementing the schemes and will need resourcing.

6.12 The panel developed the following recommendations based on the evidence heard from the expert witnesses and the opinions received from residents:

Recommendation 1

That the council introduce a policy of reducing speed limits on roads primarily for residential use, and on those roads where high numbers of vulnerable roads users use the roads; particularly those roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.
(See section 5.5, 5.6, 5.7, 5.10 for the evidence to support this)

Recommendation 2

That the speed limit review currently being conducted to assess average speeds on C and Unclassified roads in the city be used to identify roads in the city that would benefit from 20 mph speed limits as average speeds are 24 mph or less.
(See section 5.5, 5.6, 5.7, 5.8, 5.9, 5.10 for the evidence to support this.)

Recommendation 3

That those roads identified in recommendations 1 and 2 be clustered together to form coherent 20 mph areas.
(See section 5.4, 5.5, 5.6, 5.7, 5.8, 5.10 for the evidence to support this.)

Recommendation 4

That a report which sets out the work being undertaken by the speed limit review, including the methods for identifying clusters and priority areas, and containing a timetable for implementation be brought to the next meeting of the Environment Cabinet Member.

Recommendation 5

That where needed 20 mph areas are supported by additional traffic calming measures. However, these measures should ideally not include the use of speed bumps or humps but high quality design measures which are fit for purpose for local areas.
(See section 5.10, 5.11 for the evidence to support this.)

Recommendation 6

That easily understandable criteria for the implementation of 20 mph areas be made available to residents so that they can understand why some areas of the city will be prioritised for speed reduction initiatives first.

Recommendation 7

That taking into account those areas identified in recommendations 1, 2 and 3, main roads in the city should not have speed reduction initiatives introduced. However, the council should look as a matter of priority at other road safety measures which can be used to make these roads safer for vulnerable road users. In particular, the concerns of residents about being unable to cross these types of roads safely should be addressed.
(See section 5.10 for the evidence to support this.)

Recommendation 8

That as a matter of priority, and where criteria are met, more crossing facilities, zebra crossings, and safe spaces for vulnerable road users to cross roads are introduced in conjunction with 20 mph areas and on main busy roads.
(See section 5.10 for the evidence to support this.)

Recommendation 9

That Local Action Teams and local residents' associations are actively involved and consulted with on plans to introduce 20 mph initiatives in their areas.
(See Section 5.10 for the evidence to support this.)

Recommendation 10

That, in order to ensure community buy-in and maximum compliancy, residents are engaged and consulted with on plans to introduce 20 mph initiatives into their areas.
(See Section 5.10 for the evidence to support this.)

Recommendation 11

That as part of the public consultation and engagement exercise, awareness raising and education campaigns are also undertaken to highlight key problem areas in the city and the need for slower speeds and safer driving and road use in the city.
(See Section 5.13 for the evidence to support this.)

Recommendation 12

That a carefully planned, long-term monitoring and evaluation exercise takes place so that evidence on the impacts of the initiatives introduced, and effectiveness of gaining and maintaining community buy-in, can be collected and responded to.

Recommendation 13

That 20 mph areas are identified as quickly as possible and that adequate funding is prioritised and set aside for implementing these initiatives as part of the Local Transport Plan (3).

Recommendation 14

That the Environment and Community Safety Overview and Scrutiny Committee monitor progress of these recommendations with the first update report brought to the committee after six months.

Recommendation 15

That the feasibility of piloting in a suitable area, new technology to manage traffic speed such as 'green light wave' technology and other forms of smart technology be considered.

Rec #	Recommendation	Officer Comments and Response	Date
1	**That the council introduce a policy of reducing speed limits on roads primarily for residential use, and on those roads where high numbers of vulnerable roads users use the roads; particularly those roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.**	The recommendation to use such zones outside schools that are not situated on A class roads is accepted. However, further work is needed to establish priorities so that limited funding can be properly directed using the Road Safety Programme (This programme is managed by the council's Road Safety Team and delivers a raft of engineering measures to improve road safety across the city. Recent examples include improvements to Chalky Road and ongoing work to improve conditions for pedestrians at the Upper Drive/Old Shoreham Road junction). The recommendation to implement such a large area of the city would cost millions. Key to establishing priorities for any 20mph zones is the City Speed Limit Review which is underway.	
2	**That the speed limit review currently being conducted to assess average speeds on C and Unclassified roads in the city be used to identify roads in the city that would benefit from 20 mph speed limits as average speeds are 24 mph or less.**	The need to separate those roads suitable for just a reduction in speed limit as opposed to supporting other options such as traffic calming is accepted and will be given a priority, this will form part of the City Wide Speed Limit Review.	Ongoing and subject to progress re Recommendation 1
3	**That those roads identified in recommendations 1 and 2 be clustered together to form coherent 20 mph areas.**	Once the City-wide Speed Limit Review work has been completed priority sites will be indentified for any potential measures with the exception of those regarding schools which will be prioritised as per recommendation 1.	
4	**That a report which sets out the work being undertaken by the speed limit review, including the methods for identifying clusters and priority areas, and containing a timetable for implementation be brought to the next meeting of the Environment Cabinet Member.**	A report on the Speed Limit Review will be brought to the November 2010 Environment Cabinet Member Meeting.	
5	**That where needed 20 mph areas are supported by additional traffic calming measures. However, these measures should ideally not include the use of speed bumps or humps but high quality design measures which are fit for purpose for local areas.**	Subject to funding, this will require a case by case analysis of suitable road safety options and consultation with the residents. All measures will be designed in accordance with best practice guidance for street design, including Manual for Streets and Brighton & Hove Council's Streetscape Design Guidance.	

6	**That easily understandable criteria for the implementation of 20 mph areas be made available to residents so that they can understand why some areas of the city will be prioritised for speed reduction initiatives first.**	Agreed. In line with best practice the council will make the criteria that helps officers prioritise road safety measures in a given area understandable and available to residents.	
7	**That taking into account those areas identified in recommendations 1, 2 and 3, main roads in the city should not have speed reduction initiatives introduced. However, the council should look as a matter of priority at other road safety measures which can be used to make these roads safer for vulnerable road users. In particular, the concerns of residents about being unable to cross these types of roads safely should be addressed.**	Agreed**.** These roads are constantly being assessed in order to identify any appropriate remedial action. The Council supports the introduction of enhanced crossing provision for vulnerable users and is recommending a review of criteria against which crossing provision is made subject to availability of funding.	
8	**That as a matter of priority, and where criteria are met, more crossing facilities, zebra crossings, and safe spaces for vulnerable road users to cross roads are introduced in conjunction with 20 mph areas and on main busy roads.**	Agreed - as per recommendation 7	Ongoing
9	**That Local Action Teams and local residents' associations are actively involved and consulted with on plans to introduce 20 mph initiatives in their areas.**	All residents and representatives bodies will be consulted on any plans to introduce 20 mph zones in their area.	Ongoing from start of implementation/consultation
10	**That, in order to ensure community buy-in and maximum compliancy, residents are engaged and consulted with on plans to introduce 20 mph initiatives into their areas.**	Agreed. As per recommendation 9.	Ongoing from start of implementation/consultation
11	**That as part of the public consultation and engagement exercise, awareness raising and education campaigns are also undertaken to highlight key problem areas in the city and the need for slower speeds and safer driving and road use in the city.**	The Road Safety Team currently manages a programme of education, training and publicity which is focussed at those areas and road users that are considered most vulnerable. This will continue and changing attitudes towards excessive or inappropriate speed will form part of that work. The aim is to make speeding socially unacceptable. Education, training and publicity will have a significant role in supporting the harder measures such as changes in speed limits and traffic calming. An example of this is the ongoing London Road scheme which has combined publicity and education during the consultation stage.	Ongoing and already in place

12	**That a carefully planned, long-term monitoring and evaluation exercise takes place so that evidence on the impacts of the initiatives introduced, and effectiveness of gaining and maintaining community buy-in, can be collected and responded to.**	Agreed . Data preceding implementation of any scheme would be gathered and retained in order that 'before and after' comparison data could be compared and effectiveness measured.	All before and after data to be compared. Evaluation to take place annually from 12 months after implementation date of a particular scheme
13	**That 20 mph areas are identified as quickly as possible and that adequate funding is prioritised and set aside for implementing these initiatives as part of the Local Transport Plan (3).**	The Speed Limit Review is being progressed and the potential increased use of 20mph speed limits/zones has been submitted as an item for consideration and possible inclusion within LTP3, subject to availability of funding.	
14	**That the Environment and Community Safety Overview and Scrutiny Committee monitor progress of these recommendations with the first update report brought to the committee after six months.**	Agreed.	The first/second quarter of 20011
15	**That the feasibility of piloting in a suitable area, new technology to, manage traffic speed such as 'green light wave' technology and other forms of smart technology be considered.**	Whilst use of new technology for managing speed will be considered, this will need to be done on a case by case basis as local demographics etc will determine the suitability for piloting any particular technology. Green waves to allow progress through the City's network at predetermined speeds are a familiar concept in Brighton & Hove and have been in use for a considerable number of years. The technology is utilised at the City's fire stations, on a red light call the fire officer chooses a route via a control panel and this triggers a green wave through all of the traffic signals along this route to coincide with the speed of the fire engine. Use of avergae speed cameras may be an option subject to suitable route identification and obtaining the necessary Type Approval. Across the network generally traffic signal timings are calculated to reflect the speed of the traffic and how long it takes to get from one set of lights to another. It would always be possible to turn this around and set the timings to reflect the traffic speed that you are looking for and to clear congestion.	Subject to suitability and availability of specific funding.

List of consultees/hose who submitted evidence to the Panel

- Sussex Police
- Air Quality, Brighton and Hove City Council
- UK Noise Association
- Brighton and Hove Bus Company
- Road Safety Team, Brighton and Hove City Council
- Living Streets
- London School of Hygiene & Tropical Medicine
- Older People's Council
- Bricycles
- Cabinet Member for Environment, Brighton and Hove City Council
- Proposer of Notice of Motion (Councillor Ian Davey)
- London Road Area Local Action Team
- Lansdowne Area Resident Association
- Hangleton and Knoll Ward (Councillor David Smart)
- Goldsmid Ward (Councillor Melanie Davis)
- Westbourne Ward (Councillor Denise Cobb)
- Woodingdean Speedwatch Group
- Friends of Queens Park/Queens Park Local Action Team
- Lewes Road for Clean Air Group

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 44 Brighton & Hove City Council

Subject:		**Queen's Park Safer Routes to School Scheme**
Date of Meeting:		**16 September 2010**
Report of:		**Acting Director of Environment**
Contact Officer:	**Name:**	**Matt Thompson** **Tel: 29-0235**
	E-mail:	**matthew.thompson@brighton-hove.gov.uk**
Key Decision:	**No**	
Wards Affected:		**Queen's Park**

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 Brighton & Hove City Council has a statutory duty under the Road Safety Act 2006 to reduce the number of people killed and seriously injured on its roads. The performance of this duty is monitored through the Councils Local Area Agreement and will assist in achieving the, the Key Performance Indicator (target NI47) of reducing casualties classified as Killed or Seriously Injured (KSI's). The council's Local Transport Plan also prioritises road safety and casualty reduction within the Safer Routes to Schools Programme.

1.2 Queen's Park Primary School, Royal Spa Nursery School, Carlton Hill Primary School and Tarnerland Nursery School have been selected within the Safer Routes to School Programme as a priority due to the number of collisions in the area during school journey times over the past three years. The purpose of this report is to seek approval for the implementation of the Safer Routes to School Scheme measures following consultation, which focus on improving road safety for children, parents and carers travelling to and from nursery or school.

2. RECOMMENDATIONS

2.1 That the Cabinet Member gives approval to implement the measures at the identified sites:

- Freshfield Road,
- Egremont Place
- Queens Park Road.

2.2 That the Cabinet Member approves the advertising of an order under the Road Traffic Regulation Act 1984 in respect of elements in the preferred scheme.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 Safer Routes to School is an initiative that aims to improve routes to school making it safer for children and their parents and carers to walk, cycle or use public transport thus providing increased travel choice for the journey to and from school. The initiative forms part of the Council's Road Safety Strategy; a key component of Brighton & Hove City Council's Local Transport Plan 2006/07 – 2010/11.

3.2 The June 10th Environment CMM approved the public consultation for this scheme which was carried out from July 7th to 22nd. This report outlines the preferred scheme following consultation (see Appendix 1) and makes recommendations for measures to be implemented.

3.3 The area has been selected within the Safer Routes to School Programme as a priority based on collision data. During the three year period 1st January 2007 to 31st December 2009 there were 46 collisions involving a pedestrian or a cyclist and another vehicle during school journey times. This resulted in 50 casualties, 9 of whom were seriously injured, including one child, and 37 of whom were slightly injured, including 3 children.

3.4 The scheme will benefit four schools: Queen's Park Primary, Carlton Hill Primary, Tarnerland Nursery and Royal Spa Nursery, which between them cater for 773 children. These improvements will also benefit the wider community of Queen's Park.

3.5 The headline results of the public consultation are as follows:

- Freshfield Road footway realignment and motorcycle bay move/ retention -
- 58% supported
- Queen's Park Road Zebra crossing upgrade to traffic signal controlled crossing -90% supported
- Egremont Bend Pedestrian refuge and footway realignment with extra signage- 82% supported
- Eastern Road Zebra crossing upgrade – 84% supported

However, public comments and submissions made by statutory and non-statutory consultees led to further officer research, resulting in the following scheme being recommended for approval. (See Appendix 1 for Full Consultation report).

- **Extend and upgrade build-out on eastern side of Freshfield Road (north of junction with Freshfield Place) removing the parking bay to the north and the motorcycle bay to the south.**
- **Upgrade Zebra crossing on Queen's Park Road (south of junction with Albion Hill) into traffic signal controlled Puffin crossing**
- **Install pedestrian refuge on Egremont Place and extend northeast footway at junction with West Drive with signage warning approaching drivers in both directions**

3.6 The proposed scheme will complement the work that continues with the schools in the development and monitoring of their School Travel Plans. A School Travel Plan aims to encourage the use of sustainable transport on the school journey and to improve safety. The Safer Routes to School Scheme funding will enable

practical engineering measures to be put in place that make those sustainable journeys easier and safer.

3.7 Carlton Hill Primary School is currently working closely with the developers of the American Express site on Carlton Hill in designing a new entrance way for the school and moving their playground using Section 106 funds. This will have a positive impact on the route children will make to that school and the Safer Routes to School Scheme will complement this work. The Road safety team are also currently in negotiations with the Site contractor to appoint a temporary Traffic Marshall on Carlton Hill to ensure children's safety during the construction phase.

3.8 The Environment Improvements Team has also been working closely with Carlton Hill School and Tarnerland Nursery on plans to develop safer crossing points on the junction of Sussex Street and John Street, and at the junction of Carlton Hill and John Street. This work will complement the Safer Routes to School Scheme.

3.9 Queen's Park Primary is due to consult on proposals (as yet to be finalised) to expand the school to two forms of entry with an increase intake of 15 pupils per year. Proposals include developing the school site. The measures outlined in the Safer Routes to School Scheme will be beneficial to the expanded school and increased pupil numbers

4. CONSULTATION

4.1 Display cases with plans of the proposed measures were mounted outside the main gates of each of the four sites of the education establishments which are the focus of the scheme. A large map was available showing the location of four areas where changes are proposed and plans were also displayed showing the details of each site. A School Travel Officer and/ or Highway Engineer attended on designated afternoons to meet with parents and answer questions.

4.2 A general public exhibition took place at Brighton Town Hall from July 7th to 22nd. A further exhibition attended by the scheme Coordinator and the Road Safety Engineer was held at Queen's Park Tennis Clubhouse on July 12 from 4-7pm.

4.3 Postcards were sent to 1194 addresses in the area inviting people to attend the public exhibitions to view plans of the proposed layouts. Survey forms were available at the exhibitions and at school/ nursery receptions for people to give feedback.

4.4 An on-line survey incorporating the individual site plans was also available on the council website. People were asked to look at plans and indicate their preferred options and make any suggestions for improvements. Open text boxes were given after each question for people to make these additional comments. Results from the consultation and Officer responses to the comments are shown in Appendix 1.

4.5 Local Ward Councillors for Queen's Park visited the four sites on the 6th of July with Council officers and participated directly in some of the consultation events. They very much welcomed all the measures, and noted they have been lobbied by residents over the past few years for an improvement in safety at the S-bend at Egremont Gate and for an upgrade of the crossing on the junction of Queen's Park Road and Albion Hill. They would also like to see more proposals for

improvements around Carlton Hill primary school, particularly around the junction of Sussex St and John St and on Carlton Hill itself, which many residents feel is unsafe, and understand that these needs are expected to be met through Section 106 money from the Amex development. They observed that the Eastern Road crossing upgrade was potentially the least beneficial of the four options to the schools and nurseries directly involved in the scheme. They also felt that the repositioned motorcycle bay on Freshfied Road could still obscure visibility, especially where children were trying to cross.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 £55,000 has been set aside within the Local Transport Plan budget for 2010-11 for the Safer Routes to Schools schemes. This funding will cover the implementation costs of two of the three recommended measures. The implementation of the most costly measure, the Queen's Park Road zebra crossing upgrade, will be dependent on the allocation of funding to Safer Routes to School schemes from the 2011/2012 Local Transport Plan settlement.

5.2 The Parking Team were consulted over the specific issue of losing one pay and display parking space on Freshfield Road. They reported that there are 101 bays in the vicinity, (Controlled Parking Zone C) but that the spaces are not operating at maximum capacity. Therefore the loss of one space is likely to have minimal financial impact.

Finance Officer consulted: *Karen Brookshaw* *Date: 16/08/10*

Legal Implications:

5.3 Before implementation, all relevant procedural requirements must be dealt with. For example, it will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any unwithdrawn objections or representations to be considered before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

Lawyer consulted: *Elizabeth Culbert* *Date: 16/08/10*

Equalities Implications:

5.4 The proposals will provide safety enhancements for young children, parents, pedestrians and road users.

Sustainability Implications:

5.5 Sustainable Consumption and Production: It is proposed that materials no longer needed from the upgrade of the Zebra crossings to Puffin Crossings will be reused at other sites in the city.

5.6 Climate Change and Energy: The Safer Routes to School initiative seeks to increase use of sustainable modes of travel to and from school by increasing safety on the routes.

5.7 Sustainable Communities: The initiative includes engagement with communities to encourage sustainable travel.

Crime & Disorder Implications:

5.8 There are no implications for the prevention of crime and disorder at this stage. Sussex Police have been consulted as part of the public consultation process.

Risk & Opportunity Management Implications:

5.9 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs will be implemented.

Corporate / Citywide Implications:

5.10 The proposals will assist in the achievement of the council priorities by protecting the environment through the encouragement of sustainable modes of travel to and from school. The proposals will reuse any appropriate materials to realise a better use of money. The Safer Routes to School Scheme reduces inequality by increasing access to safer, sustainable routes through the city.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 To enable Officers to proceed with the implementation of the scheme.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix 1: Full consultation report
2. Appendix 2: Location map of all sites
3. Appendices 2A – D: Individual site maps

Documents In Members' Rooms

None

Background Documents

1. Local Transport Plan 2006/07 – 2010/11

Safer Routes to School
Full Consultation Report
August 2010

Queen's Park

Queen's Park Primary School
Carlton Hill Primary School
Tarnerland Nursery School
Royal Spa Nursery School

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Appendices 2 / 2A-D – location & site maps

1. Introduction to the Safer Routes to School Project

The Safer Routes to School initiative was developed by SUSTRANS, a charitable organisation that promotes sustainable transport through practical projects, and is referred to in the government's Integrated Transport White Paper and the New Road Safety Strategy.

Safer Routes to School aims to make journeys to school safer and easier for children, their parents or carers and staff to walk or cycle to school.

Safer Routes to School started as a pilot project in the Brighton and Hove area in the autumn of 1997, following successful trials in Leeds and York.

The government white paper, 'A New Deal for Transport: Better for Everyone', identifies Safe Routes to School in 'Chapter 5 – Sharing Responsibility' as an area to be developed. It specifies the need to make it safer for children and their parents to walk and cycle to and from school.

Brighton and Hove City Council are fully committed to the Safer Routes to School project, aimed at using a data led approach to identify areas where collisions are occurring on journeys to and from school, and to address the issues in these areas.

2. Criteria for selection for the scheme

The criteria for selection in this project included:

- The school's geographical position in Brighton and Hove
- The type of school and the ages of the children it served. It was felt to be important to cover as diverse a range of schools as possible
- The accident records for the schools
- The concerns of parents and the school over the road safety issues in the area
- The level of success that could be expected from the project
- Whether a school has a School Travel plan in place, is developing one or has shown interest in developing one

The following information (gained from approved School Travel Plans and postcode data) was also used to help support the schools' inclusion in the project:

- the main travel routes used by children
- an audit of facilities to aid pedestrians/cyclists at or on route to the school including:
- the presence or otherwise of formal pedestrian crossings
- pedestrian refuge islands
- dropped kerbs
- guard rails
- cycle lanes to the appropriate standard and cycle sheds/racks within the school sites

2.1 Development of the project

In applying the above criteria, the following schools were selected and are participating:

Queen's Park Primary School

Carlton Hill Primary School

Tarnerland Nursery School

Royal Spa Nursery School

2.1.1 Initial consultation with school communities

The first stage of developing the project was to carry out a questionnaire survey of the pupils, parents and staff of the three schools. This was carried out in the autumn term of 2009.

The primary objectives of the survey were as follows:

i. to identify the main mode of travel to and from school
ii. to identify the main travel routes to the school
iii. to obtain the views of respondents on:
    a.) perceived dangerous locations on route to school
    b.) ways to make the journey safer

The secondary objectives of the survey were as follows:

i. To find out why parents/carers and pupils choose to travel by car, walk, cycle or use buses.
ii. To understand what would need to change to alter existing modes of travel.

Queen's Park Primary has a travel plan in place, which was approved by the Department for Transport in June 2005, which provided the school with a travel plan grant, which they proposed to spend on the construction of cycle storage and a pedestrian area. Carlton Hill Primary School also has a travel plan in place, which was approved by the Department for Transport in June 2005, which provided the school

with a travel plan grant, which they proposed to spend on the construction of a pedestrian shelter. Both nursery schools have a school travel plan with Tarnerland receiving a grant in July 2006 to erect buggy storage and Royal Spa also receiving a grant in 2006 to install buggy storage.

2.1.2 Full public consultation

Display cases with plans of the proposed measures were mounted outside the main gates of each of the four sites of the education establishments which are the focus of the scheme. A large map was available showing the location of four areas where changes are proposed and plans were also given showing the details of each site. A School Travel Officer and/ or Highway Engineer attended on designated afternoons to meet with parents and answer their questions.

A general public exhibition took place at Brighton Town Hall from July 7th to 22nd. A further exhibition attended by the scheme Coordinator and the Road Safety Engineer was held at Queen's Park Tennis Clubhouse on July 12 from 4-7pm.

Postcards were sent to 1194 addresses in the area inviting people to attend the public exhibitions to view plans of the proposed layouts. Survey forms were available at the exhibitions and at school/ nursery receptions for people to give feedback. An on-line survey incorporating the individual site plans was also available on the council website. People were asked to look at plans and indicate their preferred options and make any suggestions for improvements. Open text boxes were given after each question for people to make these additional comments. Headline results from the consultation and Officer responses to the comments are detailed below.

Local Ward Councillors for Queen's Park visited the four sites on the 6th of July with Council officers and participated directly in some of the consultation events. They very much welcomed all the measures, and noted they have been lobbied by residents over the past few years for an improvement in safety at the S-bend at Egremont Gate and for an upgrade of the crossing on the junction of Queen's Park Road and Albion Hill. They would also like to see more proposals for improvements around Carlton Hill primary school, particularly around the junction of Sussex St and John St and on Carlton Hill itself, which many residents feel is unsafe, and understand that these needs are expected to be met through Section 106 money from the Amex development. They observed that the Eastern Road crossing upgrade was potentially the

least beneficial of the four options to the schools and nurseries directly involved in the scheme. They also felt that the repositioned motorcycle bay on Freshfied Road could still obscure visibility, especially where children were trying to cross.

Colleagues in Environment Improvements and in Development Control, Transport Planning have been consulted regarding existing plans for Carlton Hill and Sussex Street. A summary of the proposed scheme has been sent to The Children and Young People's Trust (School Transport and Admissions) for information.

The Parking Team were consulted over the specific issue of losing one pay and display parking space on Freshfield Road. They reported that there are 101 bays in the vicinity, (Controlled Parking Zone C) but that the spaces are not operating at maximum capacity. Therefore the loss of one space is likely to have minimal financial impact.

A full list of external consultees, both statutory and non statutory, were invited to make submissions. Statutory bodies included the Emergency Services, the Road Haulage Association and Bus Companies. Non statutory organisations such as the taxi companies and Brighton Chamber of commerce were also contacted. The Deputy Head Teacher of Brighton College also made a submission with a further letter of support from the Local MP Mr Simon Kirby.

3. Main findings

3.1 Public consultation results

51 people responded, giving a low response rate of 4%, but this is a similar result to previous Safer Routes Consultations. 13 replies came from the exhibitions, 35 from the on-line survey and 3 in the post. Some respondents chose not to comment on every measure.

3.1.1 Measure One

Proposed changes to the Freshfield Road/ Freshfield Place junction

Option two: (move the motorcycle bay uphill to create a clear space to the south) supported by 58% of respondents

3.1.2 Measure Two

Proposed changes to the pedestrian crossing at Brighton College and the junction at College Road/ Eastern Road

Option one: (Upgrade crossing to light-controlled Puffin crossing) supported by 84% of respondents.

3.1.3 Measure Three

Proposed changes to the pedestrian crossing on Queen's Park Road (south of junction with Albion Hill).

Option one: Upgrade crossing to light-controlled Puffin crossing supported by 90% of respondents

3.1.4 Measure four

Proposal to install a pedestrian refuge on Egremont Place near Park Gate/ West Drive

Option Four: Install pedestrian refuge (crossing place) in the middle of Egremont Place opposite the 'Home Café', extend pavement on the corner of West Drive and improve signage on the approaches to the bend. Supported by 82% of respondents

3.2 Public comments

The questionnaire also provided space for comments. The key points raised by local residents are summarised as follows:

3.2.1 Measure One

Comments reflected dissatisfaction over existing speed table at the junction. One person assumed it gave pedestrians right of way crossing the road. Four comments mentioned the high speeds of vehicles on Freshfield Road, suggesting the existing speed table is not slowing traffic. Six respondents suggested a pedestrian crossing on Freshfield Road near this junction was a better option, either with a School crossing patrol officer in attendance at School journey times or as a light controlled Puffin crossing.

Officer action: The Road safety engineer and a School travel officer carried out a speed check between the hours of 10am and 11am (a non peak time when maximum speeds are achievable) on the morning of 6th August 2010. The result showed that 85% of drivers were doing 30mph or less and the average speed was 26mph. Drivers approaching the speed table from the North were observed consistently applying their brakes, suggesting the table is effective in slowing speeds.

3.2.2 Measure two

Three respondents commented that putting a School Crossing Patrol Officer on the site would not address the problem because students at Brighton College use the crossing throughout the day. Four said the only viable solution to stop cars was a light controlled puffin crossing. Two felt the resources spent on the upgrade would be better spent elsewhere.

Officer action: An initial pedestrian footfall count conducted in term time indicated that the crossing had sufficient use to warrant appointing a School Crossing Patrol officer, but not an upgrade to a light controlled crossing. This upgrade is also being considered as part of the coastal transport scheme. Unless the scheme is halted for financial reasons, a full speed and footfall survey will be commissioned by PBA, the consultants running the scheme. Safer Routes to School has been asked to find 50% savings from the current budget, so it was decided not to commission a full survey and not to pursue this measure. The public, statutory and non-statutory responses to this proposal will be forwarded to PBA.

3.2.3 Measure Three

Two respondents felt a light controlled puffin crossing was unnecessary and would just slow traffic. Two felt that a Puffin Controlled crossing would put a stop to pedestrians taking risks on the crossing because they assume their right of way will be adhered to. Three felt the issue was poor visibility meaning that drivers do not see the crossing in time to stop. Speed was also mentioned as a problem.

Officer Action: An initial footfall survey at peak times confirmed that the crossing was sufficiently busy to warrant an upgrade. A subsequent 12 hour speed and footfall count was commissioned, and this confirmed that while the crossing was widely enough used to justify the upgrade, 85% of cars travelling in both directions on Queens Park Road were travelling within the 30mph speed limit.

3.2.4 Measure Four

Respondents noted the traffic calming benefits of the refuge and footway realignments with approval. All felt there was an urgent need for action on this site. Drivers trying to get from Egremont Place to West Drive or Park Hill (marked as no entry) were identified by one as causing an extra hazard here. Two respondents mentioned the specific

problem of crossing between Egremont Place and Park Hill, where the pavement is only on the south side of the road. This street leads directly down the hill to Queen's Park Primary. One resident wrote to suggest a refuge would put pedestrians in danger because many drivers travelling south on Queen's Park Rd take the corner unsafely.

Officer Action: Traffic calming benefits were noted during the test conducted with the Bus co at this site (see 3.3.1 for details). No significant volume of pedestrians crossing to use Park Hill was observed but this may need to be revisited in school term time.

3.3 Response by statutory and non-statutory consultees

3.3.1 Statutory

Mike Best of Brighton & Hove Buses was concerned that the Eastern Road crossing would delay buses on this route. He felt that College pupils would not necessarily wait for signals to cross. He observed that raised tables can cause discomfort to passengers as they cannot anticipate them. Up to 18 buses an hour in each direction use this route so delays to services could also result. He was also concerned that the refuge in Egremont place would make it difficult for buses to negotiate the bend, and encourage pedestrians to cross at a location which is less than ideal for them.

Mark Dunn of Sussex Road Policing Unit expressed concern that a speed table on Eastern Road would hamper ambulance movement, though he felt the crossing should be made more conspicuous. He did not support retaining the motorcycle bay to the north of the Freshfield pavement realignment as bikes would still obscure the view. He suggested that a left turn ban out of the upper section of Albion hill may need additional engineering measures to make infringements difficult. He fully supported option 3 for Egremont Place.

Geoff Borthwick of Brighton Ambulance service (Newhaven) commented that from the point of view of an ambulance driver, the proposed refuge Egremont Place and West Drive could be safer positioned out of the bends and junction. He also commented that a speed table on Eastern Road would not be suitable and would hinder ambulance movement.

Officer action: (Egremont Place) An engineer and a school travel officer attended a site test on 3 August 2010 with staff with Mr Best and other colleagues from Brighton & Hove Buses.. The refuge was marked

out and coned and a 12m bus (the longest in the fleet) was driven in both directions through the location. Adjustments were made to the footway realignment on the south side to make the uphill turn easier, and officers observed no danger from buses travelling downhill to pedestrians on the pavement on the eastern side. Mr Best was satisfied the adjustments were workable.

3.3.2. Non-statutory

Mark Beard, Deputy Head at Brighton College, responded regarding the zebra crossing upgrade on Eastern Road. He would prefer the crossing itself be put on a raised speed table with enhanced road marking, lighting and signage to warn drivers. He does not feel that his pupils will always be patient enough to wait for the green man to cross, and that as drivers will not expect them to cross when the lights are green more casualties will result. Mr Beard also pointed out that his students use this crossing when moving between lessons on different sites, noting that a School crossing patrol officer hours would not cover the whole school day.

Officer action: The speed table option has not been supported by the bus company, the police or the Ambulance service .The School crossing patrol manager currently has several vacant positions which she advises are difficult to fill, particularly where a school does not support such a measure. As detailed above, the measure has been deferred for consideration as part of the Coastal Transport Scheme.

4. Recommended Measures

See Site location map (Appendix 2).The amended measures are outlined as follows:

- **Extend and upgrade build-out on eastern side of Freshfield Road (north of junction with Freshfield Place) removing the parking bay to the north and the motorcycle bay to the south.**
- **Upgrade Zebra crossing on Queen's Park Road (south of junction with Albion Hill) into light-controlled Puffin crossing**
- **Install pedestrian refuge on Egremont Place and extend pavement n/e of junction with West Drive with signage warning approaching drivers in both directions**

Work will also be carried out on Carlton Hill. Using Section 106 funding the developers of the new American Express building will be improving the entrance to Carlton Hill School and moving their playground.

Upon the receipt of further Section 106 funds from the same developers, work by the Environment Improvements Team will also be carried out at the junctions of Sussex Street and John Street and Carlton Hill and John Street. Crossing points here will be improved.

5. Timescale and Build

Autumn Term 2010

- report to Cabinet Member's Meeting with final recommendation

Autumn 2010

- Construction of scheme measures affordable within current budget

Spring 2011

- Construction of scheme measures still outstanding in new financial year

Summer 2011

- Post scheme monitoring

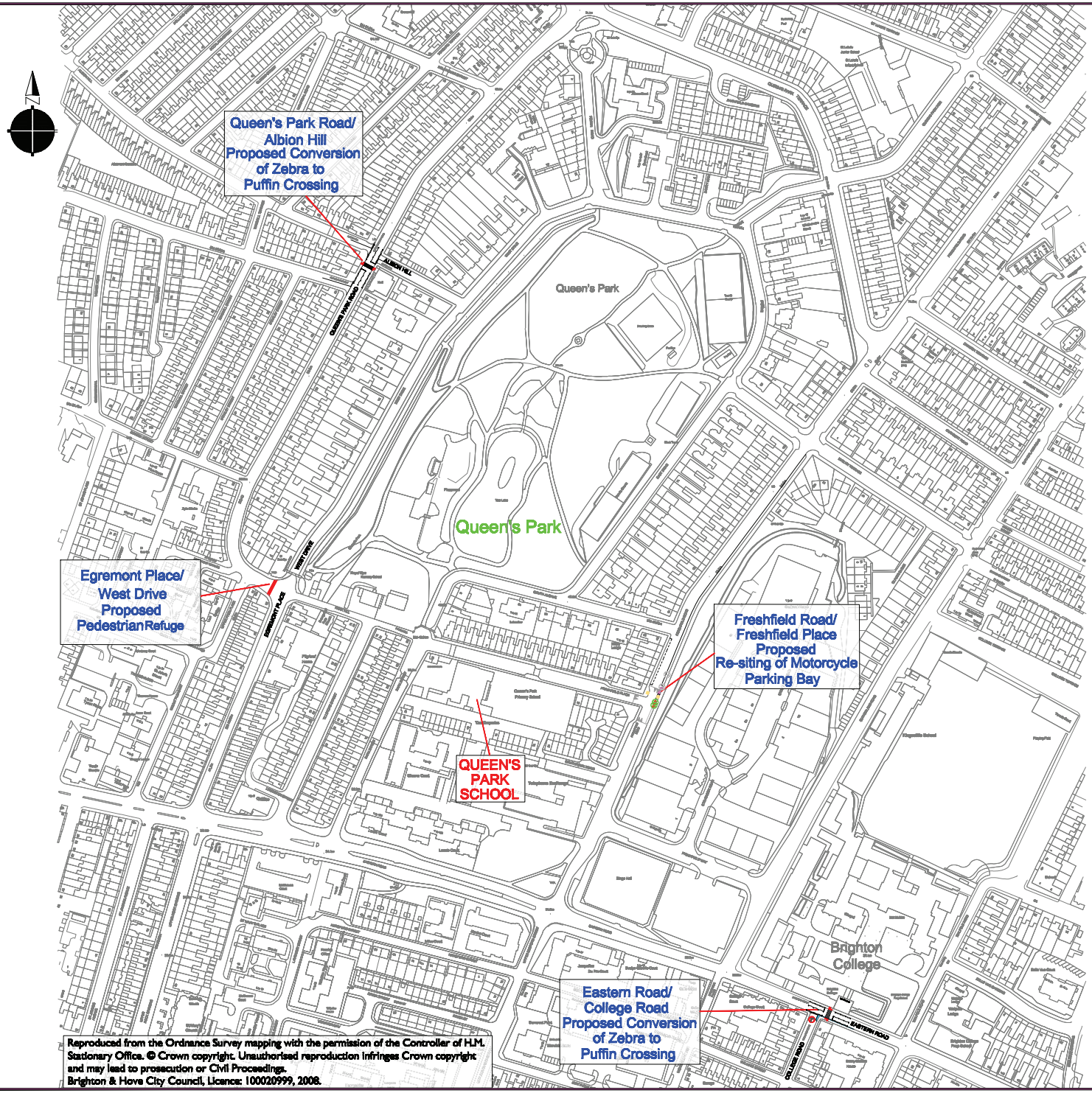
6. Conclusions and final remarks

- The results of public consultation indicate measures at Egremont Place and Queen's Park Road are both strongly supported. A vast majority would like some action taken at the Freshfield Road site but are divided over whether the issue here is speed or pedestrian visibility. Subsequent officer observations indicate speeding is not occurring. 42% of respondents thought moving the motorcycle bay to the north would still cause visibility problems. Councillors and Sussex RPU agreed.

- The Eastern Road zebra crossing upgrade is not only the most expensive of the measures initially proposed, but is also the subject of some controversy. Residents would like to see a light controlled crossing but both statutory and non statutory consultees have raised conflicting concerns. As this measure is also being covered by another scheme (the Coastal Transport Scheme or CTS) it has been decided not to implement this measure under the reduced Safer Routes budget. Comments from all concerned will be passed to the PBA consultancy who will run their own consultation on the first phase of the CTS (which includes this measure) if given approval.

- Given the growing number of children who travel to school on foot or who require good access to their school, the schools and

local community has the potential to gain much from the scheme.



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NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

Rev	Revision details	

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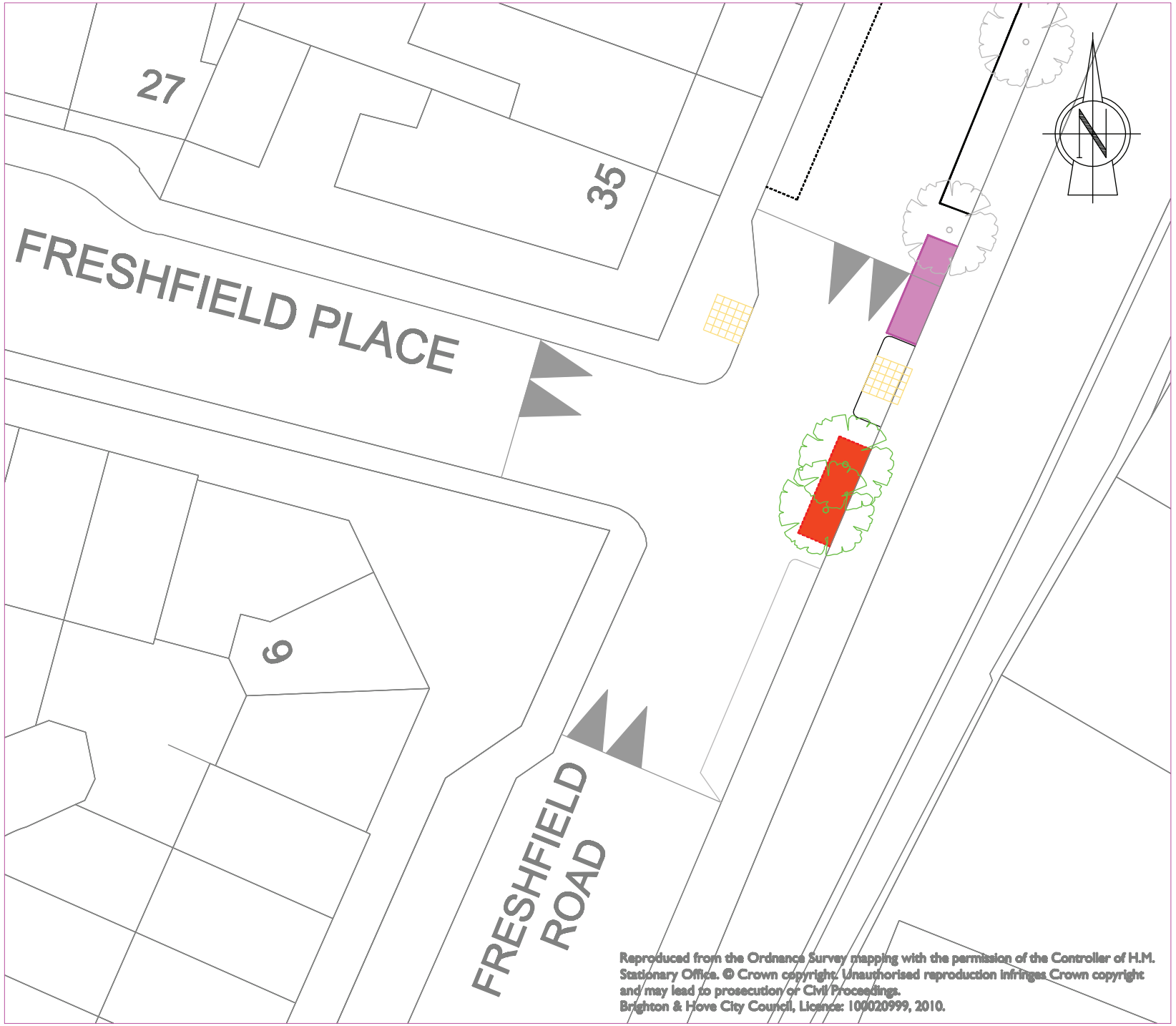
Project Name

Queen's Park School
Safer Routes to School Scheme

Drawing Title

Location Plan
-
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Drawing No	Scale	Rev
DRAWING No.	NTS	REV



KEY

Motorcycle Parking Bay to be removed

Proposed Motorcycle Parking Bay

Proposed Trees

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Environment

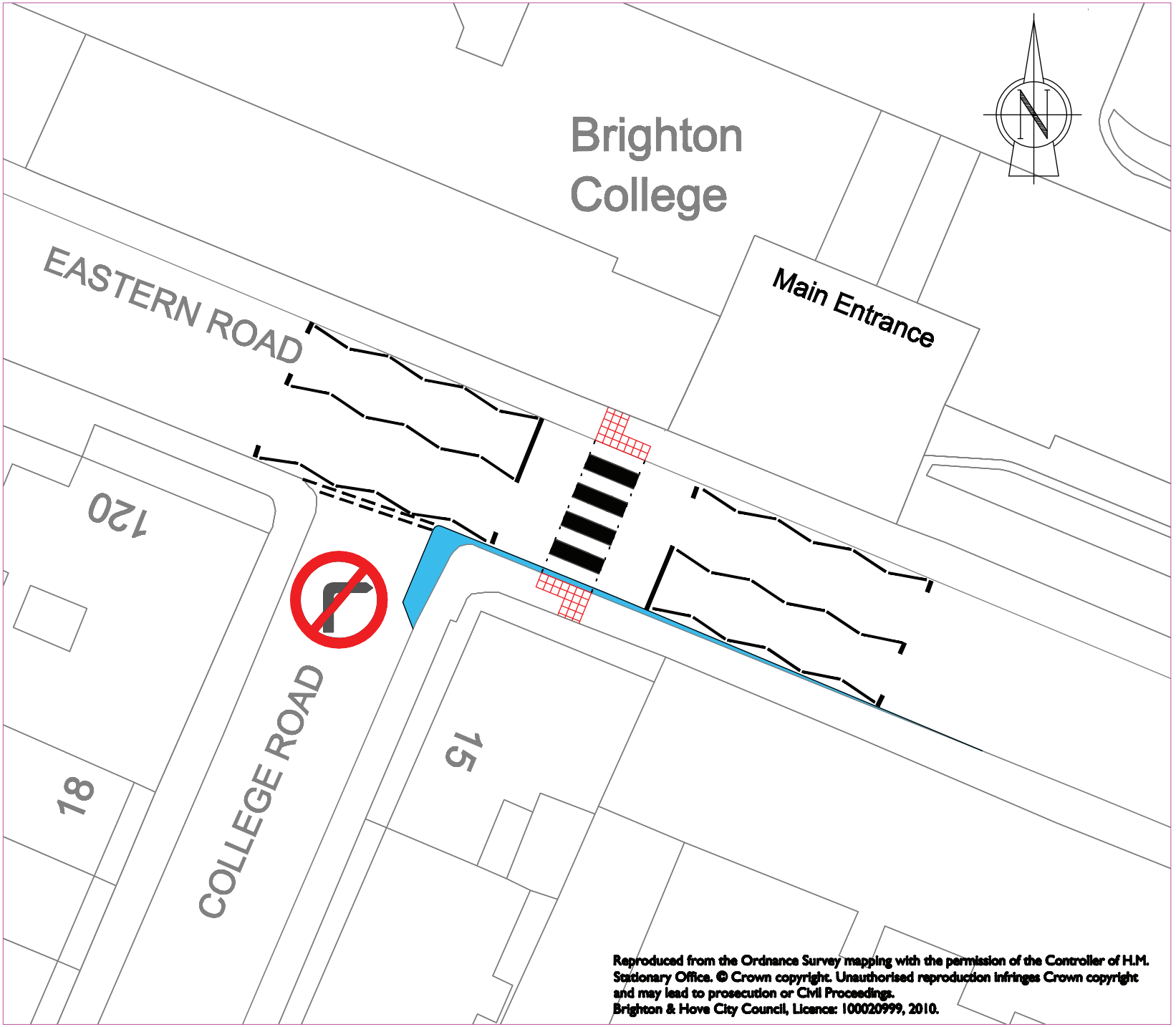
Project Name

Queen's Park School
Safer Routes to School Scheme

Drawing Title

Freshfield Road/Freshfield Place
Re-siting of Motorcycle Parking Bay

Drawing No	Scale	Rev
.dwg	1/200 @ A3	



KEY

Proposed Conversion of Existing Zebra Crossing to Puffin Crossing

Proposed Prohibition of Right Turn Movement

Rev	Revision details	
	Signed	Date
Drawn:	D Abbott	April 2010
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Checked:		
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Brighton & Hove City Council

Environment

Project Name

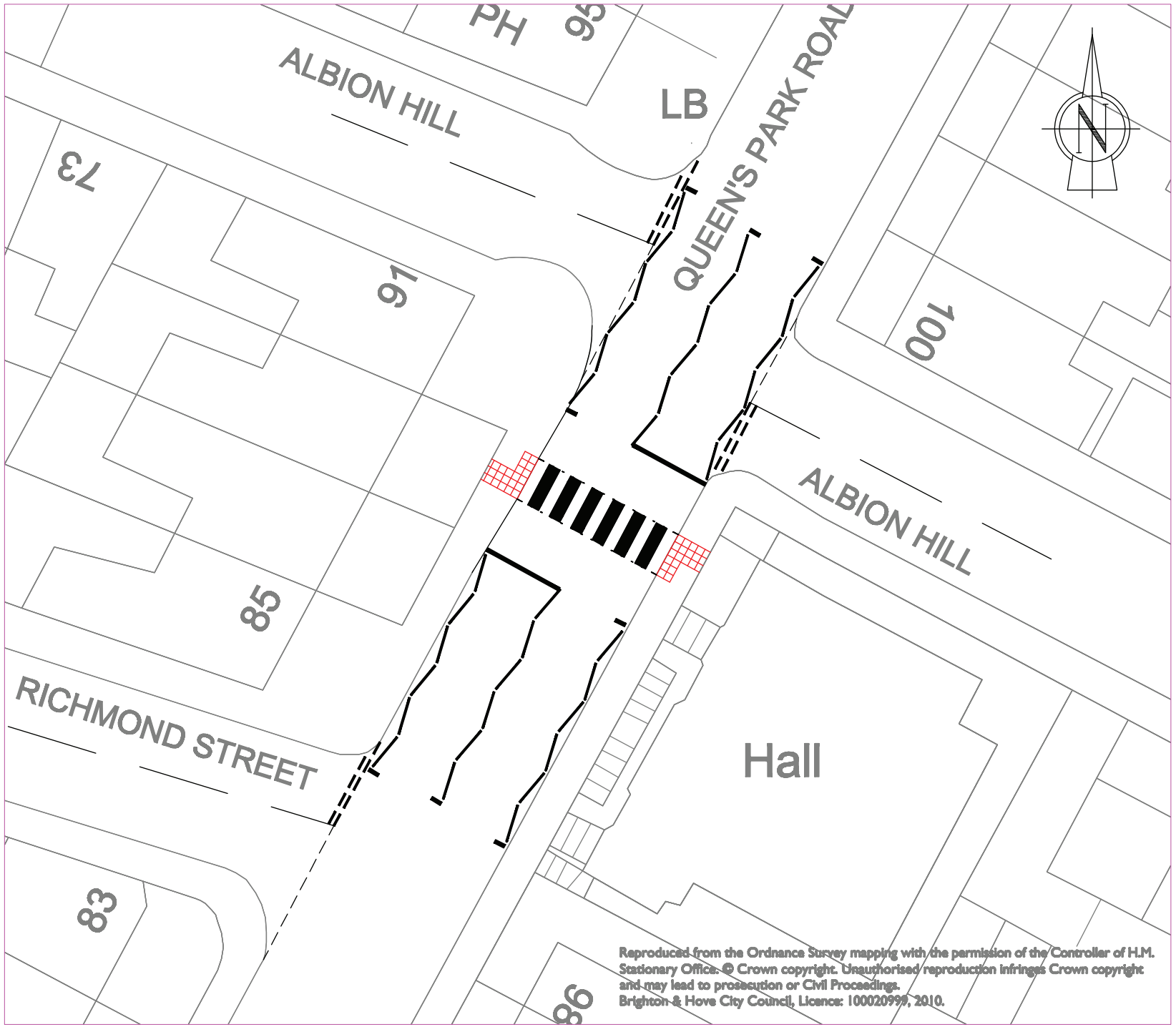
Queen's Park School Safer Routes to School Scheme

Drawing Title

Eastern Road/Brighton College Conversion of Zebra Crossing to Puffin Crossing

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KEY

Proposed Conversion of Existing Zebra Crossing to Puffin Crossing

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Brighton & Hove City Council

Environment

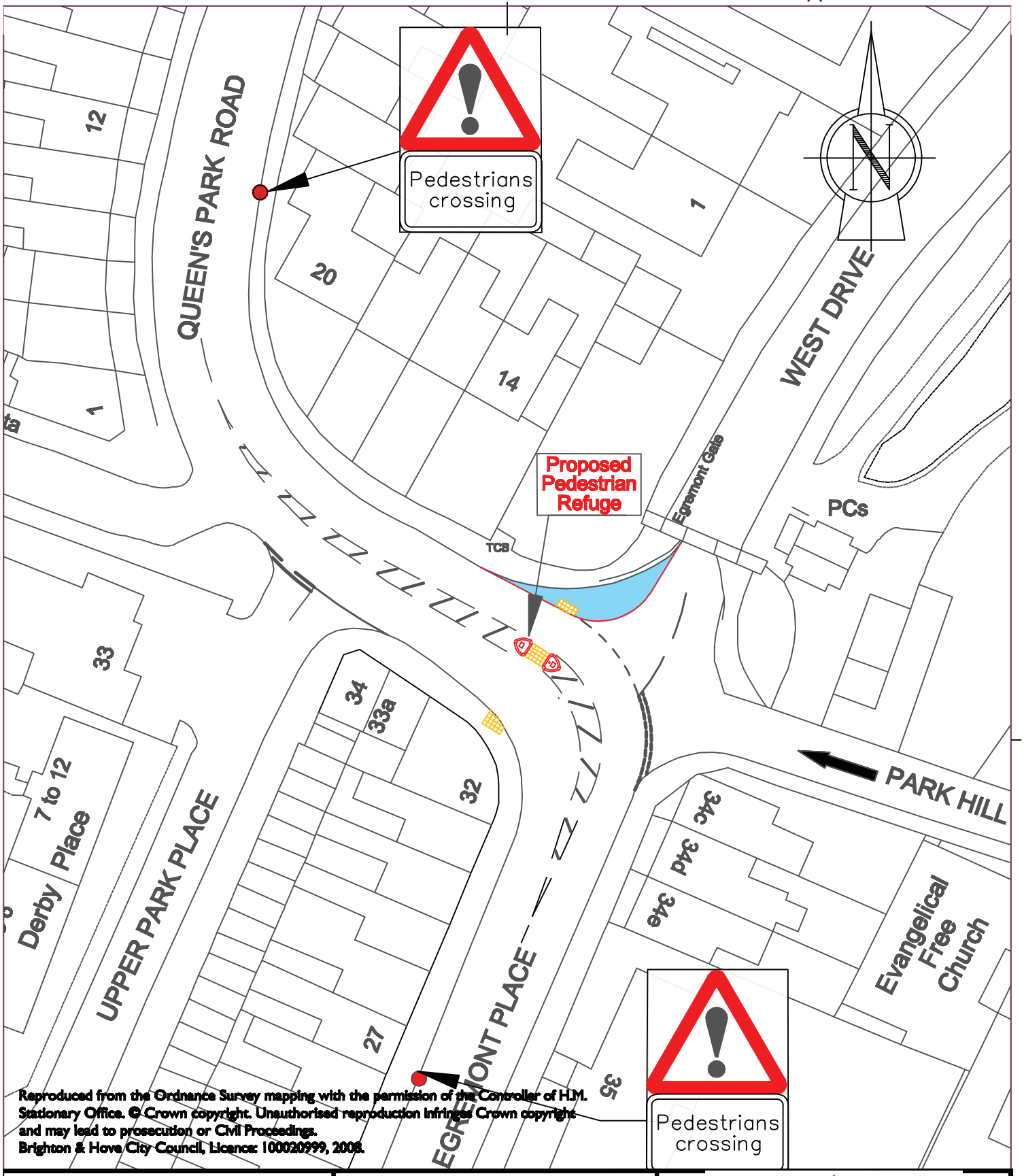
Project Name

Queen's Park School
Safer Routes to School Scheme

Drawing Title

Queen's Park Road/Albion Hill
Conversion of Zebra Crossing to Puffin Crossing

Drawing No	Scale	Rev
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Notes

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Revision

Project Name

Egremont Place/West Drive
Proposed Pedestrian Refuge

Drawing Title

General Layout

Brighton & Hove City Council

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ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 45 Brighton & Hove City Council

Subject:		**Hanover & Elm Grove Resident Parking Scheme Review Community Consultation**		
Date of Meeting:		**16 September 2010**		
Report of:		**Director of Environment**		
Contact Officer:	**Name:**	**Owen McElroy**	**Tel:**	**29-0417**
		Charles Field		**29-3329**
	E-mail:	**owen.mcelroy@brighton-hove.gov.uk**		
		charles.field@brighton-hove.gov.uk		
Key Decision:	**Yes**	**Forward Plan No: ENV17745**		
Wards Affected:		**East Brighton; Hanover & Elm Grove; Queen's Park**		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The purpose of this report is to consider the outcome of the public consultation undertaken regarding a proposed Residents Parking Scheme in the currently unrestricted Hanover & Elm Grove area (Appendix A) and associated reviews of the existing Area U (St Luke's) and Area C (Queen's Park) controlled parking schemes (Appendix B).

1.2 The consultation shows that a large majority of respondents are against the proposals. Therefore, no changes are proposed to be made in the area covered by the Hanover & Elm Grove residents parking scheme review.

2. RECOMMENDATIONS:

2.1 That no changes be made to the St Luke's (Area U) Controlled Parking Zone.

2.2 That the Queen's Park (Area C) Controlled Parking Zone operational times be extended from Monday to Saturday 9am to 8pm to Monday to Sunday 9am to 8pm and a Traffic Regulation Order be advertised.

2.3 That no changes be made in the area covered by the Hanover & Elm Grove residents parking scheme review.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 A timetable for consulting on Residents Parking Schemes across the City was agreed by Environment Committee in January 2008.

3.2 The Hanover & Elm Grove area was included due to representations received on a regular basis from ward councillors and residents regarding the need for parking controls.

3.3 The City Council commissioned parking surveys in Hanover & Elm Grove and existing Area U in order to understanding parking characteristics and demand and to inform the development of parking solutions to meet local parking needs. These took place in June & July 2009.

3.4 The council also organised a community consultation in Autumn 2009, consisting of workshops and meetings with local resident organisations, emergency services and other interested groups to discuss their concerns and ideas and sent a questionnaire to all residents and businesses asking how they perceived parking issues in their street.

3.5 Following the results of the community consultation and the support of the ward councillors it was agreed at Environment Cabinet Member Meeting on 25th March 2010 that the Hanover & Elm Grove review be progressed to the informal consultation stage consisting of a questionnaire and outline parking scheme map sent to all residents and businesses. It was also agreed that a letter be sent to residents and businesses in the existing St Luke's (Area U) and Queen's Park (Area C) schemes asking for their views on the current operation of those schemes including the times and days of operation.

4. CONSULTATION

4.1 Consultation in various forms (face to face, by telephone, e-mail and questionnaires) has taken place over the past year and has included ward councillors, residents, businesses, emergency services, the hospitals and other related groups.

Hanover & Elm Grove

4.2 In April 2010, documents including an information leaflet, proposals map and questionnaire were sent to 8965 property addresses in the Hanover & Elm Grove area. 3000 valid responses were received giving a response rate of 33%.

4.3 Prior to completing the questionnaire residents were invited to public exhibitions to learn about the proposals in more detail. The staffed public exhibitions were held at the Craven Vale Community Centre, Hadlow Close on Wednesday 28 April 2010 from 12.45 pm until 4pm and again on Thursday 29 April from 12pm until 4pm. Also at Milton Road Church hall on Tuesday 4 May 2010 from 3pm until 7pm and again on Wednesday 5 May 2010 from 12pm to 4pm.

4.4 In April 2010 5488 addresses in the Queens Park area were sent a letter asking for comments on how the scheme was running plus a short questionnaire asking whether they wanted to:

- keep the parking scheme as it is, operating from Monday to Saturday 9am to 8pm
- change days of operation to Monday to Sunday 9am to 8pm

977 valid forms were received giving a response rate of 18%

4.5 In April 2010 471 addresses in the St Luke's area were sent a letter asking for comments on how the scheme was running plus a short questionnaire asking whether they wanted to change to a full scheme or keep it as a light touch scheme.

195 valid forms were received giving a response rate of 41.5%

Resident Parking Scheme Questionnaire Analysis – Hanover & Elm Grove

4.6 Officers have analysed the results of the consultation which covered the whole area and discussed these with the Ward Councillors within three Wards, namely Hanover & Elm Grove, Queens Park and East Brighton. In total for the whole area 75% of respondents (2256) are against the proposed changes to on-street parking while 25% (744) of respondents are in favour. The full road by road analysis is contained in the Consultation Report (Appendix C).

4.7 Using information provided during the community consultation together with local knowledge from residents, businesses and ward members the results have been broken down further into specific geographical areas as follows. The areas are also outlined in Appendix A.

	No. properties mailed	No. forms returned	Response rate %	Yes		No	
				Number	**%**	**Number**	**%**
Hartington Road Area (north of Elm Grove)	2601	881	34	109	12	772	88
Hanover Area (south of Elm Grove & west of QPR including QPR)	3705	1346	36	368	27	978	73
Elm Grove	395	118	30	21	18	97	82
St Luke's & Queens Park Estate	673	231	34	64	28	167	72
Craven Vale	403	101	25	14	14	87	86
Baker's Bottom	267	113	42	51	45	62	55
Richmond Heights	921	210	23	117	56	93	44
Total	**8965**	**3000**	**33**	**744**	**25**	**2256**	**75**

4.8 When looking at this breakdown it shows that within the Richmond Heights area the majority of respondents are slightly in favour of the implementation of a residents parking scheme (56%).

4.9 However, although the Queens Park Ward Councillors are in support of this proposal only 22.5% of those consulted responded to the questionnaire and there is concern about displacement northwards into the Hanover area.

4.10 Therefore, as there is not a clear consensus to go forward with a scheme in this small area it is proposed that these streets are not included within a resident parking scheme.

4.11 Within the Baker's Bottom area residents of Canning Street have voted in favour of a resident parking scheme and a petition was also received from Canning Street residents signed by 27 local residents in favour of controlled parking and the inclusion of the road into Area H. The Queens Park Ward Councillors have also written into officers to support Canning Street being included in an existing resident parking scheme. However, due to concerns about displacement into other roads in Bakers Bottom who would find themselves surrounded by parking schemes it is proposed not to go forward with this proposal. It is felt that Canning Street could not be considered in isolation from other roads in the Bakers Bottom area and overall this area voted against the introduction of a resident parking scheme.

4.12 Within the St Luke's and Queens Park Estate area residents of Queens Park Rise also voted 53% in favour of a resident parking scheme. This request was also supported by the Queens Park Ward Councillors who support this road being included in the Area U resident parking scheme. However, there are officer concerns that this would increase displacement to surrounding roads and would also leave Freshfield Street surrounded by controlled parking. It was felt that Queens Park Rise could not be considered in isolation from Freshfield Street (who voted 61% against the proposal) and overall the respondents from Queens Park Rise and Freshfield Street combined were against the proposals. Therefore, it is proposed not to proceed with this request.

4.13 In all other areas of the Hanover & Elm Grove consultation there are clear majorities against the scheme. Overall 225 letters and emails were also received by officers during the consultations. 218 of these objected to the proposals and 7 were in favour. Petitions objecting to the scheme were received from the Elm Grove Residents Action Group (EGRAG), The Whitehawk Hill estate and staff of St Luke's Primary School. A public meeting was held at Elm Grove primary school attended by 500 residents and the feedback to officers was that there was an overwhelming majority against the scheme. A deputation to Cabinet in March 2010 was also submitted by EGRAG expressing their opposition to the proposals and requesting their immediate withdrawal.

4.14 During the consultation submissions were received from various stakeholders including the Emergency Services, major employers and community groups. The comments of stakeholders and the council's responses are included in a separate table (Appendix D).

4.15 Therefore, due to the clear majority of residents against a resident parking scheme in these other areas it is proposed not to proceed. The Hanover & Elm Grove Ward Councillors also wrote to officers outlining that they did not believe a resident parking scheme should be introduced in any part of their Ward (Albion Hill northwards). An East Brighton Ward Councillor also wrote to officers that in light of a majority view in all streets consulted in Craven Vale within the East Brighton Ward against the introduction of controlled parking the area they should be excluded from any proposed new zone.

4.16 The Queen's Park and Hanover & Elm Grove Ward Councillors also outlined in their written responses to officers that they would like a review of all parking options to be conducted and a number of other additional measures. In terms of

parking options officers will work with Ward Councillors to discuss any improvements that can be made in their areas including double yellow lines on junctions, car club bays etc. However, to go forward with any proposals there would need to be clear written support from residents to proceed. In terms of other measures these would be passed onto the relevant sections within the Sustainable Transport division.

Queen's Park Area C review

4.17 53% of those who responded were in favour of extending the days of operation to include Sundays. The full detailed road by road analysis is outlined in Appendix E. The Queens Park Ward Councillors have also written to officers to support the days of operation including Sundays and the local Hoteliers and Guest House Association who are finding that unregulated parking on Sundays makes it difficult for guests to park have also expressed support.

4.18 It is therefore proposed to advertise a Traffic Regulation order to change the times of operation from Monday to Saturday 9am – 8pm to Monday to Sunday 9am to 8pm.

4.19 There were also a couple of requests for minor changes to on-street parking within the zone. The Royal Spa Nursery School has suggested converting the resident permit only spaces to shared pay and display. This area is currently underused and there are sufficient alternative permit only spaces nearby. Therefore, it is proposed to include this request in the Traffic Regulation Order outlined above.

4.20 Several residents of the north side of Marine Parade between Bedford Street and the Zone H boundary have also requested that seafront pay and display bays are converted to shared permit and pay and display bays. It was felt that further proposals should wait until the effects of the change to Sunday restrictions takes place, if this is agreed. The area could then be monitored to see if the situation has improved.

St Luke's Area U review

4.21 An overwhelming majority, 95% supported the retention of the current scheme, Monday to Saturday 10am – 11am and 2pm – 3pm (Appendix F). It is therefore proposed not to make any changes other than minor changes to on street parking requested by residents during the consultation such as an additional motorcycle bay in Dawson Terrace.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The full cost of advertising the traffic regulation order and amending the lining and signing will be covered from existing traffic revenue budgets. The financial impact of the revenue from the proposed new scheme, along with associated ongoing maintenance costs, was included within the budget for 2010-11 which was submitted to Budget Council in February 2010.

5.2 New parking schemes are funded through unsupported borrowings with approximate repayment costs of £130,000 per scheme over 7 years.

Finance Officer Consulted: Karen Brookshaw Date: 12/08/10

Legal Implications:

5.3 Broadly, the Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. Also, as far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles and securing the safety and convenience of users; any other matters that appear relevant to the Council.

5.4 The Council has specific powers under the Road Traffic Regulation Act to make various types of order and the most relevant in relation to the proposals in this report are summarised below.

5.5 Section 1 of the 1984 Act enables the Council to make orders prohibiting, restricting or regulating the use of roads. The various grounds for such action include safety, prevention of congestion and preservation of amenity and are not restricted to the roads mentioned in an order but can be for the benefit of other roads.

5.6 Under section 45 of the 1984 Act, the Council has wide powers to designate parking places on highways for vehicles or classes of vehicles, with or without charge. It includes power to authorise parking by permit. Under subsection (3), in determining what parking places are to be designated under this section the Council must consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include –

(a) the need for maintaining the free movement of traffic;
(b) the need for maintaining reasonable access to premises; and
(c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.

5.7 Under section 122 of the 1984 Act, the Council has the duty to exercise the functions conferred on them by that Act to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard so far as is practicable to the following-
(a) the desirability of securing and maintaining reasonable access to premises;
(b) the effect on the amenities of any locality affected including the importance of controlling the use of the roads by heavy commercial vehicles;
(c) national air quality strategy;
(d) facilitating the passage of public service vehicles and the safety/convenience of persons wishing to use; and
(e) any other matters appearing relevant to the local authority.

5.8 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

5.9 Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted: *Carl Hearsum* *Date: 12/08/010*

Equalities Implications:

5.10 The proposed extended days of operation in parking scheme Area C will be of benefit to many residents, pedestrians and other vulnerable road users.

Sustainability Implications:

5.11 The new motorcycle bays will encourage more sustainable methods of transport.

5.12 The improved management of parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

5.13 The proposals will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

5.14 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

5.15 Any legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 The alternative option for the majority of the proposals is to do nothing which would mean the proposal is not taken forward. However, it is the recommendation of officers that this proposal is taken forward with for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To seek approval to proceed to the next formal stage of consultation consisting of the advertisement of a Traffic Regulation Orders. This proposal is recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Map of Hanover & Elm Grove Residents Parking Review consultation area, broken down into sub areas

2. Appendix B – Map of Area C and Area U.

3. Appendix C – Hanover & Elm Grove consultation report

4. Appendix D – Stakeholders Comments

5. Appendix E - Queen's Park , Area C review report

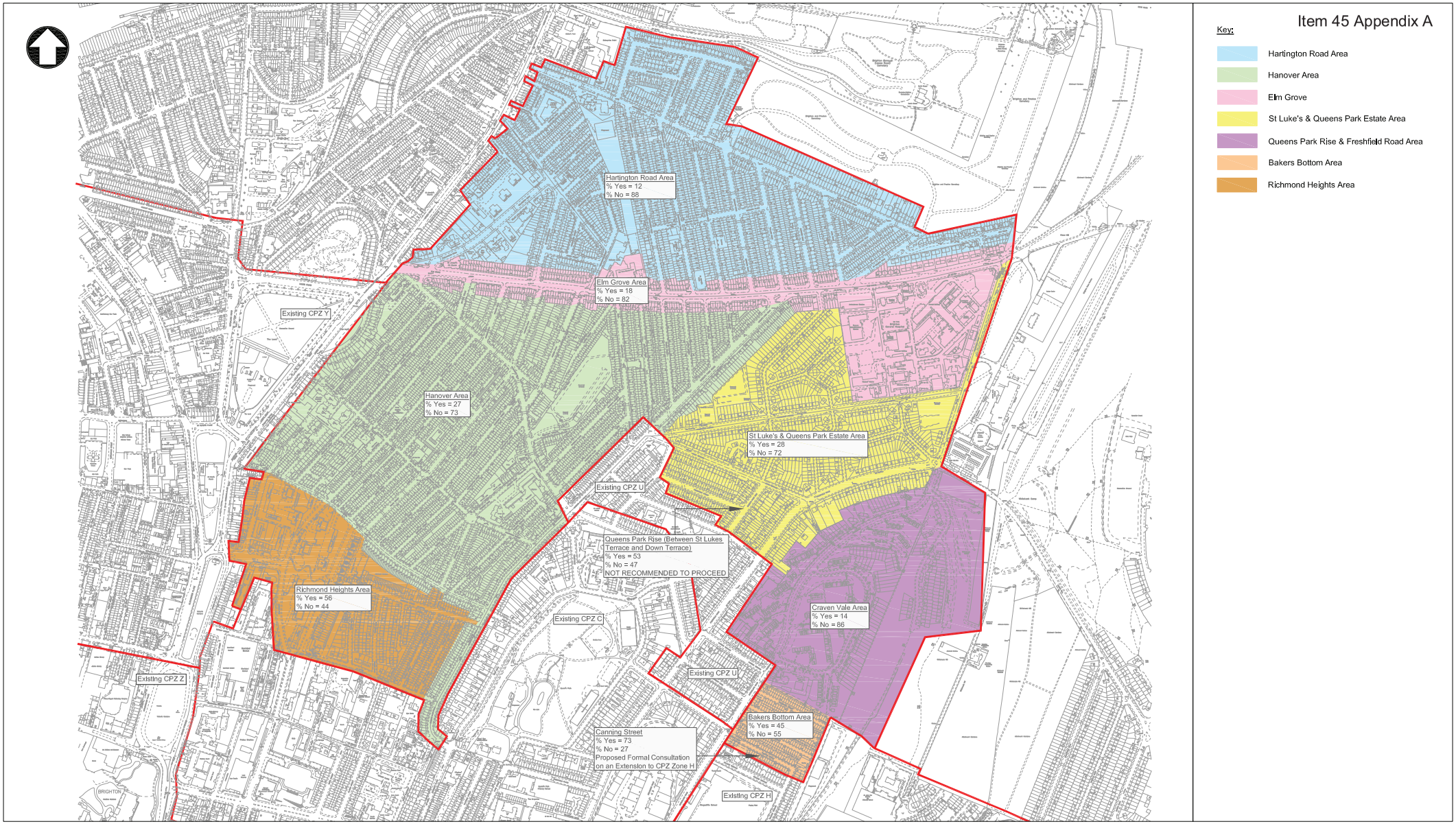
6. Appendix F – St Luke's Area U review report

Documents in Members' Rooms

None

Background Documents

1. Environment Cabinet Member Meeting Report 25 March 2010 (Agenda Item 108) with appendices



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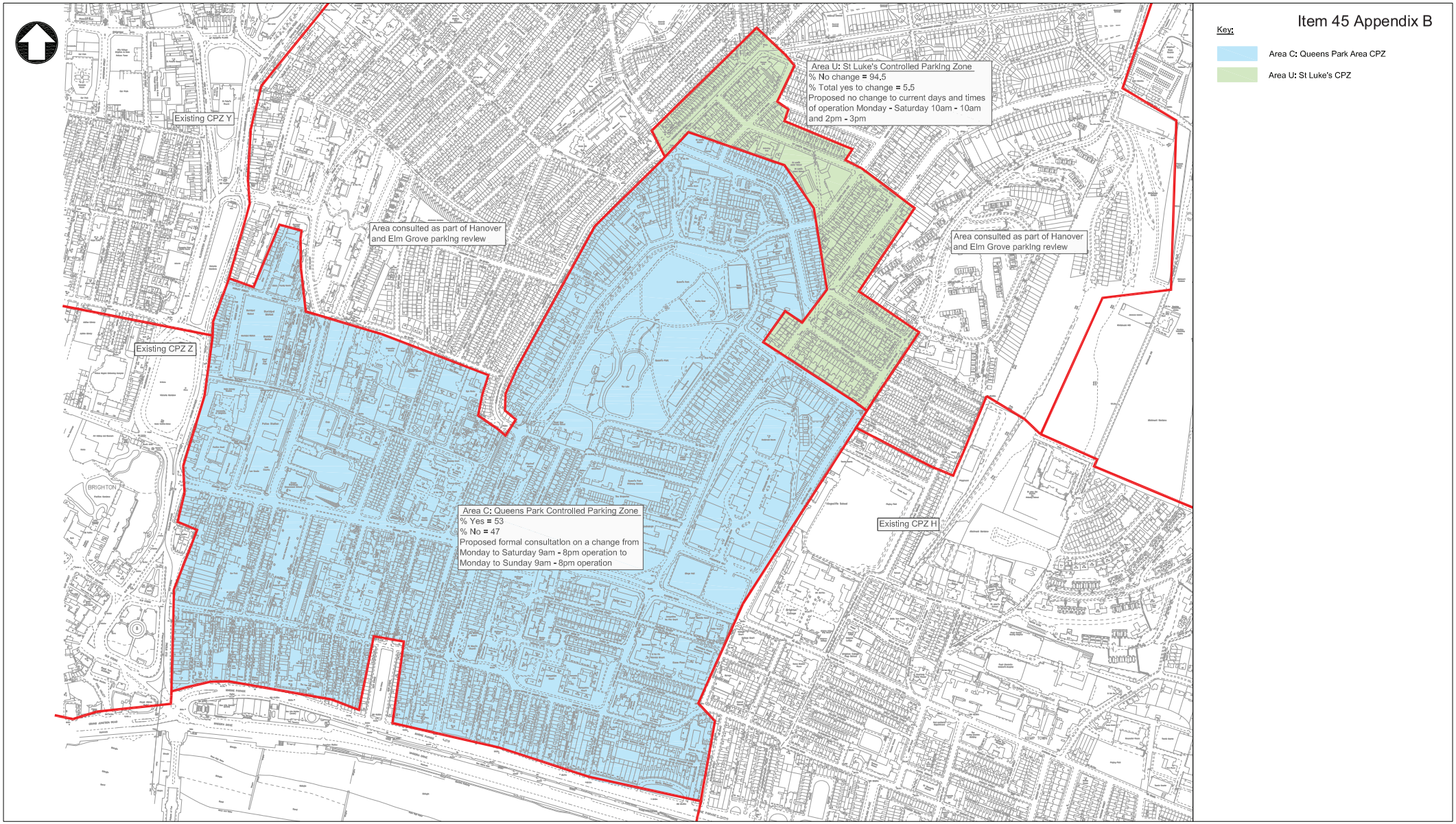
Brighton & Hove City Council

Rev	Date	Drawn	Description	Ch'k'd	App'd
A	17/08/10	MR	For Information	RGB	RGB
B	26/08/10	MR	Sussex Street added to Richmond Heights Area	RGB	RGB

Title: Appendix A: Hanover & Elm Grove Parking Review Overview Plan

Drawn	MR
Checked	RGB
Approved	RGB
Scale at A3	NTS
Drawing Number	MMD-244884-C-DR-00-XX-3002
Status	FI
Rev	B

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Rev	Date	Drawn	Description	Ch'k'd	App'd
A	17/08/10	MR	For Information	RGB	RGB
B	26/08/10	MR	Sussex Street removed from Area C	RGB	RGB

Title: Appendix B: Overview of Existing Controlled Parking Zones C & U

Drawn	MR
Checked	RGB
Approved	RGB
Scale at A3	NTS
Drawing Number	MMD-244884-C-DR-00-XX-3003
Status	FI
Rev	B

P:\Croydon\VOY\ITL\244884_Brighton Parking\Drawings\02 - Outgoing Record Copies\Consultation_Cabinet Report\MMD-244884-C-DR-00-XX-3003.dwg Aug 26, 2010 - 11:02AM rin45417

Hanover and Elm Grove Resident Parking Scheme Consultation Report June 2010

Background

Consultation on Hanover and Elm Grove proposed residents parking scheme was agreed in the parking timetable at Environment Committee in January 2008.

In September 2009 a letter plus short questionnaire about parking issues was sent to all property addresses in the area. In addition workshops had also been held in the local area with residents and stakeholders to establish sufficient demand to proceed to informal consultation on the introduction of a residents parking scheme. Maps and plans for consultation on a proposed parking scheme for Hanover and Elm grove area were designed, based on evidence gathered in these 3 exercises, also on-street parking surveys conducted by Mott MacDonald (traffic engineering and transport planning consultancy) and in consultation with ward councillors. In addition, addresses in Area C and U, which adjoin the Hanover and Elm Grove area, received their own scheme review questionnaires (also to be reported on at September Environment Cabinet Member Meeting.

Methodology

Brighton and Hove City Council Land and Property Gazeteer was used to provide 8965 property addresses in the Hanover and Elm Grove area. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address.

Plans could also be viewed at two exhibitions staffed by officers from Brighton & Hove City Council and Mott MacDonald consultants at:

Craven Vale Community Centre, Hadlow Close

- Wednesday 28 April 2010, 12:45 to 4:45 pm
- Thursday 29 April 2010, 12pm to 4pm

Milton Road Church Hall

- Tuesday 4 May 2010, 3pm – 7pm
- Wednesday 5 May 2010, 12pm to 4pm

There was also an unstaffed exhibition at Hove Town Hall, Norton Road from 10 May to 28 May, 2010, 9am to 5pm.

Forms were delivered by hand to Phoenix Brewery Halls on Southover Street which has 318 student rooms.

Addresses on both sides of Queens Park Road were included in the consultation. Residents on the East Side of Queens Park Road, between Sussex Street and Queens Park Terrace, have traditionally been allowed to purchase permits for Zone C. These addresses are technically outside the Zone C boundary but residents have been allowed to purchase permits for Zone C due to the fact that

there are double yellow line restrictions along the east side of this part of Queens Park Road.

There are 128 streets in the proposed scheme area.

3000 valid responses were received giving a response rate of 33%.

Comments received by email and letter were linked together with respondents' returned forms and duplicate voting identified. The council is aware that there were a number of parallel campaigns in the area and residents supplemented their returned questionnaire with emails to the parking inbox, consultants, officers and councillors.

Results

Q1 Do you support the proposed changes to on-street parking in your area?

Do you support the proposed changes to on-street parking in your area?	Yes		No		Total
	Number	%	Number	%	
	744	25	2256	75	3000

Results on a street by street basis were as follows:

Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Agnes Street	24	9	37.5	0	0	9	100
Albion Hill	171	60	35	23	38	37	62
Albion Street	86	6	7	4	67	2	33
Arnold Street	78	43	55	4	9	39	91
Ashton Rise	134	17	13	11	65	6	35
Baxter Street	37	17	46	2	12	15	88
Beaufort Terrace	10	5	50	1	20	4	80
Belgrave Street	58	25	43	11	44	14	56
Bembridge Street	29	13	45	0	0	13	100
Bentham Road	99	53	53.5	10	19	43	81
Bernard Place	1	1	100	0	0	1	100
Bernard Road	110	47	43	5	11	42	89
Billam Terrace	16	0	0	0	0	0	0
Bonchurch Road	211	87	41	11	13	76	87
Brading Road	142	66	46.5	5	7.5	61	92.5
Bute Street	59	28	47	13	46.5	15	53.5
Canning Street	66	30	44	22	73	8	27
Carisbrooke Road	37	18	49	1	6	17	94

Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Carlyle Street	81	54	65	4	7.5	50	92.5
Clayton Road	59	19	32	1	5	18	95
Cobden Road	85	52	61	8	15	44	85
Coleman Street	101	36	36	12	33	24	67
Coronation Street	21	10	48	2	20	8	80
Craven Road	137	33	24	5	15	28	85
Cromwell Street	19	13	68	0	0	13	100
De Montfort Road	78	32	41	9	28	23	72
Down Terrace	94	33	35	10	30	23	70
Elm Grove	395	118	30	21	18	97	82
Elmore Road	31	7	22.5	2	29	5	71
Ewart Street	132	44	33	15	34	29	65
Fairlight Place	11	1	9	0	0	1	100
Finsbury Road	103	23	22	8	35	15	65
Firle Road	63	10	16	2	20	8	80
Franklin Road	127	26	20	3	11.5	23	88.5
Franklin Street	45	12	27	5	42	7	58
Freshfield Road[1]	127	54	42.5	16	30	38	70
Freshfield Street	68	31	45.5	12	39	19	61
Glynde Road	44	11	25	3	27	8	73
Grant Street	21	13	62	4	31	9	69
Grove Hill	154	20	13	13	65	7	35
Grove Street	71	25	35	16	64	9	36
Hadlow Close	30	3	10	0	0	3	100
Hallett Road	62	13	21	4	31	9	69
Hampden Road	61	34	56	3	9	31	91
Hanover Crescent	78	4	5	1	25	3	75
Hanover Mews	17	4	23.5	2	50	2	50
Hanover Place	7	1	14	0	0	1	100
Hanover Street	127	32	25	15	47	17	53
Hanover Terrace	114	47	41	19	40	28	60
Hartington Place	20	12	60	0	0	12	100
Hartington Road	345	105	30.5	14	13	91	87
Hartington Terrace	38	25	66	3	12	22	88
Hastings Road	31	10	32	1	10	9	90
Hendon Street	66	22	33	6	27	16	73
Holland Street	57	31	54	8	26	23	74
Howard Road	35	10	28.5	5	50	5	50
Islingword Place	68	33	48.5	9	27	24	73
Islingword Road	267	76	28	18	24	58	76
Islingword Street	95	44	46	10	23	34	77
Ivory Place	9	0	0	0	0	0	0

[1] Part Road

Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Jackson Street	6	2	33	1	50	1	50
Jersey Street	57	27	47	13	48	14	52
John Street	155	16	10	10	62.5	6	37.5
Lewes Street	1	1	100	0	0	1	100
Lincoln Cottages	26	7	27	5	71	2	29
Lincoln Street	89	51	57	15	29	36	71
Livingstone Street[2]	0	0	0	0	0	0	0
Luther Mews	7	3	43	1	33	2	67
Luther Street	47	28	60	2	7	26	93
Lynton Street	59	25	42	3	12	22	88
Malthouse Lane	6	0	0	0	0	0	0
May Road	79	23	29	2	9	21	91
Milton Road	26	9	35	2	22	7	78
Montreal Road	45	17	38	8	47	9	53
Monument View	16	8	50	0	0	8	100
Newark Place	25	5	20	3	60	2	40
Newhaven Street	48	7	14.5	1	14	6	86
Normanton Street	24	6	25	0	0	6	100
Pankhurst Avenue	94	38	40	6	16	32	84
Parham Close	24	5	21	2	40	3	60
Pevensey Road	36	10	28	0	0	10	100
Phoenix Place	17	0	0	0	0	0	0
Phoenix Rise	59	4	7	3	75	1	25
Picton Street	34	14	41	2	14	12	86
Plumpton Street	18	3	17	0	0	3	100
Quebec Street	52	27	52	13	48	14	52
Queens Park Rise	44	19	43	10	53	9	47
Queens Park Road[1]	544	104	19	30	29	74	71
Queensway	101	22	22	5	23	17	77
Richmond Gardens	5	1	20	0	0	1	100
Richmond Parade	14	2	14	2	100	0	0
Richmond Place	17	0	0	0	0	0	0
Richmond Street	73	27	37	14	52	13	48
Rochester Street	61	30	49	7	23	23	77
Ryde Road	51	29	55	1	4	28	96
Sandown Road	96	44	46	1	2	43	98
Scotland Street	56	35	62.5	9	26	26	745
Seville Street	46	17	37	2	12	15	88
Shanklin Road	236	67	28	12	18	55	82
Southampton Street	76	34	45	14	41	20	59
Southover Place	2	1	50	0	0	1	100

[2] No postal addresses on this street
[1] Part Road

Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Southover Street	149	48	32	9	19	39	81
Southwater Close	24	5	21	2	40	3	60
St Helens Road	31	17	55	3	18	14	82
St Leonards Road	18	5	28	0	0	5	100
St Martins Place	44	8	18	1	12.5	7	87.5
Stanley Street	52	31	60	13	42	18	58
Sussex Place	4	0	0	0	0	0	0
Sussex Street	53	16	30	13	81	3	19
Sussex Terrace	28	6	21	5	83	1	16
Tamplin Terrace	8	1	12.5	1	100	0	0
Tarner Road	39	6	15	4	67	2	33
The Causeway	49	16	33	0	0	16	100
Tilbury Way	32	14	44	9	64	5	36
Tilgate Close	22	9	41	0	0	9	100
Toronto Terrace	83	54	65	5	9	49	91
Totland Road	100	42	42	4	9.5	38	90.5
Upper Wellington Road	52	11	21	4	36	7	64
Walpole Terrace	15	3	20	3	100	0	0
Washington Street	93	37	40	12	32	25	68
Wellington Road	264	43	16	14	33	29	67
Wellington Street	1	1	100	0	0	1	100
Whichelo Place	81	40	49	10	25	30	75
Whippingham Road	177	57	32	3	5	54	95
Whippingham Street	42	12	28.5	1	8	11	92
Windmill Street	62	35	56	16	46	19	54
Windmill Terrace	8	7	87.5	1	14	6	86
Total	**8965**	**3000**	**33**	**744**	**25**	**2256**	**75**

Q2 Which of the following days of operation do you think should apply to the parking scheme?

Days of operation	Mon to Sat		Mon to Sun		Total
	Number	%	Number	%	
	770	59.5	523	40.5	1293

Q3 Respondents were asked whether they are a resident or business owner or manager. Respondents could tick more than one option.

	Number responses	% responses
Resident	2866	95
Business owner or manager	149	5
Total responses	**3016**	**100**

Q4a How many cars in your household?

Number of cars	Number responses	Total Number cars	%
0	460	0	16
1	1818	1816	63.5
2	521	1042	18
3	56	168	2
4 or more	10	40	0.5
Total	**2865**	**3066**	**100**

2865 respondents have at least 3066 vehicles.

Q4b Do you have access to off-street car parking?

Do you have access to off-street car parking?	Yes		No		Total
	Number	%	Number	%	
	255	10	2380	90	2635

Q5a What type of business do you own or manage in the area?

Respondents could tick all that apply.

What type of business?	Number responses	% responses
Retail outlet	15	8
Office-based	25	13
Other, includes things like childminding, building, landlords, dance class teacher.	153	79
Total responses	**193**	**100**

Q5b How many vehicles are directly associated with your business?

Number of vehicles	Number responses	Total Number. vehicles	%
0	13	0	8
1	107	107	62.5
2	21	42	12
3	7	21	4
4 or more	23	92	13.5
Total	**171**	**262**	**100**

171 respondents had at least 262 vehicles associated with their business.

Q6 Any other comments?

An open text box enabled respondents to add comments. Although expressed in residents' own words analysis of the open text shows common themes emerged and have been grouped as follows:

Comments	Number responses	% responses
Don't Want To Pay/ Money Making Scheme	1224	22
Scheme Not Needed	959	18
General Comments Not Supporting Proposed Changes	663	12
Scheme Will Reduce Available Parking Spaces	600	11
General Comments Supporting Proposed Changes	354	7
Don't Want To Pay For Visitor Parking	265	5
Unfair On Households With More Than One Car	169	3
CPZs Cause Displacement/Worried About Displacement	148	3
Will Not Solve Evening Parking Problem	128	2.5
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	124	2
Unfair To Charge And Not Guarantee A Space	97	2
Would Prefer Better Enforcement	97	2
Want Different Hours Of Operation	89	2
I Won't be Able To Park Close To My Property	62	1
The Only Problem Is Commuter parking/ Amex Parking/ Hospital Parking/ Brighton College Parking	59	1
Disagree With Method Of Consultation/Results Already Decided	55	1
I Want Pavement Parking To Continue	39	1
Multiple Occupancy Homes Cause The Problem	36	1
Want A Light Touch Scheme	34	1
Scheme Could Stop Pavement Parking	23	0
Want More Motorcycle Bays	20	0

Want More Bicycle Parking	18	0
In Favour Of One Way Streets	17	0
Not Enough Room For Parking On Both Sides Of Road	14	0
Current Situation Is Dangerous	14	0
Scheme Will Encourage Speeding/Rat Runs	13	0
Want Other Types Of Restrictions e.g. Yellow Lines	11	0
Can't Read Map/Map Is Unclear	8	0
Want To Continue Parking On Both Sides Of The Road	8	0
Encourage Alternative Transport Modes	8	0
Unused Disabled Bays	8	0
Object To Council Using Consultants	2	0
Total Responses	**5366**	**100**

Using information provided at the workshops which took place at the end of 2009, together with local knowledge from residents, businesses and ward councillors the area has been subdivided into smaller geographical areas.

	Number properties mailed	Number forms returned	Response rate %	**Yes**		**No**	
				Number	**%**	**Number**	**%**
Hartington Road Area (north of Elm Grove)	2601	881	34	109	12	772	88
Hanover Area (south of Elm Grove & west of QPR including QPR)	3705	1346	36	368	27	978	73
Elm Grove	395	118	30	21	18	97	82
St Luke's & Queens Park Estate	673	231	34	64	28	167	72
Craven Vale	403	101	25	14	14	87	86
Baker's Bottom	267	113	42	51	45	62	55
Richmond Heights	921	210	23	117	56	93	44
Total	**8965**	**3000**	**33**	**744**	**25**	**2256**	**75**

Streets for each area are as follows:

Hartington Road Area (north of Elm Grove)

- Agnes Street
- Bembridge Street
- Bernard Place
- Bernard Road
- Bonchurch Road
- Brading Road
- Carisbrooke Road
- Coronation Street
- De Montfort Road
- Fairlight Place
- Franklin Road
- Franklin Street
- Hartington Place
- Hartington Road
- Hartington Terrace
- Hastings Road
- May Road
- Normanton Street
- Pevensey Road
- Picton Street
- Ryde Road
- Sandown Road
- Seville Street
- Shanklin Road
- St Helens Road
- St Leonards Road
- St Martins Place
- Totland Road
- Upper Wellington Road
- Wellington Road
- Wellington Street
- Whippingham Road
- Whippingham Street

Hanover Area (south of Elm Grove & west of QPR including QPR)Albion Hill

- Arnold Street
- Baxter Street
- Beaufort Terrace
- Belgrave Street
- Bentham Road
- Billam Terrace
- Carlyle Street
- Cobden Road
- Coleman Street
- Cromwell Street
- Ewart Street
- Finsbury Road
- Grant Street
- Grove Street
- Hampden Road
- Hanover Crescent
- Hanover Mews
- Hanover Place
- Hanover Street
- Hanover Terrace
- Holland street
- Howard Road

- Islingword Place
- Islingword Road
- Islingword Street
- Ivory Place
- Jackson Street
- Jersey Street
- Lewes Street
- Lincoln Cottages
- Lincoln Street
- Livingstone Street
- Luther Mews
- Luther Street
- Lynton Street
- Malthouse Lane
- Milton Road
- Montreal Road
- Newark Place
- Newhaven Street
- Phoenix Place
- Phoenix Rise
- Quebec Street
- Queens Park Road
- Richmond Gardens
- Richmond Place
- Scotland Street
- Southampton Street
- Southover Place
- Southover Street
- Sussex Place
- Tamplin Terrace
- Toronto Terrace
- Washington Street
- Whichelo Place

Elm Grove

- Elm Grove

St Luke's & Queens Park Estate

- Clayton Road
- Down Tterrace
- Firle Road
- Freshfield Street
- Freshfield Road
- Glynde Road
- Hallett Road
- Pankhurst Avenue
- Plumpton Road
- Queens Park Rise

Queens Parks Rise & Freshfield Road (roads partly in existing Area U & C)

- Craven Road
- Hadlow Close
- Monument View
- Parham Close
- Queensway
- Southwater Close
- The Causeway
- Tilgate Close

Baker's Bottom

- Bute Street
- Canning Street
- Hendon Street
- Livingstone Street
- Rochester Street
- Walpole Terrace

Richmond Heights

- Albion Street
- Ashton Rise
- Elmore Road
- Grove Hill
- John Street
- Richmond Parade
- Richmond Street
- Stanley Street
- Sussex Street
- Sussex Terrace
- Tarner Road
- Tilbury Way
- Windmill Street
- Windmill Terrace

Respondents could make comments about the proposed scheme. Comments from each area were as follows:

Hartington Road Area	**Number responses**	**%**
Scheme Not Needed	447	26
Don't Want To Pay/ Money Making Scheme	444	26
General Comments Not Supporting Proposed Changes	214	12.5
Scheme Will Reduce Available Parking Spaces	112	6.5
Don't Want To Pay For Visitor Parking	83	5
Unfair On Households With More Than One Car	58	3.5
General Comments Supporting Proposed Changes	48	3
CPZs Cause Displacement/ Worried About Displacement	47	3
This Will Cause A Problem For People Working In The Area – eg at Elm Grove School	37	2
Would prefer better enforcement	33	2
Want different hours of operation	30	2
Unfair To Charge And Not Guarantee A Space	29	1.5
Will Not Solve Evening Parking Problem	26	1.5
Multiple Occupancy Homes Cause The Problem	19	1
Disagree With Method Of Consultation/Results Already Decided	20	1
I Won't be Able To Park Close to my property	16	1
Want a Light Touch Scheme	15	1
The only problem is commuter parking/ Amex parking/ hospital parking/ Brighton College parking	4	0
Current Situation Is Dangerous	4	0
Want More Motorcycle Bays	4	0
Scheme Will Encourage Speeding/Rat Runs	3	0
Can't Read Map/Map Is Unclear	3	0
Want More Bicycle Parking	2	0
In Favour Of One Way Streets	2	0
Not Enough Room For Parking On Both Sides Of Road	2	0
Want Other Types Of Restrictions eg Yellow Lines	2	0
Encourage Alternative Transport Modes	2	0
Want To Continue Parking On Both Sides Of The Road	1	0
I Want Pavement Parking To Continue	1	0
Scheme Could Stop Pavement Parking/Want Pavement Parking Stopped	1	0
Unused Disabled Bays	1	0
Object To Council Using Consultants	1	0
Total Responses	**1711**	**98.5**

Hanover Area	**Number responses**	**%**
Don't Want To Pay/ Money Making Scheme	537	21.5
Scheme Will Reduce Available Parking Spaces	363	14.5
Scheme Not Needed	341	13.5
General Comments Not Supporting Proposed Changes	290	12
General Comments Supporting Proposed Changes	184	7
Don't Want To Pay For Visitor Parking	125	5
Will Not Solve Evening Parking Problem	91	3.5
Unfair On Households With More Than One Car	78	3
CPZs Cause Displacement/Worried About Displacement	62	2.5
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	64	2.5
Unfair To Charge And Not Guarantee A Space	48	2
Would Prefer Better Enforcement	54	2
Want Different Hours Of Operation	42	2
I Won't be Able To Park Close To My Property	32	1
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	29	1
Disagree With Method Of Consultation/Results Already Decided	27	1
I Want Pavement Parking To Continue	21	1
Want More Motorcycle Bays	15	0.5
Multiple Occupancy Homes Cause The Problem	13	0.5
Want More Bicycle Parking	13	0.5
In Favour Of One Way Streets	13	0.5
Want A Light Touch Scheme	12	0.5
Scheme Could Stop Pavement Parking/Want Pavement Parking Stopped	12	0.5
Scheme Will Encourage Speeding/Rat Runs	10	0.5
Not Enough Room For Parking On Both Sides Of Road	10	0.5
Encourage Alternative Transport Modes	5	0
Want Other Types Of Restrictions e.g. Yellow Lines	4	0
Want To Continue Parking On Both Sides Of The Road	4	0
Unused Disabled Bays	4	0
Current Situation Is Dangerous	3	0
Can't Read Map/Map Is Unclear	2	0
Object To Council Using Consultants	1	0
Total Responses	**2509**	**99**

Elm Grove	**Number responses**	**%**
Don't Want To Pay/ Money Making Scheme	49	23
Scheme Not Needed	46	21
General Comments Not Supporting Proposed Changes	26	12
Scheme Will Reduce Available Parking Spaces	22	10
This Will Cause A Problem For People Working In The Area – e.g. At Elm Grove School	11	5
General Comments Supporting Proposed Changes	9	4
Don't Want To Pay For Visitor Parking	8	4
I Want Pavement Parking To Continue	8	4
Unfair On Households With More Than One Car	7	3.5
Unfair To Charge And Not Guarantee A Space	5	2.5
I Won't be Able To Park Close To My Property	4	2
CPZs Cause Displacement/Worried About Displacement	4	2
Will Not Solve Evening Parking Problem	3	1.5
Would Prefer Better Enforcement	3	1.5
Disagree With Method Of Consultation/Results Already Decided	3	1.5
Want Other Types Of Restrictions e.g. Yellow Lines	2	1
Want Different Hours Of Operation	1	0.5
The Only Problem Is Commuter parking/ Amex Parking/ Hospital Parking/ Brighton College Parking	1	0.5
Multiple Occupancy Homes Cause The Problem	1	0.5
Want More Bicycle Parking	1	0.5
Current Situation Is Dangerous	1	0.5
Total Responses	**215**	**100**

St Luke's & Craven Vale	**Number responses**	**%**
Don't Want To Pay/ Money Making Scheme	99	27
Scheme Not Needed	83	22.5
General Comments Not Supporting Proposed Changes	64	17
Scheme Will Reduce Available Parking Spaces	26	7
Don't Want To Pay For Visitor Parking	22	6
General Comments Supporting Proposed Changes	18	5
CPZs Cause Displacement/Worried About Displacement	16	4
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	9	2.5
Unfair On Households With More Than One Car	5	3
Want Different Hours Of Operation	4	1
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	4	1
Unfair To Charge And Not Guarantee A Space	4	1
Will Not Solve Evening Parking Problem	3	1
I Won't be Able To Park Close To My Property	2	0.5
Would Prefer Better Enforcement	1	0.5
Want A Light Touch Scheme	2	0.5

Disagree With Method Of Consultation/ Results Already Decided	1	0.5
Scheme Could Stop Pavement Parking/ Want Pavement Parking Stopped	1	0.5
Not Enough Room For Parking On Both Sides Of Road	1	0.5
Current Situation Is Dangerous	1	0.5
Want Other Types Of Restrictions eg Yellow Lines	1	0.5
Can't Read Map/ Map Is Unclear	1	0.5
Unused Disabled Bays	1	0.5
Total Responses	**371**	**100**

Queens Parks Rise & Freshfield Road	**Number responses**	**%**
Don't Want To Pay/ Money Making Scheme	89	27
Scheme Not Needed	66	20
General Comments Not Supporting Proposed Changes	55	16.5
General Comments Supporting Proposed Changes	27	8
Scheme Will Reduce Available Parking Spaces	19	6
Don't Want To Pay For Visitor Parking	17	6
CPZs Cause Displacement/Worried About Displacement	16	6
Unfair On Households With More Than One Car	11	3
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	9	2
Want Different Hours Of Operation	6	2
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	3	1
Want A Light Touch Scheme	3	1
Would Prefer Better Enforcement	2	0.5
Unfair to charge and not guarantee a space	2	0.5
Current Situation Is Dangerous	2	0.5
I won't be able to park close to my property	2	0.5
Will not solve evening problems	1	-
Scheme will stop pavement parking/ want pavement parking stopped	1	-
Want other types of restrictions eg yellow lines	1	-
Unused disabled bays	1	-
Total Responses	**333**	**100**

Baker's Bottom	**Number responses**	**%**
Scheme Not Needed	40	
Don't Want To Pay/ Money Making Scheme	37	
General Comments Not Supporting Proposed Changes	25	
Don't Want To Pay For Visitor Parking	12	
Scheme Will Reduce Available Parking Spaces	8	
CPZs Cause Displacement/ Worried About Displacement	6	
The Only Problem Is Commuter parking/ Amex Parking/Hospital Parking/ Brighton College Parking	2	
Unfair On Households With More Than One Car	2	
Unfair To Charge And Not Guarantee A Space	2	
This will cause a problem for people working in the area	2	
Will not solve evening problems	2	
Can't Read Map/Map Is Unclear	1	
Want To Continue Parking On Both Sides Of The Road	1	
Disagree With Method Of Consultation/ Results Already Decided	1	
General Comments Supporting Proposed Changes	1	
Total Responses		**100**

Richmond Heights	**Number responses**	**%**
General Comments Supporting Proposed Changes	51	19
Don't Want To Pay/ Money Making Scheme	43	16
Scheme Will Reduce Available Parking Spaces	36	13
General Comments Not Supporting Proposed Changes	34	12.5
Scheme Not Needed	15	5.5
Don't Want To Pay For Visitor Parking	15	5.5
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	14	5
Scheme Could Stop Pavement Parking/Want Pavement Parking Stopped	9	3.5
Unfair On Households With More Than One Car	8	3
CPZs Cause Displacement/Worried About Displacement	6	2
Unfair To Charge And Not Guarantee A Space	6	2
Will Not Solve Evening Parking Problem	5	2
Want Different Hours Of Operation	5	2
Want A Light Touch Scheme	4	1.5
I Won't be Able To Park Close To My Property	3	1
I Won't be Able To Park Close To My Property	3	1
Disagree With Method Of Consultation/Results Already Decided	3	1
I Want Pavement Parking To Continue	3	1
Would Prefer Better Enforcement	2	1
In Favour Of One Way Streets	2	0.5
Current Situation Is Dangerous	2	0.5
Want To Continue Parking On Both Sides Of The Road	2	0.5
This Will Cause A Problem For People Working In The Area – e.g. At	1	0.5

Elm Grove School		
Multiple Occupancy Homes Cause The Problem	1	0.5
Want More Bicycle Parking	1	0.5
Not Enough Room For Parking On Both Sides Of Road	1	0.5
Can't Read Map/Map Is Unclear	1	0.5
Encourage Alternative Transport Modes	1	0.5
Total Responses	**274**	**100**

Demographic Information

Gender

Gender	Number	%
Male	1344	49.5
Female	1369	50.5
Total	**2713**	**100**

Age

Age	Number	%
U18	1	-
18-24	91	3
25-34	479	18
35-44	864	32
45-54	572	21
55-64	363	13.5
65-74	185	7
75+	142	5
Total	**2697**	**100**[3]

Disability

Disability	Number	%
Yes	369	15
No	2139	85
Total	**2508**	**100**

[3] Does not add up to 100 due to rounding

Ethnicity

Ethnicity	Number	%
White British	2411	91
White Irish	48	2
Other White Background	112	4
Indian	12	0.5
Pakistani	1	-
Bangladeshi	2	-
Other Asian background	7	-
White & Black Caribbean	4	-
White & Black African	5	-
White & Asian	11	0.5
Other mixed background	6	-
Caribbean	7	-
African	4	-
Other black background	1	-
Chinese	10	0.5
Other ethnic background	7	-
Don't know	2	-
Total	**2650**	**100**

The following forms were not included in the results:

- 3 forms which were received from outside the scheme area
- 26 forms where there was no address given
- 46 forms where no clear choice was made for Q1 Do you support the proposed changes to on-street parking in your area?
- Duplicated forms - where more than one form was submitted from a household.

Summary of stakeholder comments received to the Hanover & Elm Grove Residents Parking Review

Who	Object/Supports/Comments	Summary	Officer comments
Brighton & Hove City Primary Care Trust	Comments	The proposed pay & display charging bands should offer more flexibility to assist visitors to park at GP surgeries for periods of up to one hour	It is not proposed to progress a parking scheme.
East Brighton ward member	Comments	The majority view of residents within the Craven Vale area should be respected	See main body of report, 4.15
Bricycles & CTC	Comments	Supports parking control and preventing parking on the pavement but opposes one way street proposals unless they allow for two way cycling	It is not proposed to progress a parking scheme.
East Sussex Fire & Rescue Service	Comments	Would formally object to any reduction in useable road width of less than 3.1m across the scheme	It is not proposed to progress a parking scheme.
Elm Grove Residents Action Group	Objects/comment	Proposal not linked to any coherent transport strategy for supporting green initiatives and dealing with congestion. Permits cost too much and do not reflect car CO2 emissions. Proposed restrictions of 9am - 8pm and weekends are too restrictive.. Parking capacity will be cut by up to 50%. One vote per household consultation is not democratic. Scheme takes no account of key workers. Alternatives such as light touch scheme have	It is not proposed to progress a parking scheme. The parking proposals were linked to the council's Local Transport Plan policies and the experience of putting in successful schemes throughout the city. Permit prices are set annually by councillors on advice of officers and do reflect CO2 emissions. The consultation procedure followed established council guidelines which are informed by central government advice. The purpose of the consultation being to find out resident's views on the proposed options.
Hanover & Elm Grove ward	Comments	The majority view of residents within the ward should be respected	See main body of report, 4.9 - 4.10 inclusive
Queen's Park ward members	Comments	Residents' views should not be amalgamated across all areas, if particular sub areas vote for a scheme it should be progressed in those	See main body of report, 4.13 - 4.15 inclusive
South Downs NHS Trust	Comments	Concerned about the impact on staff working at and visiting the Brighton General Hospital site and of the financial impact on the organisation. Mobile health workers need a longer timed parking permit than the current one hour permit.	It is not proposed to progress a parking scheme.
South east coast ambulance service	Supports/commer	Support parking control but have similar concerns as SDNHS Trust regarding impact on staff parking. The service is based based at Elm Grove adjacent to the Brighton General Hospital	It is not proposed to progress a parking scheme.
Streets for people - Hanover	Supports/commer	Broadly support parking controls but council should be doing more to promote sustainable transport. Opposes one-way streets unless they allow two way cycle operation.	It is not proposed to progress a parking scheme. The parking proposals were linked to the council's Local Transport Plan policies.
St Luke's Primary school	Objects	Concerned about the impact on staff working at the school.	It is proposed to retain the current "light touch " scheme within the St Luke's area. The council provides for a limited number of teacher parking permits within parking schemes.
St Martin's church	comments	No facilities are provided for church visitors	It is not proposed to progress a parking scheme. However short and medium term pay & display facilities were included in the proposals
St Martins C of E primary school	Comments	No consideration has been given to the needs of school staff.	It is not proposed to progress a parking scheme. The scheme proposals contained provision for short and medium term shared pay and display parking and for a limited number of teacher parking permits.

Queens Park - Area C Review April-June 2010

Background

The Queens Park Area residents parking scheme (Area C) was programmed for review for April 2010, running alongside a review of the existing St Luke's scheme (Area U) scheme and a consultation for a proposed Hanover and Elm Grove residents' parking scheme.

Methodology

5488 addresses in the Queens Park area were sent a letter plus a short questionnaire and a prepaid return envelope, asking whether they wanted to:

- keep the parking scheme as it is, operating from Monday to Saturday 9am to 8pm
- change days of operation to Monday to Sunday 9am to 8pm

Change has been suggested as parts of the Queens Park area is under pressure from tourism parking on Sundays.

There are 97 streets in the proposed scheme area. The following forms were not included in the results:

- 20 forms where no address or street name was given.
- 28 forms where no clear choice was made.
- 12 duplicate forms - where more than one form was submitted from a household. Where this was the case, forms from the same household have been linked and comments amalgamated.

977 valid forms were received giving a response rate of 18%.

Comments received by email were linked together with respondents' returned forms where possible.

Results

Respondents were asked to choose whether to keep the scheme as it is, operating Monday to Saturday or whether to change to operating Monday to Sunday.

Would you prefer?	**Number**	**%**
No change – operating Monday to Saturday 9am to 8pm	457	47
Change to Monday to Sunday 9am to 8pm	520	53
Total	**977**	**100**

Results on a street by street basis were as follows:

	Number properties mailed	Number forms returned	Response rate	No change		Mon to Sun	
				Number	**%**	**Number**	**%**
Ardingly Street	1	0	0%	0	0	0	0
Ashton Rise[1]	30	1	3%	0	0	1	100
Atlingworth Street	121	21	17%	9	43	12	57
Attlee Drive	8	2	25%	1	50	1	50
Barnfield Gardens	18	13	72%	10	77	3	23
Barry Walk	19	7	37%	6	86	1	14
Bedford Street	37	2	5%	1	50	1	50
Blaker Street	43	15	35%	5	33	10	67
Bristol Street	21	0	0%	0	0	0	0
Broad Street	110	8	7%	2	25	6	75
Burlington Street	135	6	4.5%	6	0	0	0
Camelford Street	39	7	18%	2	29	5	71
Carlton Hill	58	16	28%	9	56	7	44
Carlton Place[2]	6	2	33%	1	50	1	50
Cavendish Street	13	3	23%	1	33	2	67
Chapel Street	17	3	18%	2	67	1	33
Charles Street	34	3	9%	1	33	2	67
Charlotte Street	101	8	8%	3	37.5	5	62.5
Circus Street	32	0	0%	0	0	0	0
Devonshire Place	259	36	14%	12	33	24	67
Dolphin Mews	8	2	25%	1	50	1	50
Dorset Gardens	136	14	10%	5	36	9	64
Dorset Place	2	0	0%	0	0	0	0
Dorset Street	13	2	15%	1	50	1	50
East Drive	86	24	28%	16	67	8	33
Eastern Road	372	29	8%	18	62	11	38
Edward Street	117	10	8.5%	5	50	5	50
Egremont Place	135	22	16%	10	45.5	12	54.5
Essex Street[3]	45	5	11%	1	20	4	80
Evelyn Terrace	60	16	27%	13	81	3	19
Freshfield Place	29	13	45%	9	69	4	31
Freshfield Road[4]	92	26	28%	17	65.5	9	34.5
George Street[5]	108	12	11%	3	25	9	75
Grafton Street	92	7	8%	2	29	5	71
Grand Parade Mews	46	3	6.5%	1	33	2	67
Grosvenor Street	74	12	16%	6	50	6	50
Hereford Street	165	27	16%	14	52	13	48

[1] Nelson Place & Ashton Lodge only
[2] inc Derby Place, Cambridge Place, Chesterfield Court, Carlton Mount, Devon Lodge
[3] Inc Essex Cottages
[4] Up to 109 odd, up to 134 even
[5] Inc Albion Court

	Number properties mailed	Number forms returned	Response rate	No change		Mon to Sun	
				Number	**%**	**Number**	**%**
High Street	281	20	7%	12	60	8	40
John Street[6]	157	15	9.5%	8	53	7	47
Kingswood Street [7]	122	9	7%	4	44.5	5	55.5
Lavender Street	177	18	10%	7	39	11	61
Leicester Street	6	0	0%	0	0	0	0
Lennox Street	44	6	14%	4	67	2	33
Little George Street	3	1	33%	0	0	1	100
Lower Rock Gardens	175	13	7.5%	5	38.5	8	61.5
Madeira Place	62	11	18%	6	54.5	5	45.5
Manchester Street	15	1	7%	0	0	1	100
Margaret Street	38	9	24%	5	56	4	44
Marine Gardens	12	3	25%	1	33	2	67
Marine Parade[8]	630	60	9.5%	22	37	38	63
Marine Terrace Mews	15	1	7%	1	100	0	0
Marine View	6	0	0%	0	0	0	0
Medway Road	1	0	0%	0	0	0	0
Mighell Street	11	0	0%	0	0	0	0
Montague Place	23	2	9%	1	50	1	50
Montague Street	217	25	11.5%	10	40	15	60
Morley Street	16	1	6%	1	100	0	0
Mount Pleasant	108	12	11%	6	50	6	50
North Drive	26	8	31%	2	25	6	75
Old Steine[9]	73	6	8%	0	0	6	100
Olivier Close	12	2	17%	2	100	0	0
Park Hill	3	1	33%	0	0	1	100
Park Road Terrace	18	2	11%	1	50	1	50
Park Street	229	38	16.5%	19	50	19	50
Pavilion Parade[10]	31	0	0%	0	0	0	0
Pavilion Street	1	0	0%	0	0	0	0
Prince's Street	41	11	27%	3	27	8	73
Queen's Park Road[11]	203	28	14%	18	64	10	36
Rock Place	21	1	5%	1	100	0	0
Royal Crescent	41	13	32%	4	31	9	69
Royal Crescent Mews	16	2	12.5%	1	50	1	50
Somerset Street	188	29	15.5%	13	45	16	55
South Avenue	69	12	17%	9	75	3	25

[6] Edward St to Sussex Sq
[7] inc Milner Flats, Kingswood flats & Nelson Row
[8] Lower Rock Gardens to Burlington Square, Old Steine to Lower Rock Gardens 1-89
[9] E side 1-32 & Glass Pavilion
[10] East side
[11] 14-172 &1-23

St Georges Road[12]	313	19	6%	9	47.5	10	52.5
	Number properties mailed	Number forms returned	Response rate	**No change**		**Mon to Sun**	
				Number	**%**	**Number**	**%**
St Georges Terrace	118	28	24%	5	18	23	82
St James Avenue	84	16	19%	5	31	11	69
St James Gardens	1	0	0%	0	0	0	0
St James Place	7	2	28.5%	2	100	0	0
St James Street[13]	309	25	8%	15	60	10	40
St James Street Mews	4	1	25%	1	100	0	0
St Johns Place	30	6	20%	3	50	3	50
Steine Gardens	31	7	22.5%	2	29	5	71
Steine Street	31	1	3%	1	100	0	0
Sutherland Road[14]	58	14	24%	10	71	4	29
Thames Close	6	0	0	0	0	0	0
Tilbury Place	25	0	0	0	0	0	0
Tillstone Street	135	8	6%	3	37.5	5	62.5
Tower Road	61	18	29.5%	9	50	9	50
Upper Bedford Street	4	2	50%	0	0	2	100
Upper Park Place	16	1	6%	1	100	0	0
Upper Rock Gardens	187	23	12%	12	52	11	48
Upper St James St[15]	176	14	8%	4	29	10	71
Wentworth Street	17	4	23.5%	1	25	3	75
West Drive	71	24	34%	11	46	13	54
White Street	39	17	43.5%	3	18	14	82
William Street	2	2	100%	1	50	1	50
Wyndham Street	23	8	25%	0	0	8	100
Total	**5488**	**975**	**18%**	**456**	**47**	**519**	**53**

Respondents were then asked for any additional comments they may have. A total of 651 comments were made and were grouped as follows:

Comment	**Number of comments**	**%**
General comments supporting proposed change to Monday to Sunday scheme	216	33
General comments not supporting proposed change	188	29
Cost and/ or availability of visitor permits	55	8.5
Not enough parking spaces	52	8
It's a money making scheme	27	4
Want hours of operation reduced	24	4
Lack of enforcement	20	3

[12] 2-7 & 115-120
[13] Including St James Court
[14] 44-61 & 1-14
[15] Including Hampshire Court

Too many disabled bays	12	2
Difficult to decide until Hanover outcome reached	10	1.5
Want hours of operation increased	10	1.5
Communal bins take up parking spaces	7	1
Insufficient disabled bays	5	0.5
Is it possible to have some of seafront as Area C?	1	0
Parking signs are confusing	1	0
Please restrict business permits on Devonshire Place	1	0
Problem with illegal use of disabled badges	1	0
Need provision for trades people	1	0
Put a time limit on council tenant visitor parking	1	0
Reduce fee if change goes through	1	0
Want disabled bays for residents not day trippers	1	0
Want a large sign to deter non-residents from parking in Southdown Mews	1	0
Would like P&D maximum of 4 hours not just 2 hours	1	0
Wants a special charge to park in other zones	1	0
Wants online registry for permits	1	0
Businesses park in residents bays	1	
Businesses permits should only work within work hours	1	0
Brighton boys club take up spaces illegally	1	0
Change bays in Albion Hill to resident	1	0
Free time for vans dropping off	1	0
Pay & display is too expensive	1	0
Overspill from local hotels is the problem	1	0
Total Comments	**645**	**100**[16]

[16] Numbers do not add up to 100 due to rounding

Demographic Information

Gender

240 people (25%) did not answer this question.

Gender	Number	%
Male	368	50
Female	369	50
Total	**737**	**100**

Age

203 people (21%) did not answer this question.

Age	Number	%
U18	1	0
18-24	31	4
25-34	112	15
35-44	141	18
45-54	161	21
55-64	143	18
65-74	85	11
75+	100	13
Total	**774**	**100**

Disability

409 people (42%) did not answer this question.

Disability	Number	%
Yes	158	28
No	410	72
Total	**568**	**100**

Ethnicity

222 people (23%) did not answer this question.

Ethnicity	Number	%
White British	651	86
White Irish	17	2
Other White Background	39	5
Indian	0	0
Pakistani	17	2
Bangladeshi	0	0
Other Asian background	2	0
White & Black Caribbean	0	0
White & Black African	0	0
White & Asian	0	0
Other mixed background	0	0
Caribbean	9	1
African	17	2
Other black background	9	1
Chinese	1	0
Other ethnic background	9	1
Don’t know	1	0
Total	**755**	**100**

St Lukes - Area U Review April-June 2010

Background

The St Luke's Area light touch scheme (Area U) was programmed for review for April 2010, running alongside a review of the existing Queens Park (Area C) scheme and a consultation for a proposed Hanover and Elm Grove residents' parking scheme.

Methodology

471 addresses in the St Luke's area were sent a letter plus a short questionnaire and a prepaid return envelope, asking whether they wanted to change to a full scheme or keep it as a light touch scheme. Reasons for changing to a full scheme were given in the accompanying letter. These were that:

- Residents in neighbouring Area C, which is also being reviewed, may chose to move to a 7 day operational scheme instead of a Monday to Saturday scheme because of parking pressures in their area.
- Residents in neighbouring Hanover and Elm Grove Areas may opt for a residents parking scheme to be implemented
- Visitors to the area – e.g. those using St Luke's swimming pool were finding it difficult to park in the current light touch scheme.

There are 8 streets in the scheme area.

195 valid forms were received giving a response rate of 41.5%.

Results

Respondents were asked to choose whether they wanted to keep the scheme as a light touch scheme, whether to change to a full scheme operating Monday to Saturday or to change to a full scheme operating Monday to Sunday.

Would you prefer?	Number	%
No change	184	94.5
Change to a full scheme (Monday to Saturday 9am to 8pm)	5	2.5
Change to a full scheme (Monday to Sunday 9am to 8pm)	6	3
Total	**195**	**100**

Results on a street by street basis were as follows:

Street (Number properties mailed/ response rate)	**No change**		**Mon to Sat**		**Mon to Sun**		**Total**
	Number	**%**	**Number**	**%**	**Number**	**%**	
Cuthbert Road (44/ 57%)	23	92	0	0	2	8	25
Dawson Terrace (38/47%)	18	100	0	0	0	0	18
Freshfield Road (114/40%)	45	98	1	2	0	0	46
Queens Park Rise (27/63%)	17	100	0	0	0	0	17
Queens Park Road (72/42%)	29	97	0	0	1	3	30
St Lukes Road (54/ 33%)	17	94.5	1	6	0	0	18
St Lukes Terrace (39/61.5%)	21	87.5	0	0	3	12.5	24
Sutherland Road (57/30%)	14	82.5	3	17.5	0	0	17
Craven Road (3/0%)	0	0	0	0	0	0	0
Total	**184**	**95**	**5**	**2**	**6**	**3**	**195**

Respondents were then asked for any additional comments they may have about the scheme. Comments were coded as follows:

Comment	**Number of responses**	**%**
The scheme is okay as it is	105	41
Don't want to pay more/ this is a money making scheme	45	18
Don't want a full parking scheme/ pay & display meters just for swimming pool	44	17
Cost and availability of visitors permits/ having to go to Hove Town Hall to collect these	11	4
I am worried about displacement from Hanover and Elm Grove scheme	10	4
Why don't we issue permits/ vouchers for swimming pool users	9	3.5
Don't want a parking scheme at all	7	3
Don't want pay & display machines at all	6	2
Want increased hours of operation but keep it as a light touch scheme	4	1.5
Want Monday to Friday scheme	3	1
If a full scheme is implemented want to be part of zone c	3	1
Add a motorcycle bay to Freshfield Road/ more motorcycle bays needed	2	1
Needs more prominent notices about parking for swimming pool	2	1
Give exemptions for city car club	1	-
Parking on pavements is a nuisance	1	-
Parking restrictions should not include bank holidays	1	-
Should allow less than one year terms at good value	1	-

Total Responses	**255**	**100**[1]

Demographic Information

Gender

43 people (22%) did not answer this question.

Gender	Number	%
Male	70	46
Female	82	54
Total	**152**	**100**

Age

42 people (22%) did not answer this question.

Age	Number	%
18-24	0	0
25-34	16	10.5
35-44	36	23.5
45-54	39	25.5
55-64	37	24
65-74	17	11
75+	8	5
Total	**153**	**100**[2]

Disability

82 people (42%) did not answer this question.

Disability	Number	%
Yes	15	13
No	98	87
Total	**113**	**100**

[1] Numbers do not add up to 100 due to rounding
[2] % do not add up to 100 due to rounding

Ethnicity

47 people (24%) did not answer this question.

Ethnicity	Number	%
White British	130	88
White Irish	2	1.5
Other White Background	11	7.5
Indian	0	0
Pakistani	0	0
Bangladeshi	0	0
Other Asian background	0	0
White & Black Caribbean	0	0
White & Black African	0	0
White & Asian	3	2
Other mixed background	0	0
Caribbean	0	0
African	1	0.5
Other black background	0	0
Chinese	1	0.5
Other ethnic background	0	0
Don’t know	0	0
Total	**148**	**100**

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 46 Brighton & Hove City Council

Subject:		**Various Changes to Controlled Parking Zones (CPZ) Order, Areas Outside of CPZ Order and Seafront Order**		
Date of Meeting:		**16 September 2010**		
Report of:		**Director of Environment**		
Contact Officer:	**Name:**	**Charles Field**	**Tel:**	**29-3329**
	E-mail:	**charles.field@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:	**All**			

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The Parking Strategy Team receives a number of requests for alterations to parking restrictions within and outside the Controlled Parking Zones. These requests are most often from residents, but can also be from businesses, Ward Councillors, or other teams within the Council such as Road Safety. After investigation, if it is decided that the request is justified then it is advertised on a Traffic Order. These amendments include the provision of safety improvements such as waiting restrictions to improve visibility at junctions and often help to improve sustainable transport, for example by providing additional motorcycle bays or improved accessibility for disabled people by installation of disabled parking bays.

1.2 This report considers the comments, support and objections received to an amendment Traffic Regulation Order, which contains proposals for overall 150 roads.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member (having taken into account of all the duly made representations and objections) approves the Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 201*, Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 201* and Brighton & Hove Seafront (Various Restrictions) Consolidation Order 2008 Amendment No.* 201* with the following amendments:

(a) The proposed disabled bay in Mile Oak Road is being withdrawn from the Traffic Order as it is no longer required by local residents. The proposed removal of the disabled bay outside 36 Sussex Square is to be withdrawn from the Traffic Order as the bay is still required by a local resident who's recent application is still being determined

(b) The proposed double yellow lines in Upper Bevendean Avenue are to be withdrawn from the Traffic Order due to reasons outlined in section 3.3.
(c) The proposed double yellow lines in Winfield Close are to be withdrawn from the Traffic Order due to reasons outline in section 3.4
(d) The operating hours of existing single yellow lines in Albion Street are to be changed from Monday to Saturday 8am to 6pm to Monday to Friday 8am to 5pm due to reasons outlined in section 3.8.
(e) The proposed double yellow lines in St Andrew's Road between Nos. 67c & Coastline Fire Protection will be reduced due to reasons out lined in section 3.9
(f) The proposed shared parking bays in Westbourne Place are to be removed from the Traffic Order due to the reasons outlined in the report under section 3.10.
(g) The proposed limited waiting bays in the Kingsway are to be removed from the Traffic Order due to reasons outlined in section 3.11.
(h) The proposed double yellow lines at the junction of Matlock Road and Tivoli Road are to be removed from the Traffic Order due to reasons outlined in section 3.12.
(i) The proposed double yellow lines and limited waiting bays in The Deneway are to be removed from the Traffic Order due to reasons outlined in section 3.13.
(j) The proposed Car Club bays in Charlotte Street, Cowper Street, Sutherland Road, Lucerne Road and Rugby Road are to be removed from the Traffic Order due to reasons outlined in section 3.14.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 This Combined Traffic Order includes proposed restrictions for over 150 roads city wide. A number of objections were received to the advertised Traffic Regulation Orders. The comments, support and objections are summarised and explained in detail in Appendix A and plans showing the proposals, which have had comments/objections are shown in Appendix B.

Objections / further comments

3.2 In particular objections and further comments were received in relation to the following proposals:

(a) Dyke Road/Hove Park Road (Hove Park) – the limit of the proposed extension to double yellow lines
(b) Upper Bevendean Avenue (Moulsecoomb & Bevendean) – proposed double yellow lines
(c) Winfield Close (Patcham) – proposed double yellow lines
(d) Dyke Road (Preston Park – Controlled Parking Zone Q) – proposed loading ban
(e) Lucerne Road (Preston Park) - proposed car club bay
(f) Rugby Road (Preston Park) – proposed car club bay
(g) Charlotte Street (Queens Park – Controlled Parking Zone C) – proposed car club bay

(h) Sutherland Road (Queens Park – Controlled Parking Zone U) – proposed car club bay
(i) Castle Street/Stone Street (Regency – Controlled Parking Zone Z) – proposed 24 hour loading ban
(j) Albion Street, Portslade (South Portslade) – proposed timed signage for existing single yellow line
(k) St Andrew's Road (South Portslade) – proposed double yellow lines
(l) Westbourne Place (Westbourne – Controlled Parking Zone R) – proposed shared parking bays
(m) Cowper Street (Westbourne – Controlled Parking Zone R) – proposed car club bay
(n) Kingsway (Wish) – proposed limited waiting bays
(o) Matlock Road/Tivoli Road (Withdean) – proposed double yellow lines
(p) The Deneway (Withdean) – proposed double yellow lines and limited waiting bays
(q) Newells Close/Balsdean Road (Woodingdean) – proposed double yellow lines

Support

3.3 Letters of support were received to Granville Road (Goldsmid – Controlled Parking Zone O – proposed motorcycle bay), Wayfield Avenue (Hangleton & Knoll – proposed double yellow lines), Crespin Way (Hollingdean & Stanmer – proposed double yellow lines), Upper Hollingdean Road (Hollingdean & Stanmer – proposed double yellow lines), Amherst Crescent (Hove Park – proposed limited waiting), Dyke Road/Hove Park Road (Hove Park – proposed extension to double yellow lines), Side Hill Drive (North Portslade – proposed double yellow lines), Eastwick Close (Patcham – proposed double yellow lines), Winfield Close (Patcham – proposed double yellow lines), Westbourne Place (Westbourne – Controlled Parking Zone R – proposed shared parking bays), Westbourne Street (Westbourne – Controlled Parking Zone R – proposed motorcycle bay), Kingsway (Wish – proposed limited waiting bays), The Deneway (Withdean – proposed double yellow lines and limited waiting bays), Farm Hill (Woodingdean – proposed double yellow lines), Newells Close/Balsdean Road (Woodingdean – proposed double yellow lines).

3.4 **Upper Bevendean Avenue** - there have been objections to the proposed no waiting at any time. This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic. There have been 11 objections from residents and some comments to reduce the proposed length of double yellow lines. Therefore, it is our intention not to proceed. It is felt that residents should come forward with their suggestions for investigation in the future and officers can meet up with residents. There were also requests for advisory signing, however the Council can only put up legal regulatory signs and this would also add to street clutter.

3.5 **Winfield Close** - there have been objections to the proposed no waiting at any time. This was requested by a resident as cars park in the turning area making it difficult to manoeuvre a vehicle especially emergency and city clean vehicles.

However following consultation 4 residents were concerned about parking for visitors etc, therefore we are not proposing to proceed with this.

3.6 **Dyke Road** - there has been an objection to the proposed loading ban Monday to Friday 8am to 9am and 3pm to 6pm. This was requested by the Road Safety Team to prevent obstruction to the road and footpath at peak hours. Following consultation there was a request from a resident to change the times to Monday to Friday 8.30am to 9.30am and 2.30pm to 4pm. Unfortunately the requested change in times is not suitable as the times do not reflect the hours that the school operates. Therefore we are seeking to proceed with the original proposal.

3.7 **Lucerne Road, Rugby Road, Charlotte Street, Sutherland Road and Cowper Street** - there have been objections to all these proposed car club bays due to the loss of parking for residents. Therefore, it is proposed not to proceed with these Car Club bays.

3.8 **Castle Street and Stone Street** - there has been an objection to the proposed 24 hour loading ban. This was requested by a resident and included a 14 signature petition from other residents in the area. The reasons are to reduce the disruptive early morning noise and to reduce congestion around this area and facilitate easy exit from commercial traffic on this busy one way thoroughfare at all times. This was supported by a Ward Councillor and requested via a petition presented by a Ward Councillor at a previous Cabinet Member Meeting. The current restriction is 9am to 6pm Monday to Saturday. Following consultation an objection was received that a loading ban for 24 hours was too excessive as there is already a current loading ban in force during business hours. However, due to the support from a Ward Councillor and the petition from residents it is proposed to proceed with this.

3.9 **Albion Street, Portslade** - There have been 2 objections to the operating hours of the existing single yellow lines. The single yellow lines have been marked on the road since 1989 but there is no signage showing the time restrictions which means this has been unenforceable. The restriction was, therefore, advertised in the Traffic Order to allow people a chance to comment on the times of enforcement before a sign was erected. The original restrictions for these single yellow lines are Monday to Saturday 8 am to 6pm. However, following the objections (to Saturday and evening restrictions), we are proposing an amendment to Monday to Friday 8am to 5pm. This has been supported by a Ward Councillor.

3.10 **St Andrew's Road, Portslade** - there has been an objection to the proposed double yellow lines. There are 2 sections of double yellow lines in close proximity. 1 set of double yellow lines was requested by a local business as the access is sometimes blocked and they do use their access 24hours a day. This section covers their entrance and a gateway next door. The other set of double yellow lines were requested by a Ward Councillor to cover the entrance to a car park at the rear of the old police station, where there are 7 garages. Following consultation 1 objection mentioned that the gateway is disused, therefore, we are proposing to reduce the length of the double yellow lines to cover the access for the local business and not the disused gateway.

3.11 **Westbourne Place** - there has been 1 objection and 1 support to the proposed shared parking bays. These were requested by a resident as there are double yellow lines outside No.43 Westbourne Place, which was previously a garage. These lines could now be converted to shared parking bays as vehicles would not be obstructing an entrance. Following consultation an objection was received stating that as the building aligns to the road without the benefit of a pavement there would be a reduction in light to the property, possible structural damage by vehicles opening their doors and ventilation issues. Following problems with enforcement, officers have been on site to observe the shared parking bays, many of these were empty. Therefore it was felt that we should not proceed with this proposal and continue to monitor the situation.

3.12 **Kingsway** - there has been 1 letter of support and a 32 signature petition objecting to the proposed limited waiting. This was originally requested by a resident with a 27 signature petition in September 2008 and then requested by a local business at the beginning of this year. There have been many motorhomes/carvans, numerous business vans and vehicles for sale parked for weeks and months at a time. This prevents residents and visitors from parking and limited waiting would solve this problem. Following consultation the Council received the 32 signature petition, therefore, we are recommending not to proceed with this proposal. There are also concerns from officers regarding displacement and this issue should be considered by a wider review of the area.

3.13 **Matlock Road and Tivoli Road** - there have been objections to the proposed double yellow lines at this junction. This was requested by a Ward Councillor and resident as vehicles park on this bend. Following consultation and 9 objections received it is felt there is not sufficient support to proceed, however, we will continue to monitor this stretch of road.

3.14 **The Deneway** - there have been 3 letters of support and a 9 signature petition objecting to the proposed double yellow lines and limited waiting. This was requested by 2 residents and 2 Ward Councillors as vehicles are not only parking along the grass verge but are parking on the other side of the road so making it single line traffic which causes a danger when passing parked cars. Following consultation we received a 9 signature petition from residents and businesses on The Deneway with concerns. It is recommended not to proceed with the proposal, but officers will meet with residents and businesses to discuss this further.

3.15 **Newells Close and Balsdean Road** - there has been 1 letter of support and 1 objection to the proposed double yellow lines at this junction. These were requested as there is a problem with vehicles parked close to the junction. When exiting Newells Close they are unable to see any traffic in either direction on Balsdean Road. Following consultation we received 1 objection from a resident via their Ward Councillor that the proposed double yellow lines, if installed, would create a different parking pattern that could well lead to a danger spot for motorists. The double yellow lines proposed are 10 metres either side of the junction, which is a guideline in the Highway Code. Following discussions with the Ward Councillors it was agreed to reduce the length of one section of the

double yellow lines on Balsdean Road to five metres. This would keep the restrictions on the junction but allow parking further down Balsdean Road. Therefore it is proposed to proceed with this amendment and if the parking patterns change then this could be monitored.

4. CONSULTATION

4.1 The Traffic Regulation Order was advertised between 17 June 2010 and 9 July 2010.

4.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.

4.3 Notices were also put on street for the 17 June 2010, these comprised of the notice as well as a plan showing the proposal and the reasons for it. The notice was also published in The Argus newspaper on the 17 June 2010. Detailed plans and the order were available to view at Hove Library, Jubilee Library and at the City Direct Offices at Bartholomew House and Hove Town Hall.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial implications:

5.1 The full cost of advertising the order and having the lining and signing amended will be covered from the existing traffic revenue budget.

Finance officer consulted: Karen Brookshaw Date: 12/08/10

Legal Implications:

5.2 Before making Traffic Orders, the council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the council must take include notifying objectors and putting in place the necessary traffic signs.

5.3 Relevant Human Rights Act rights to which the council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.There are no human rights implications to draw to Members' attention at this stage.

Lawyer consulted: Carl Hearsum Date: 12/08/10

Equalities Implications:

5.4 The proposed measures will be of benefit to many residents, pedestrians and road users.

Sustainability Implications:

5.5 The new motorcycle bays will encourage more sustainable methods of transport.

Crime & Disorder Implications:

5.6 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

5.7 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

5.8 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 For the majority of the proposals the only alternative option is doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that these proposals do proceed for the reasons outlined in Appendix A and within the report.

6.2 For the proposals outlined as being removed from the order in the recommendations the only alternative option is taking these forward. However, it is recommended that these proposals are withdrawn for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To seek approval of the Traffic Order with amendments after taking into consideration of the duly made representations and objections.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – summary of representations received

2. Appendix B - Plans showing the proposals

Documents in Members' Rooms

None

Background Documents

None

Who	Road / Ward	Object / Support	Contents	Officer Comments/Recommendations
Resident	Goldsmid	Support	Proposed Motorcycle Bay in Granville Road - Give full support for the plans to go ahead	
Resident	Hangleton & Knoll	Support	Double Yellow Lines in Wayfield Avenue - Support the proposal for double yellow lines.	
Resident	Hangleton & Knoll	Support	Double Yellow Lines in Wayfield Avenue - Welcome the double yellow lines as it will improve safety.	
Resident	Hollingdean & Stanmer	Support	Double Yellow lines in Crespin Way - Support the proposal.	
Resident	Hollingdean & Stanmer	Support	Proposed Extension to Double yellow lines in Upper Hollingdean Road - Support the proposal.	
Resident	Hove Park	Support	Limited Waiting in Amherst Crescent - The 2 hour limited parking bays will be most helpful enabling resident's access in and out of their properties.	
Resident	Hove Park	Support	Extension of Double Yellow Lines in Dyke Road at the Junction with Hove Park Road - Completely endorse the proposed parking restriction changes.	

Resident	Hove Park	Object	Extension of Double Yellow Lines in Dyke Road at the Junction with Hove Park Road - Object as the proposed extension is not nearly long enough. It should extend as far as the nearby bus stop road marking.	Double yellow lines – These were requested by a resident as turning right onto Dyke Road from Hove Park Road it is very difficult to see oncoming traffic. There are double yellow lines on this corner but vehicles are parking between where they end and the first driveway starts. This makes visibility very difficult and therefore dangerous at this busy junction.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue - Have discussed the matter with nearly all of the residents of Upper Bevendean Avenue. At least 80% are opposed to any double yellow lines here, a few thought putting them on one side of the road might be a good idea. All the residents were against the lines being placed on both sides of the road. Understand that the lines are proposed because of a few incidents where a car had parked in such a way that the larger buses could not get through. Spoke to the policeman at the time and told him that when it had happened before that it was in the same place. Fear he took the comment too literally, and that is why the lines are planned in one specific place, had meant that it happens in the same general area around the middle of Upper Bevendean Avenue. It is rare for such a problem to happen, because the local residents know that this is a bus route, park accordingly and the person that parked causing the problem was a visitor and	Double yellow lines – These were requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.

			was obviously unaware that buses used this route. None of the local residents recognised the car at the time. Some small signs on the lamp posts saying "BUS ROUTE - PLEASE PARK CONSIDERATELY" may help. Think that added yellow lines would most likely just move such situations to another part of the road, and with less parking spaces available, make a repeat of this even more likely to happen as people struggle to find a space.	
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue – Have noticed that double yellow lines are being planned in Upper Bevendean Avenue. If this is the case is there a plan to convert the top part of the green into a car park, so that residents will have somewhere to park. If not, are cars expected to park on the grass verge. If lines are put in this will mean that residents may not be able to park. Why not build a road down from Falmer Road through Bevendean Farm. Then the bus could go out to the University and come back down through Bevendean Estate, this would also benefit emergency services as there would then be an alternative way into Bevendean should the bottom road be blocked.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue - Strong objection to the proposed double yellow lines in Upper Bevendean Avenue. There are already very few parking spaces, and reducing the number is likely to cause more bad parking in other parts of the road. This will create more congestion to buses and emergency vehicles. All the residents' attention has been drawn to this problem, and great care will be taken to avoid obstruction in future.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow

			Please put this plan on hold for a year to give residents and visitors the chance to show that obstructions can be avoided.	of traffic.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue - Aware of the proposal to install double yellow lines. This would cause vehicle owners to park badly elsewhere in the Avenue thus causing more congestion.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue - Support yellow lines in Upper Bevendean Avenue but not in the proposed position. Double yellow lines would be better placed all the way up Upper Bevendean Avenue (on the right hand side). Believe this would be better then the proposal, which would not solve the problem but possibly still allow the same problem to occur.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.
Resident	Moulsecoomb & Bevendean	Comment	Double yellow lines in Upper Bevendean Avenue - If this proposal does go ahead would you consider also putting notices up not to park on the grass verge. The buses do have a job getting by when some people just don't know how to park. Should just have parking one side of the road.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow

				of traffic.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue - Object to the proposed double yellow lines, as spaces are already in short supply and reducing them will just force people to park in other areas and cause even more problems than the existing issues.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue - Strongly object to the proposed double yellow lines. There are very few parking places already and reducing the number is likely to cause more bad parking in other parts of the road. This will cause more blocking for buses and emergency vehicles. Resident's attention has been drawn to this problem and great care will be taken to avoid an obstruction in the future, Please could this plan be put on hold for a year. Not only will this save money, but also give residents and visitors the chance to show that obstructions can be avoided.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.
Resident	Moulsecoomb & Bevendean	Comment	Double yellow lines in Upper Bevendean Avenue - Aware that there is a big problem in the road as it is a bus route and have selfish drivers who feel that it is their right to park outside their property at any cost. Concerned that with double yellow lines the offenders will just park on the grass.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in

				turn causes a disruption to the flow of traffic.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue -Object to the proposal. Parking is in short supply. If the proposal is allowed to go ahead concerned that people will park on the grass verges. Put the proposal on hold for a while and assess the situation.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.
Resident	Moulsecoomb & Bevendean	Object	Double yellow lines in Upper Bevendean Avenue - Object to the proposed double yellow lines. There is little enough parking on the estate for residents and visitors as it is. This would cause major problems with illegal parking on designated spots. It is ludicrous for the Council to think that double yellow lines anywhere on the estate are a good idea. Feel as a community that reducing the spaces currently available will more than likely cause more people to park badly in other parts of the one-way system and cause a problem where buses cannot get through. Aware this has been a problem and take great care not to park in a way that can cause problems. Also visitors are informed that this is a bus route, so they may park accordingly. Would ask at the very least that the proposals to paint the line are put on hold for another year so that residents may take the necessary provisions to ensure adequate parking in the street and reassess the situation then.	Double yellow lines – This was requested by a PCSO in the area as there were a number of complaints from residents whereby the design of the road is affecting buses, especially when cars are parked in this location, which in turn causes a disruption to the flow of traffic.

Resident	North Portslade	Support	Double yellow lines in Sidehill Drive - Support the proposed yellow lines to help identify the wheelchair access to the South Downs.	
Resident	North Portslade	Support	Double yellow lines in Sidehill Drive - Support the proposed yellow lines to disabled access to the playing field.	
Resident	Patcham	Support	Double Yellow Lines in Eastwick Close - Welcome the fact that double yellow lines are being considered in this Close.	
Resident	Patcham	Support	Double Yellow Lines in Eastwick Close - Agrees to the proposal for double yellow lines around the Close. Often experience difficulties accessing or leaving due to badly parked vehicles. On most days pavement parking means that children and other pedestrians have to walk in the road, which is very unsafe.	
Resident	Patcham	Support	Double Yellow Lines in Eastwick Close - Fully supporting the proposals for double yellow lines. The biggest problem is Patcham Nursing Home with their deliveries, unloading taxis and numbers of other vehicles.	
Resident	Patcham	Support	Double Yellow Lines in Eastwick Close - Consider the introduction of double yellow lines in Eastwick Close to be an extremely positive action from more then one perspective. At present concerned about the following health and safety issues arising from inconsiderate parking: 1) Parking on the pavement forcing pedestrians into the road. 2) Forcing vehicles to travel the wrong side of a narrow road thereby risking collision with vehicles. 3) Denying access to emergency service vehicles.	

Resident	Patcham	Support	Double Yellow Lines in Eastwick Close – 100% in favour of the double yellow lines for Eastwick Close. As a single road with a narrow pavement to one side only, feel these should have been in place well before now. It is probable that the nursing home will raise objections to the proposed restrictions because their visitors will find it inconvenient, but by their own actions they have limited their own parking facilities, bit by bit due to continuous expansion of their building. Fire engines would find it most difficult to reach their destination with some of the parking experienced here. Forced to walk on the road as vehicles obstruct the pavement.	
Resident	Patcham	Object	Double Yellow Lines in Winfield Close - At no time has there been a problem with the occasional parking of cars in the double turning bay and feel it would be a waste of Council money if the proposal to paint yellow lines on practically all of one side of the close were put in place.	Double yellow lines – This was requested by a resident as cars park in the turning area making it difficult to manoeuvre a vehicle especially emergency and city clean vehicles.
Resident	Patcham	Object	Double Yellow Lines in Winfield Close - Totally opposed to the line being provided. Visitors park in the parking bay in question, which is suitable for 2 cars. Overnight a car may park in this bay, this has happened about 20 times, the rest of the time the bay is 99% free.	Double yellow lines – This was requested by a resident as cars park in the turning area making it difficult to manoeuvre a vehicle especially emergency and city clean vehicles.
Resident	Patcham	Object	Double Yellow Lines in Winfield Close - Object to the double yellow lines proposed for Winfield Close. Aware it is a turning bay and people do park occasionally, but due to yellow lines put in about a year ago parking is already very restricted for people's visitors. Know of no problems	Double yellow lines – This was requested by a resident as cars park in the turning area making it difficult to manoeuvre a vehicle especially emergency and city

			caused by people parking in the bay when no other parking space is available.	clean vehicles.
Resident	Patcham	Support	Double Yellow Lines in Winfield Close - Very much in favour of yellow lines for the following reasons: - In the last 3 months an ambulance has been called to the close on 6 occasions. In all instances they have been unable to turn to exit as the bay has been blocked, and they have to reverse with great difficulty. This is not acceptable. On another occasion a fire engine was called to the close and had to park in the avenue below as it could not gain access. Fortunately this was not an emergency, but the Fire Officer did comment that the cars should not be parked in the bay.	
Resident	Patcham	Object	Double yellow lines in Winfield Close - Object to the double yellow lines proposed for Winfield Close. The lines would mean that any visitors/family/guests would have no where else to park. 99% of the time the area has no vehicles parked there and when there are vehicles there they are usually only there for a short period of time and can easily be asked to move.	Double yellow lines – This was requested by a resident as cars park in the turning area making it difficult to manoeuvre a vehicle especially emergency and city clean vehicles.
Resident	Preston	Object	Loading Ban in Dyke Road - Noticed a posting in the street regarding loading restrictions between 178 and 188 Dyke Road. At present it is double yellow lines with free loading. The plan is to place a blanket ban on loading. Appreciate that some restriction needs to be in place to stop parents abusing the provision when dropping off and collecting their children from Windlesham School. However, the facility of loading is essential to the residents, in particularly the elderly who rely on outside	Loading Ban – This was requested by the Road Safety Team to prevent obstruction to road and footpath at peak hours.

			help. Could the loading ban please be changed to restrict loading please. Would suggest no loading between 08:30 and 09:30 and again at 14:30 and 16:00 Monday to Friday during term time only.	
Resident	Preston Park	Object	Car Club Bay in Lucerne Road - Object to the proposal for the following reasons: 1) Everyone in this section of Lucerne Road already has a car and so has no use for a city car. 2) Already have a city car a few yards away in Chester Terrace, which is rarely used and cannot see the point in having another one.	
Resident	Preston Park	Object	Car Club Bay in Rugby Road - Object strongly for the following reasons. 1) Residents of Rugby Road have not been consulted on this matter or requested the bay. 2) Car Club facilities are normally located close to high density housing whereas this is an area of relatively low density housing. 3) Spaces in this area were reduced some years ago as the entrance into Rugby Road from Stanford Avenue was narrowed. 4) Parking in this area is for both residents in Rugby Road and Stanford Avenue. 5) Pressure on parking spaces in this area during the day has increased due to implementation of parking schemes in Dyke Road Drive and Preston Park Avenue where there are now large numbers of empty spaces during the controlled period. 6) Pressure on parking spaces in this area will increase considerably when the resident's parking scheme is implemented south of the railway line. On these grounds this proposal is highly inappropriate. It would be more appropriate in one of the two areas mentioned above where, as a result of the local	

			authority's actions, there are generally large numbers of vacant parking spaces.	
Resident	Preston Park	Object	Car Club Bay in Rugby Road - Strongly object to the proposed car club parking space in Rugby Road on the following grounds: 1) The Residents have not been consulted on this matter. A small sign at the bottom of the road stuck to a lamp post does not constitute a consultation. 2) Car club facilities are normally located close to high density housing. 3) Pressure on parking spaces in this area during the day has increased due to implementation of parking schemes in Dyke Road Drive and Preston Park Avenue where there are now large numbers of empty spaces during the controlled period. 4) Pressure on parking spaces in this area will increase considerably when the resident's parking scheme is implemented south of the railway line. On these grounds this proposal is highly inappropriate. It would be more appropriate in one of the two areas mentioned above where, as a result of the local authority's actions, there are generally large numbers of vacant parking spaces.	
Resident	Preston Park	Object	Car Club Bay in Rugby Road - Object to the proposed designation of car club bay on the following grounds: 1) The space is in a residential road with few multi occupancy properties. Residents of such properties make up the majority of car club users. It is highly likely that the number of car club users in Rugby Road is minimal which makes the proposed location inappropriate. 2) Pressure of car parking spaces in this area during the day has been considerably increased recently due to the	

			implementation of a residents parking scheme in Preston Park Avenue. 3) Pressure on car parking spaces in this area is expected to increase considerably if the CPZ south of the railway line goes ahead. The car club space should be located at the top end of the taxi rank in Stanford Avenue.	
Resident	Queens Park (Controlled Parking Zone C)	Object	Car Club Bay in Charlotte Street - Strongly object to the loss of yet another residents parking bay in Charlotte Street. There are already 2 disabled bays in Charlotte Street (one of which is of disproportionate length) which remain unused for much of the day, and taking a third bay for more part time use will impact on both resident's and visitor's ability to park. Have noted that the 'car club' bay recently introduced in Wyndham Street is little used. Surely the council can ensure a 'car club' vehicle has the ability to park in a residents bay without recourse to removing yet another bay from a very busy street. These 'car club' bays should be located further away from the already congested seafront and sited in pay and display bays where the parking is more transitory and not such an impact on residents' amenities.	
Resident	Queens Park (Controlled Parking Zone U)	Object	Car Club Bay in Sutherland Road - Object on the grounds there is a current Parking Review and putting a Car Club bay there pre-empts the outcome of that review. Also there is no evidence or need for such a bay either there or elsewhere in the vicinity.	
Resident	Regency (Controlling Park Zone Z)	Object	Loading Ban in Castle Street & Stone Street - Object to the proposed changes. Reasons are as follows: 1) A 24 hour 'no loading' restriction is excessive, and will greatly	24 hour Loading Ban –This was requested by a resident and a petition (14 Signatures) from other

			inconvenience residents of that portion of Castle Street. A resident of that portion of Castle Street would be liable to a Penalty Charge Notice for doing something as innocent as stopping outside their front door to unload shopping or luggage at any time of the night - an act which would likely inconvenience no-one and not cause an obstruction at such a late hour. 2) A 24-hour hour no loading restriction would also be pointless because it would be unenforceable over 24 hours, as B&HCC enforcement officers do not patrol after 23:30. 3) The obstruction to the road and the noise and disturbance caused to residents by loading vehicles is in very large part due to COMMERCIAL vehicles, loading during business hours. There are ALREADY loading restrictions in force pertaining to business hours and these are not being enforced.	residents in the area. The reasons are to reduce the disruptive early morning noise and to reduce congestion around this area and facilitate easy egress from commercial traffic on this busy one-way thoroughfare at all times.

Resident	South Portslade	Object	Single Yellow lines in Albion Street, Portslade - Object to the restrictions on Saturdays and the times. Saturday is a day when most people in the street do not work. The space where the single yellow lines are take away parking space for a few cars. If the restrictions included Saturdays it would mean that people who park their car on the single yellow lines on Friday night and do not work the next day would have to remember to move their car at 8 am, and find another space. Some nearby businesses are open on Saturdays and use Albion Street to park their cars/vans and so do their customers. If they can't use the space where single yellow lines are, it means that they would use other spaces in the street, hence depriving the residents of those spaces. Consequently this would put pressure on neighbouring streets, like St Andrews Road where parking can be a problem as it is. Would also like to object to the time of 6 pm. For people finishing at or about 5 pm, this means that they wouldn't be able to come back home and park in the street, at least not before 6 pm. We think that a more realistic time is 5 pm.	Single Yellow lines - The single yellow lines are already on the ground, but there is no signage showing the time restrictions for them. Also the descriptions are being amended on the traffic order. So there will be no new markings only new signage.

Resident	South Portslade	Object	Single Yellow lines in Albion Street, Portslade - The yellow lines have been in place for a long time and have never seen anyone disregarding or parking on them during working hours. They are sometimes used at weekends when none of the businesses are operating. The residents of Albion Street have a good relationship with the businesses and it's in everyone's interest to keep it that way. Also aware of the need to keep the street clear so that vehicles can pass freely down it. The system works well as it is. Can see no need to bring in enforcement measures in the form of the time plate signs and would suggest that it is left the way it is at present. This would also mean that the traffic wardens can be used in areas where enforcement of parking restrictions is more necessary.	Single Yellow lines - The single yellow lines are already on the ground, but there is no signage showing the time restrictions for them. Also the descriptions are being amended on the traffic order. So there will be no new markings only new signage.
Ward Councillor	South Portslade	Comment	Double Yellow lines between No.s 67c & Fire business, St Andrew's Road - Felt to be unnecessary, as that access is hardly ever used and the gate is permanently locked.	Double yellow lines – This was requested by a local business as the access is sometimes blocked and they do use their access 24 hours a day. (We could consider reducing the double yellow lines to just cover the access to the fire business)

Resident	South Portslade	Object	Double Yellow lines in St Andrew's Road - Object to the proposed double yellow lines. Have serious concerns over the proposal due to the already problematic parking issues in the road. It is sometimes necessary to park two or more streets away and therefore introducing further no parking areas will magnify this problem for all residents in the street and surrounding area. Why is it necessary to put double yellow lines over a disused gateway?	Double yellow lines - One set of the double yellow lines were requested by a local business as the access is sometimes blocked and they do use their access 24 hours a day. (We could consider reducing the double yellow lines to just cover the access to the fire business and not the disused gateway). The other set of double yellow lines were requested by a Ward Councillor to cover the entrance to the car park at the rear of the old police station, where there are 7 garages.
Ward Councillor	South Portslade	Comment	Double yellow line at Junction of Shelldale Crescent/Shelldale Avenue - Prohibiting parking on the corners at Shelldale Crescent could lead to parking problems on the opposite side of the road.	Double yellow lines – This was requested by a resident via Celia Barlow MP as cars park right on the corner of the two roads, subsequently blocking the view for both drivers and pedestrians.
Resident	Westbourne (Controlled Parking Zone R)	Support	Double yellow lines Changed to Shared Parking Bays in Westbourne Place - In favour of the change.	
Resident	Westbourne (Controlled Parking Zone R)	Object	Double yellow lines Changed to Shared Parking Bays in Westbourne Place - Object to the intention to change double yellow lines outside No.43 Westbourne Place. The building aligns to the road without the benefit of a	Shared Parking Bays – This was requested by a resident as there were double yellow lines outside No.43 Westbourne Place, which

			pavement and there is substantial fenestration on the elevation affected, there will be reduction in light to the property, there will be nuisance to the occupier and the risk of danger if not to the structure but certainly to the decorations as a result. The windows are fenestrated to bedrooms and living quarters that need ventilation, with these open the proximity of parking vehicles will cause a nuisance. Anybody trying to leave the vehicle on the passenger side because of the width of the road will open the door on the painted elevation and damage/mark it accordingly.	was previously a garage. These lines could now be converted to shared parking bays as vehicles would not be obstructing an entrance.
Resident	Westbourne (Controlled Parking Zone R)	Support	Relocation of Motorcycle Bay in Westbourne Street - Pleased that notice has been taken.	
Resident	Westbourne (Controlled Parking Zone R)	Object	Car Club Bay in Cowper Street - Object to the proposal on the following grounds: 1) Parking is hard enough as it is without a space being removed for a car club. Considering each car owner has to pay over £100 for the privilege of parking down their own street not happy at the prospect of there being one less bay for public use. 2) The western part of Cowper Street generally has more free spaces in the evening. Has consideration been given to utilising one of these bays instead. 3) Not thrilled at the prospect of strangers coming and going at all hours.	Car Club Bay – This will improve the amenities of the area by enabling residents to enjoy the benefits of car ownership without incurring any of the costs and difficulties. Car Clubs reduce the need for personal transport and contribute towards reducing congestion.
Resident	Westbourne (Controlled Parking Zone R)	Object	Car Club Bay in Cowper Street - Object to the proposed Car Club bay. Already have difficulty finding a space in the street and one less space will exacerbate the problem. In favour of the environmental gains of City Car	Car Club Bay – This will improve the amenities of the area by enabling residents to enjoy the benefits of car ownership without

			Club but perhaps this could be relocated to a quieter street for example Montgomery or Byron Street, which often have free spaces.	incurring any of the costs and difficulties. Car Clubs reduce the need for personal transport and contribute towards reducing congestion.
Resident	Wish	Support	Limited Waiting in the Kingsway - Agree with the new proposed limited parking. Think the 2 hour waiting limit is ideal.	
Petition (32 Signatures)	Wish	Object	Limited Waiting in the Kingsway - Object to proposed 2 hours parking restriction for the following reasons: 1) It will affect local businesses. 2) The Kingsway is one of the few places left that you can park for free. 3) Would be detrimental to businesses. 4) 4 hours parking restriction would be more suitable to local area.	Limited Waiting – This was originally requested by a resident with a petition (27 Signatures) in September 2008 and then requested by a local business at the beginning of this year. There have been many motorhomes/carvans parked for months and also numerous business vans, plus several vehicles for sale parked for weeks at a time, so residents and visitors are unable to park. Limited waiting would solve this problem.

Resident	Withdean	Object	Double yellow lines at Junction of Matlock Road/Tivoli Road - Formally object to the proposed double yellow line introduction on the corner section of road between Matlock Road and Tivoli Road. Safety is the reason given for the introduction of these double yellow lines and yet in the 5 years there has never been an accident on the road. The real problem is part of a wider Council policy to create a parking problem in the area so that it gives an opportunity to introduce parking permits and paid parking on those roads. About one year ago a parking permit (and pay and display) scheme was introduced to Woodside Avenue and Hampstead Road (by Preston Park railway station) which has been an outright failure. Very few people whether local residents or commuters are parking in those roads but are parking on the surrounding streets that do not cost them any money. Consequently many of the families on Matlock Road and the surrounding streets are now unable to park close to their properties. There has been a noticeable increase in the introduction of unnecessary double yellow lines (adding to the parking problem) in the surrounding streets and also an increase in the number of traffic wardens issuing parking tickets.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.

Resident	Withdean	Object	Double Yellow lines at Junction of Matlock Road/Tivoli Road – Have noticed the proposal from the Council for double yellow lines and feel compelled to contact with the view to not laying these lines. Parking in the Tivoli, Matlock area is at a premium at the best of times especially since the new parking restrictions in the Preston Park station have been introduced. By laying double yellow lines the resident will be deprived of seven or eight parking spaces, which means that those vehicles will then end up being parked elsewhere causing further misery for the already struggling residents. It maybe that the Council could reconsider its stand point on the amount that commuters have to pay near Preston Park Station. The pay and display is virtually empty most days because they won't pay the amount wanted. If the thought was that these yellow lines were needed for safety reasons, be assured to our knowledge there has never been an accident caused by parking on that side of the road.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.
Resident	Withdean	Object	Double yellow lines at Junction of Matlock Road/Tivoli Road – Formally object to the introduction of double yellow lines on the corner of Matlock and Tivoli Road. The parking problem needs to be solved with a proper residents parking scheme. But the additional issue of excessive speed needs to be addressed by effective traffic calming measures. Simply “clearing" the road through double yellow lines will simply increase speeds.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.

Resident	Withdean	Object	Double yellow lines at Junction of Matlock Road/Tivoli Road - Object to the imposition of the new proposal. Whilst this junction is somewhat difficult for cars to navigate, the existing speed limit and signage is sufficient to ensure the safety of both car drivers and pedestrians. The proposed measures would lead such drivers to believe that they can take the corner at high speeds and therefore increase the risk of injury to pedestrians and residents. The parking situation following the development of Parking Zone A remains very difficult. The proposal to further restrict parking opportunities in the immediate area can only serve to again negatively affect the local population.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.

Resident	Withdean	Object	Double yellow lines at junction of Matlock Road/Tivoli Road - Object to the proposal. Instead would like the Council to put such plans on hold and undertake a consultation on a much wider review of traffic safety. Many families with children live in these streets and as the gardens tend to be small many children play outside on the pavement. Whilst they should not play on the road they should have the right to play freely on the pavement without cars racing past at high speed and posing a threat at rush hour. The Council should consider the following calming measures: 1) A more modern sign with something like "SLOW DOWN - DANGEROUS BEND". 2) Signs to show Children Playing 3) Vertical signs to remind drivers of the speed limit. 4) Speed bumps. The current proposal for double yellow lines is flawed: 1) To try to address the traffic safety problem, caused by cars speeding, through a parking measure is old fashioned. 2) If the proposal goes ahead then it will allow cars to go even faster. 3) By putting in such long double yellow lines this will end up penalising the residents by reducing the parking spaces.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.

Resident	Withdean	Object	Double yellow lines at junction of Matlock Road/Tivoli Road - Object to the proposed double yellow lines. Appreciate the Council's argument that this might make it safer for pedestrians, but the extent of the double yellow lines would mean the loss of about 5 parking places. Already beleaguered by an impossible parking situation caused by recent instigation of parking restrictions all around these 2 roads. Fear the problem of double parking will only get worse, thus causing obstructions to motorists and pedestrians alike. There are several families with young children living in these roads and it would be far better to introduce traffic calming devices such as speed bumps. The parking situation in Matlock Road has become untenable where it never used to be before the parking restrictions were introduced in surrounding roads.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.

Resident	Withdean	Object	Double yellow lines at junction of Matlock Road/Tivoli Road - Object to the proposed double yellow lines. The grounds for objecting are that they will make the roads more and not less dangerous. The proposed lines will eliminate 4 parking spaces in 2 streets where it is always difficult and often impossible to park, because of the introduction of residents parking in nearby streets. Already residents are often forced to double park in order to unload cars when there are no parking spaces. This will obviously get worse and lead to more obstruction in the road than at present. It would make the road more dangerous to introduce any double yellow lines where proposed but if there is a determination to do so then it should only be on the actual corner thus only eliminating 1 parking space. Would suggest that the roads would be safer and the Council would make some much needed money if residents parking were introduced in these roads.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.

Resident	Withdean	Object	Double yellow lines at junction of Matlock Road/Tivoli Road - Would like to request that the Council re-visit the issue of residents parking in Tivoli Road. When first canvassing residents about the issue of residents parking there were neither double yellow lines along Tivoli Crescent North, nor any parking restrictions in Tivoli Road at all. The proposal to introduce double yellow lines in Tivoli Road , in addition to those now in place in Tivoli Crescent North, places parking pressures on the area, which were simply not there before. Also when consulting residents about the residents parking it was not made clear that the parking restrictions for the zone would be from 8am to 8pm not 12 pm to 2pm to cover the core lunchtime period as in the original Preston Park parking Zone. On this basis the residents were asked to make a decision based on a completely different set of facts and the Council failed to give the true picture.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.

Resident	Withdean	Object	Double yellow lines at Junction of Matlock Road/Tivoli Road - Object against the plans to paint double yellow lines on the corner in Matlock Road. At no point has there been an accident or incident at this corner. Think that someone has decided that the left hand lane (travelling north) is a little narrow at this point and agree with this, but if they look carefully the white central line hasn't been painted in the centre of the road. There is loads of room to move the line to the right and make this corner a lot smoother. Believe that by yellow lining this corner it will encourage people to take the corner faster then the 40mph some drivers already do. There have been quite a few accidents elsewhere on the road over the years all involving speed. Only last winter five cars were written off due to cars travelling too fast down Maldon or Tivoli hills. Would it not make sense to yellow line those areas to stop this happening again. Double yellow lines on Matlock Road would not be a good idea as there is a massive parking problem at the moment.	Double yellow lines – This was requested by a Ward Councillor and a resident as vehicles park on this bend.
Resident	Withdean	Support	Double yellow lines and Limited Waiting in The Deneway - Very pleased that you are going ahead with the proposal as it is extremely dangerous.	
Resident	Withdean	Support	Double yellow lines and Limited Waiting in The Deneway - In full support of the proposal, the parking on The Deneway has been dangerous for some time and this proposal will ensure it is a safe route once more.	

Resident	Withdean	Support	Double yellow lines and Limited Waiting in The Deneway - Very pleased to read of the proposed parking restrictions for the Deneway. The double yellow lines are very much needed, as the parking in this road obstructs traffic and makes driving onto and off the main road very dangerous.	
Petition (9 Signatures)	Withdean	Object	Double yellow line and Limited Waiting in The Deneway - Resident of the street would like to be given the opportunity to discuss and help with suggestions for the proposed parking restrictions in The Deneway. Well aware of the problems with parking and the obstruction this sometimes causes. The proposed plans are totally unsuitable for the residents of the road and for the people who work there during the day. The limited parking bays are totally inadequate given the number of vehicles in the street. The proposals would force many vehicles to over populate other roads. If unable to park outside homes or businesses where should they park.	Double yellow lines – This was requested by 2 residents and a Ward Councillor as vehicles are not only parking all along the grass verge but are parking on the other side of the road so making it single line traffic which makes it dangerous to pass the parked cars. Limited waiting – This was requested by a Ward Councillor as there is double parking and also on the verges, as there is a busy vets in the road and the lay-bys should be for visitors not for a stationary vehicle.
Resident	Woodingdean	Support	Double yellow lines in Farm Hill - Wholly in favour of these changes.	

Ward Councillor	Woodingdean	Object	Double Yellow lines at Junction of Newells Close and Balsdean Road - Received complaints from residents that these proposed yellow lines, if installed, would create a different parking pattern that could well lead to a danger spot for motorists. Cannot possibly carry out works that would increase risks to motorists so suggest that this scheme is put on hold.	Double Yellow lines – This was requested by Ward Councillor as there is a problem with vehicles being parked so close to the junction when exiting Newells Close they are unable to see if any traffic is coming in either direction on Balsdean Road.
Ward Councillor	Woodingdean	Support	Double Yellow lines at Junction of Newells Close and Balsdean Road – Would like this proposal to go ahead.	
Remove from ordered as resident has requested application form to apply for the disabled bay in Sussex Square				
Remove the Mile Oak Road Proposed Disabled bay from the order as resident no longer requires the bay.				

SOUTH PORTSLADE



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

ALBION STREET, PORTSLADE

KEY:- ***** PROPOSED SINGLE YELLOW LINE MONDAY TO SATURDAY 8AM TO 6PM

REASON:- TO PREVENT PARKING IN THIS LOCATION DURING THE DAY AS THIS CAUSES AN OBSTRUCTION ***(the line is not being altered on the ground but the description in the order is being simplified)***

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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REASON:- TO PREVENT PARKING IN THIS LOCATION DURING THE DAY AS THIS CAUSES AN OBSTRUCTION ***(the line is not being altered on the ground but the description in the order is being simplified)***

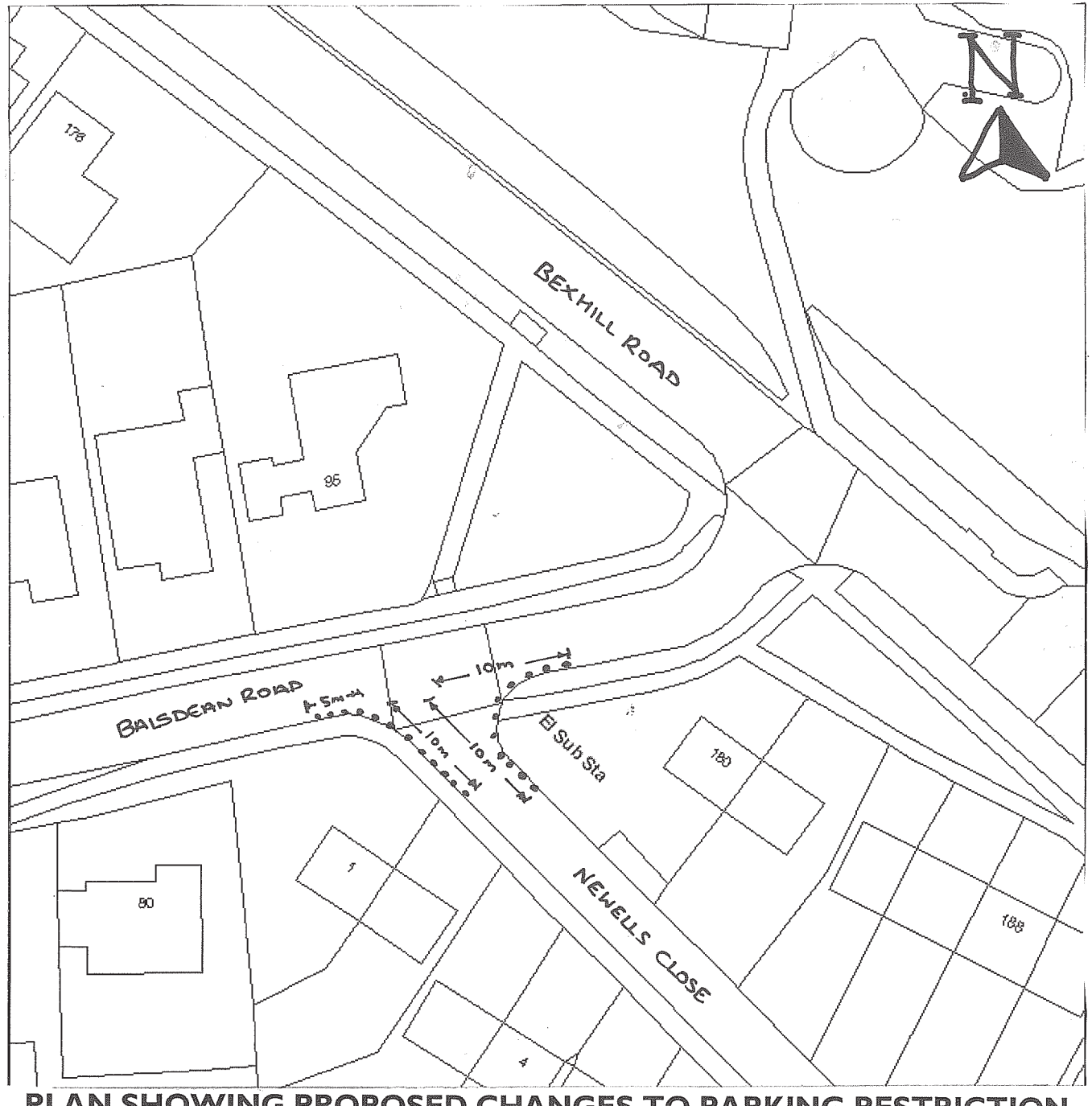
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WOODINGDEAN



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

BALSDEAN ROAD/NEWELLS CLOSE, BRIGHTON

CONTROLLED PARKING ZONE Z



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

CASTLE STREET & STONE STREET, BRIGHTON

KEY:- XX═══XX PROPOSED NO LOADING/UNLOADING AT ANY TIME

REASON:- TO PREVENT OBSTRUCTION AND IMPROVE SAFETY FOR ALL ROAD USERS

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

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CONTROLLED PARKING ZONE C



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

CHARLOTTE STREET, BRIGHTON

KEY:- C|C PROPOSED CAR CLUB BAY

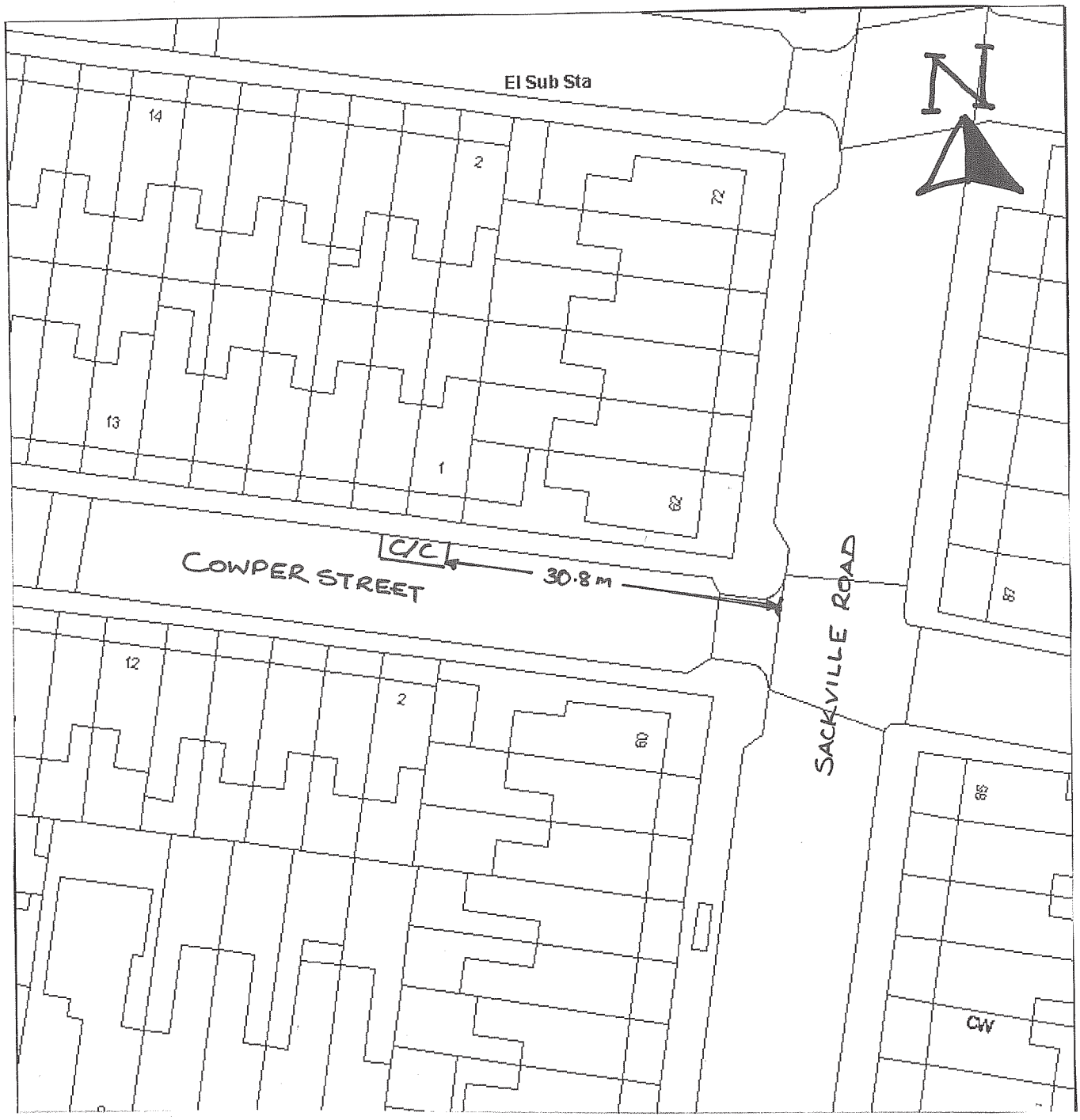
REASON:- TO PROVIDE A DESIGNATED PARKING BAY FOR VEHICLES USED BY BRIGHTON & HOVE CAR CLUB OPERATORS

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

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CONTROLLED PARKING ZONE R



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

COWPER STREET, HOVE

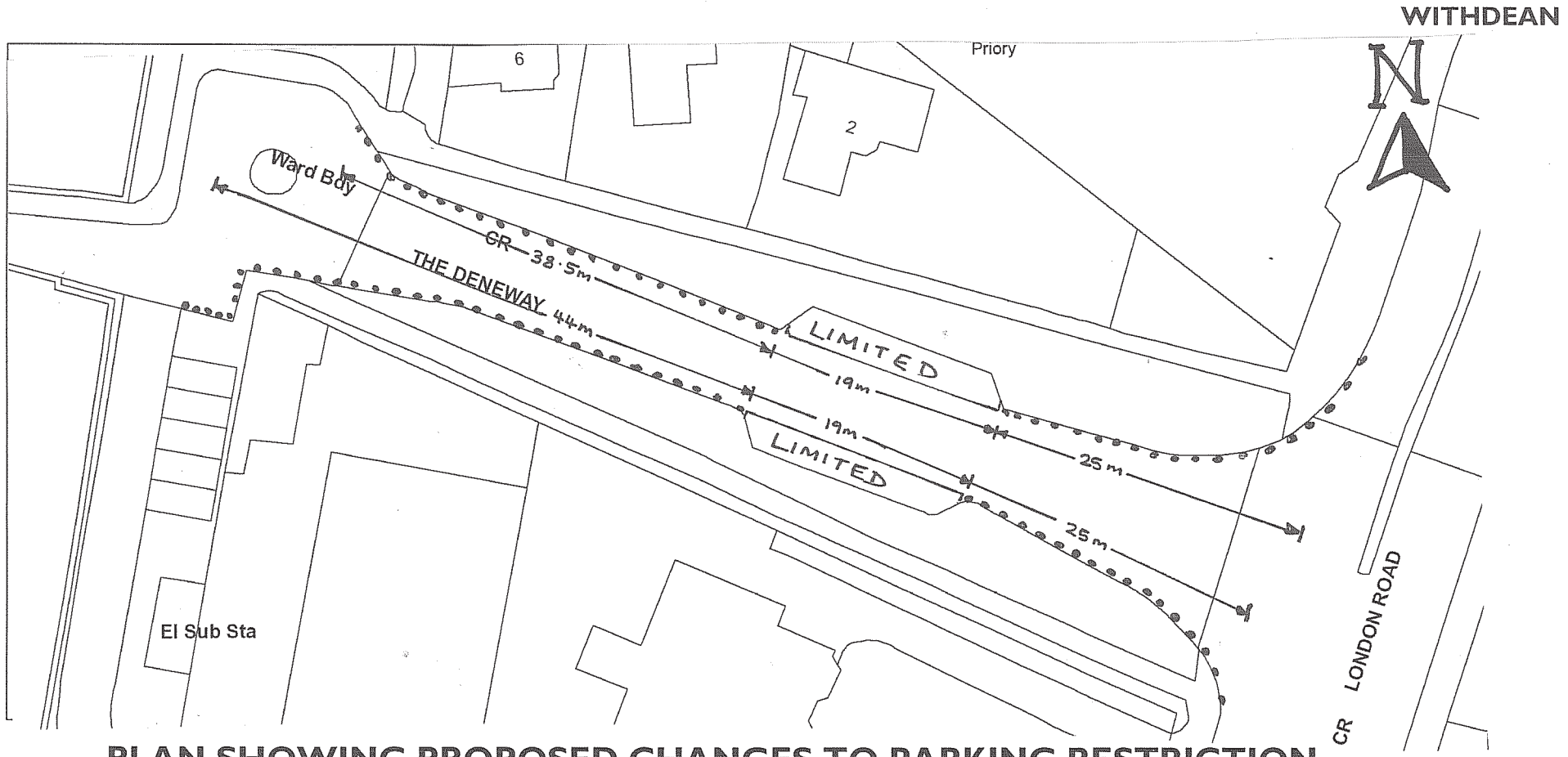
KEY:- C/C PROPOSED CAR CLUB BAY

REASON:- TO PROVIDE A DESIGNATED PARKING BAY FOR VEHICLES USED BY BRIGHTON & HOVE CAR CLUB OPERATORS

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PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION
THE DENEWAY, BRIGHTON

KEY:- ..... PROPOSED DOUBLE YELLOW LINES

LIMITED PROPOSED LIMITED WAITING 4 HOURS NO RETURN WITHIN 1 HOUR MON-SAT 8AM TO 6PM

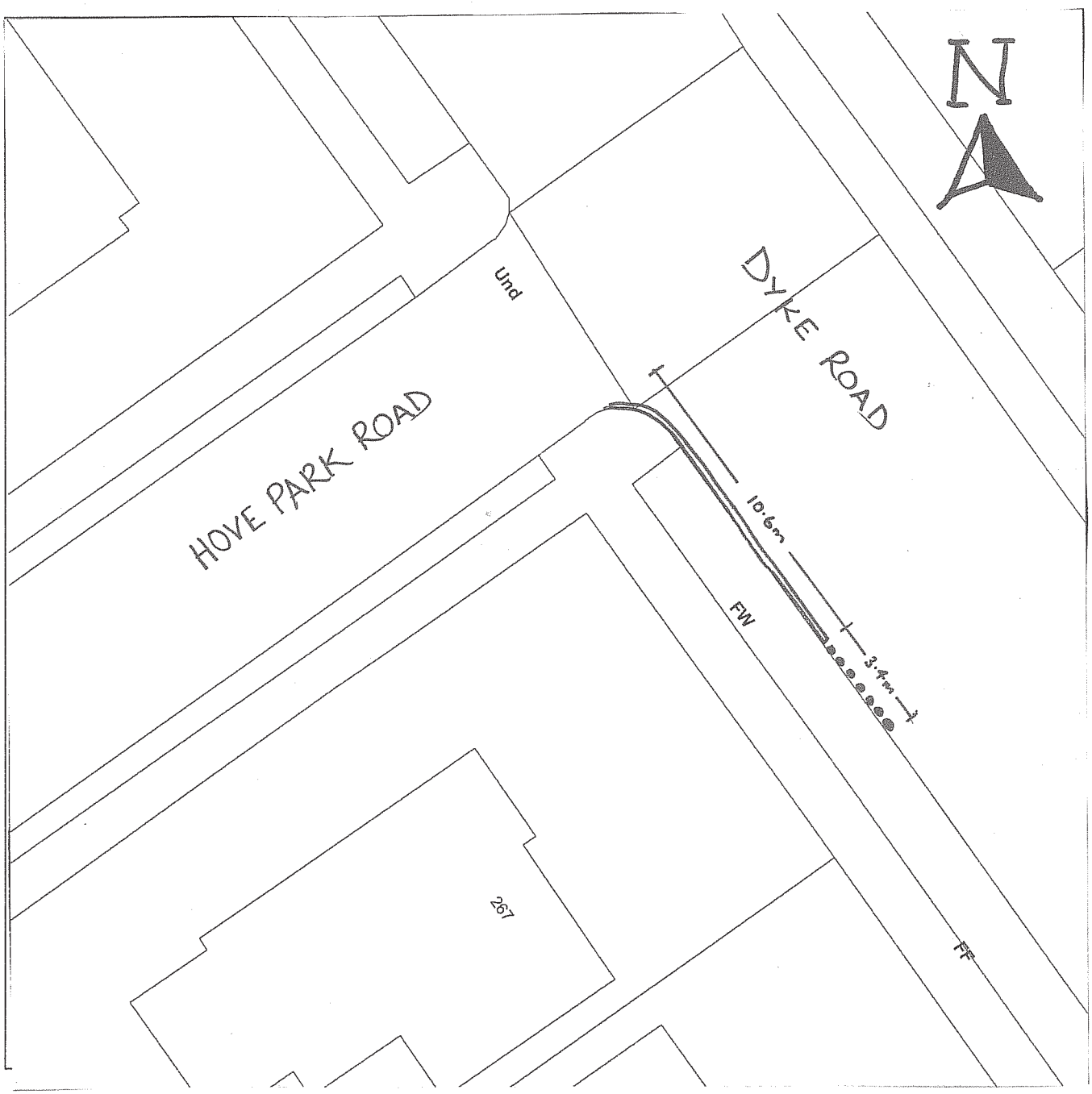
REASON:- TO IMPROVE THE SAFETY FOR BOTH PEDESTRIANS AND VEHICLES. IT HELPS PREVENT OBSTRUCTION TO ALL VEHICLES

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HOVE PARK



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

DYKE ROAD, HOVE

KEY:- ..... PROPOSED DOUBLE YELLOW LINES
═══ EXISTING DOUBLE YELLOW LINES

REASON:- TO PREVENT OBSTRUCTION TO ALL VEHICLES

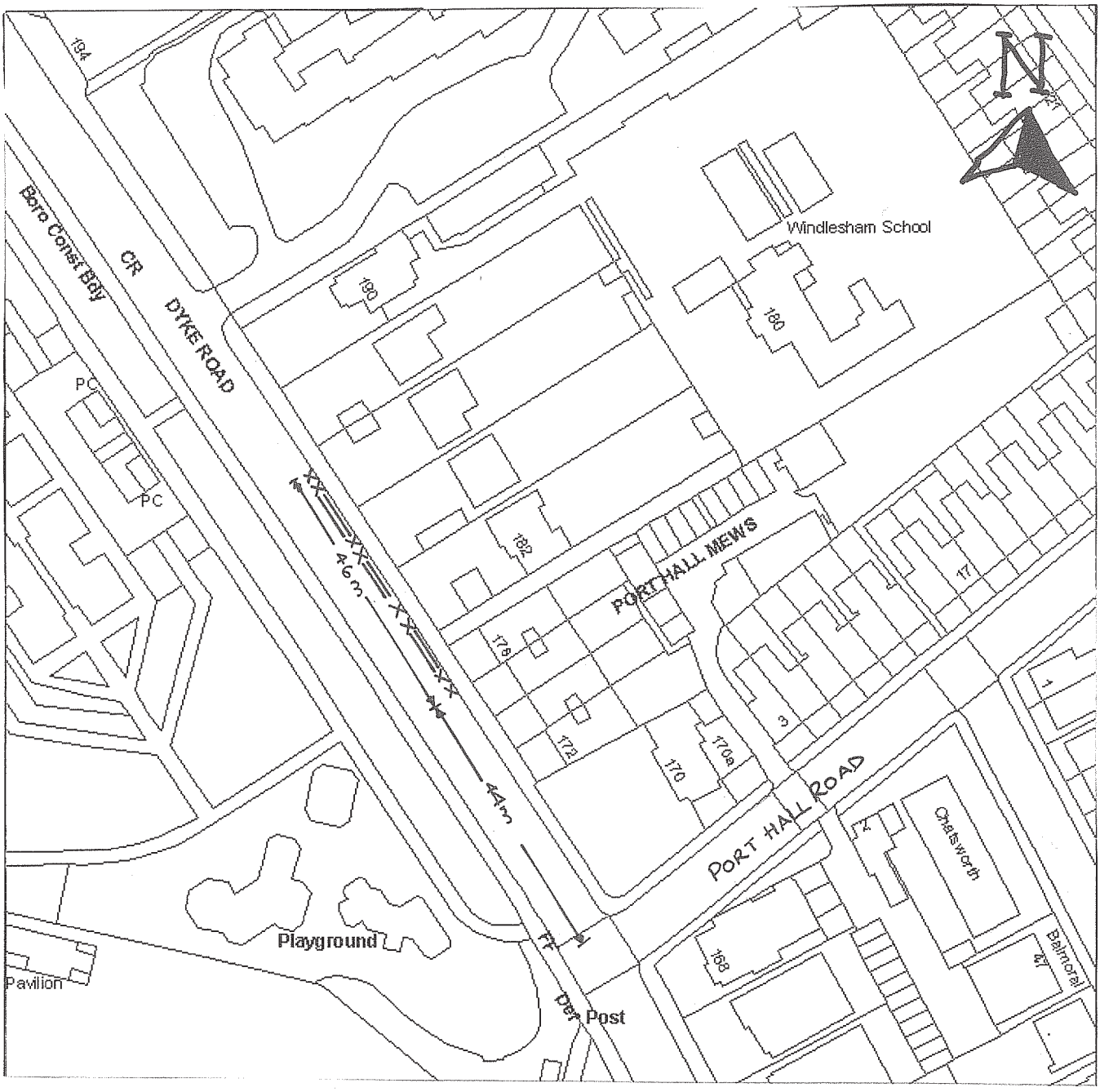
SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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CONTOLLED PARKING ZONE Q



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

DYKE ROAD, BRIGHTON

KEY:- xx═xx PROPOSED NO LOADING BAN MON TO FRI 8AM – 9AM & 3PM – 6PM

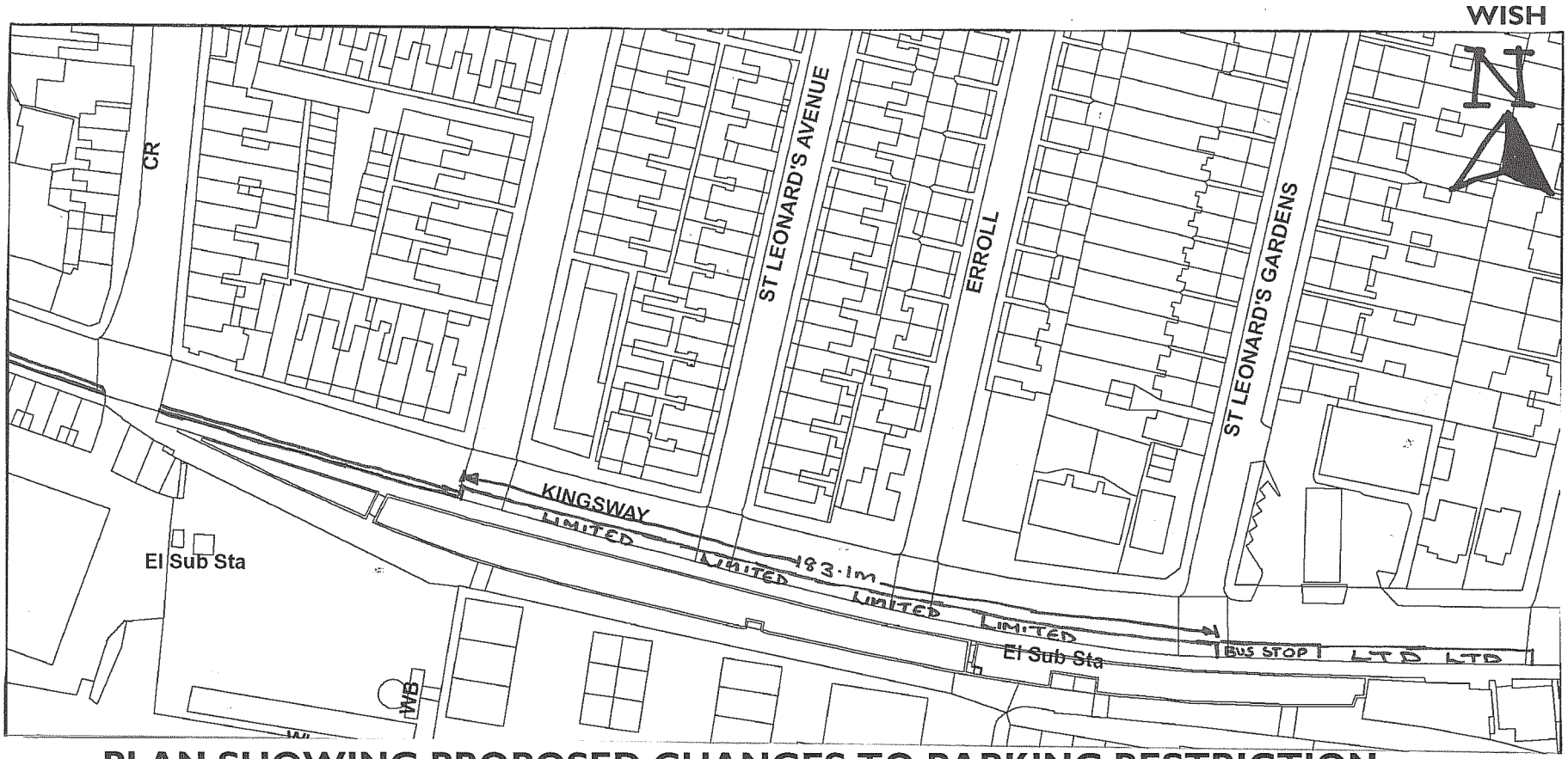
REASON:- TO PREVENT VEHICLES OBSTRUCTING THE ROAD AND FOOTPATH AT PEAK TIMES

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION
KINGSWAY, HOVE

KEY:-

LIMITED	PROPOSED LIMITED WAITING MONDAY TO SATURDAY 8AM TO 6PM 2 HOURS NO RETURN WITHIN 1 HOUR
LTD	EXISITING LIMITED WAITING MONDAY TO SATURDAY 8AM TO 6PM 2 HOURS NO RETURN WITHIN 1 HOUR
BUS STOP	EXISTING BUS STOP
═══	EXISTING DOUBLE YELLOW LINES

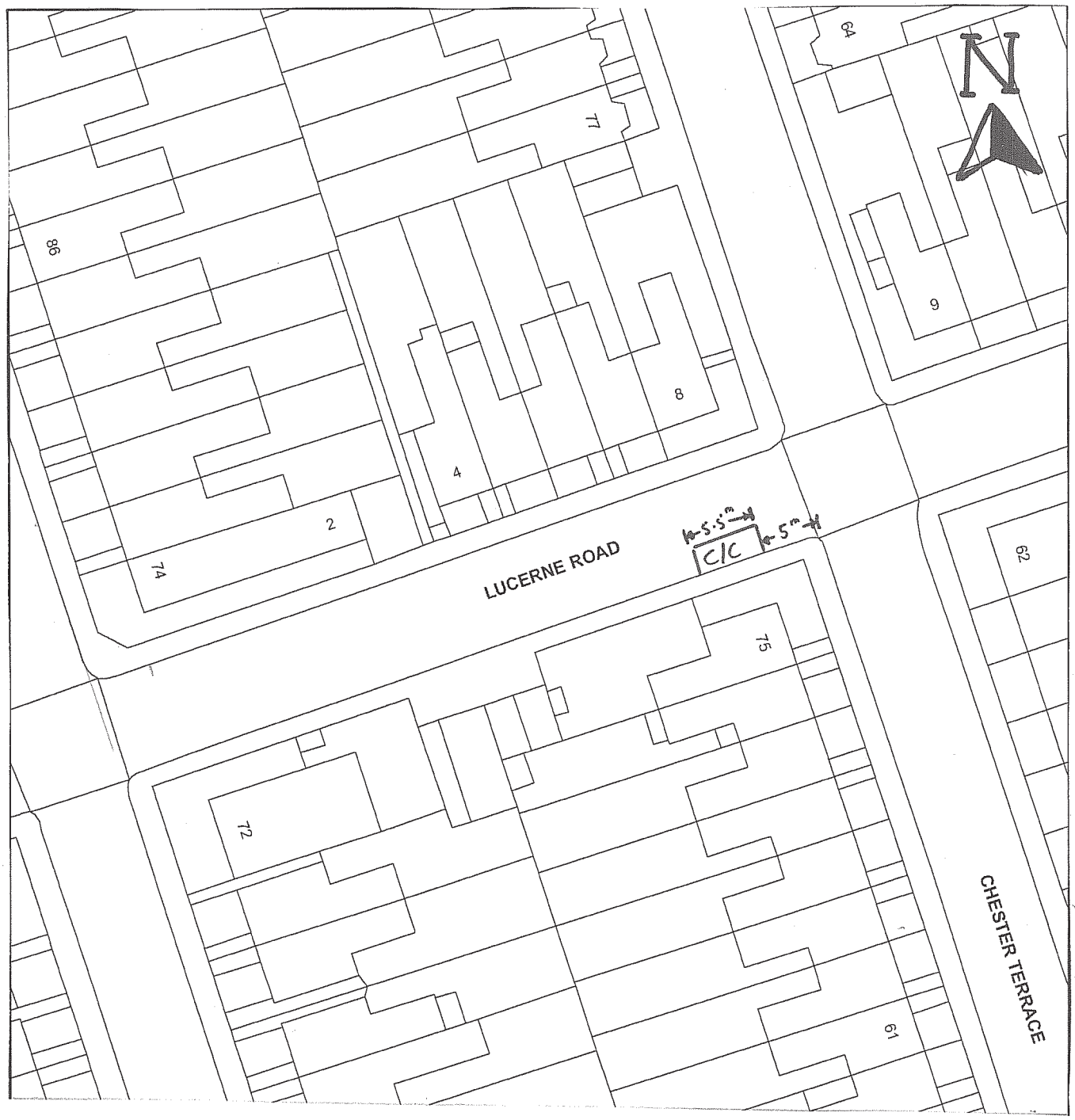
REASON:- TO PROVIDE PARKING FOR NEARBY FACILITIES

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

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Brighton & Hove

PRESTON PARK



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

LUCERNE ROAD, BRIGHTON

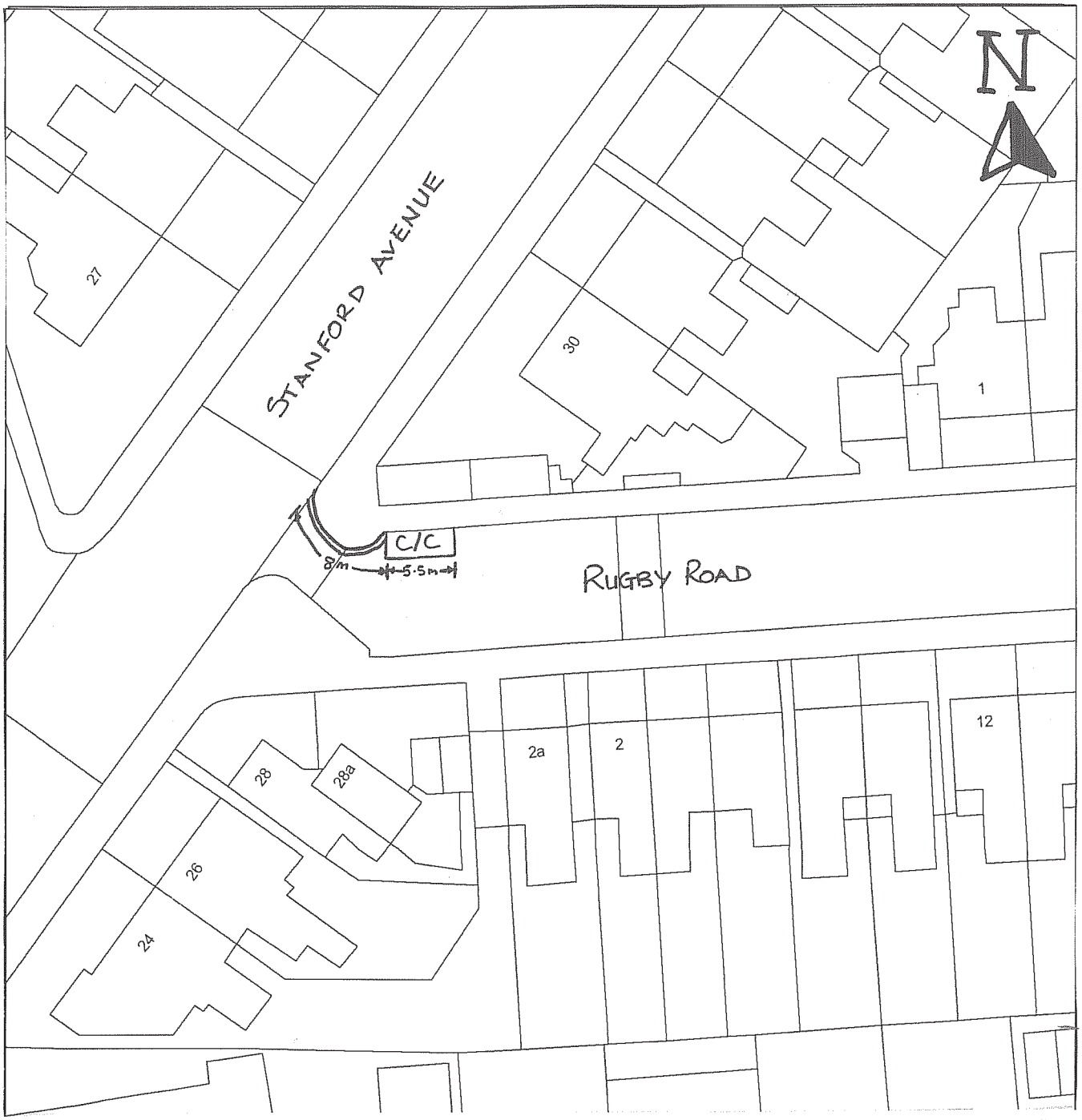
KEY:- C/C PROPOSED CAR CLUB BAY

REASON:- TO PROVIDE A DESIGNATED PARKING BAY FOR VEHICLES USED BY BRIGHTON & HOVE CAR CLUB OPERATORS

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

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Brighton & Hove



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

RUGBY ROAD, BRIGHTON

KEY:- C/C PROPOSED CAR CLUB BAY

REASON:- TO PROVIDE A DESIGNATED PARKING BAY FOR VEHICLES USED BY BRIGHTON & HOVE CAR CLUB OPERATORS

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

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Brighton & Hove

CONTROLLED PARKING ZONE U



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

SUTHERLAND ROAD, BRIGHTON

KEY:- C|C PROPOSED CAR CLUB BAY

REASON:- TO PROVIDE A DESIGNATED PARKING BAY FOR VEHICLES USED BY BRIGHTON & HOVE CAR CLUB OPERATORS

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

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Brighton & Hove

SOUTH PORTSLADE



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

ST ANDREW'S ROAD, PORTSLADE

KEY:- ..... PROPOSED DOUBLE YELLOW LINES

REASON:- TO IMPROVE SAFETY FOR BOTH PEDESTRAINS AND VEHICLES IT HELPS TO PREVENT OBSTRUCTION TO ALL VEHICLES

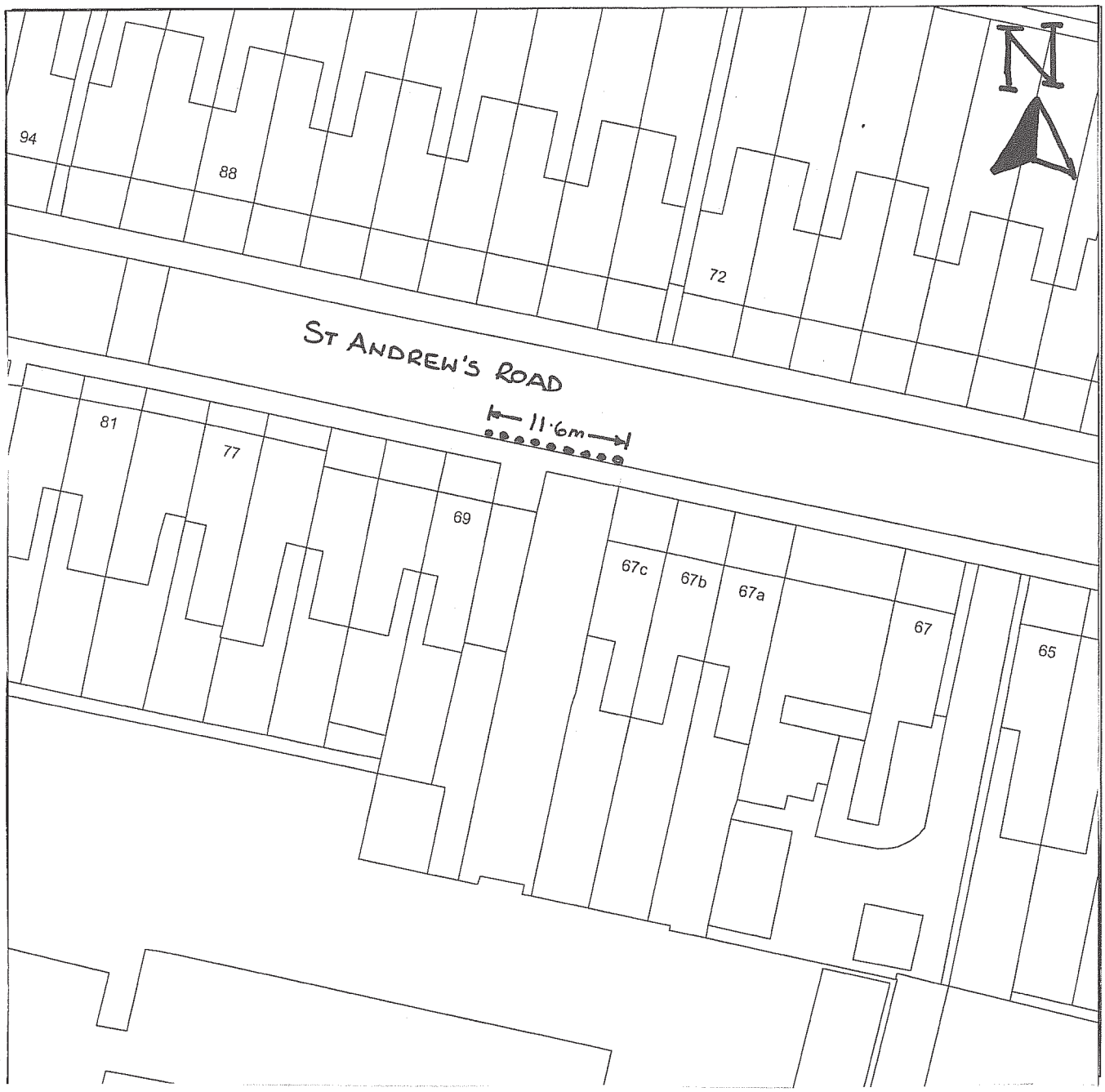
SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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SOUTH PORTSLADE



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

ST ANDREW'S ROAD, PORTSLADE

KEY:- ..... PROPOSED DOUBLE YELLOW LINES

REASON:- TO IMPROVE SAFETY FOR BOTH PEDESTRAINS AND VEHICLES IT HELPS TO PREVENT OBSTRUCTION TO ALL VEHICLES

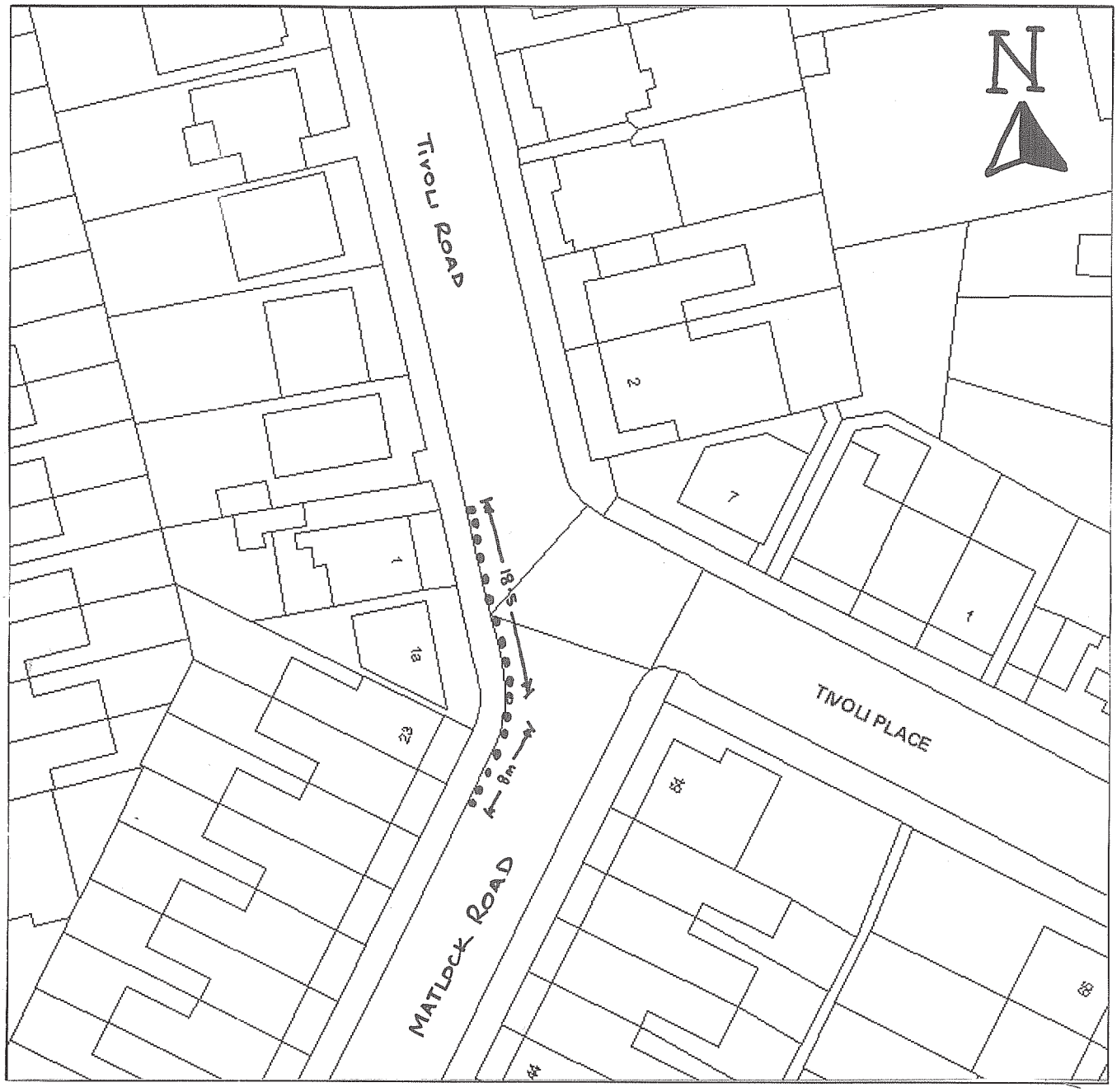
SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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WITHDEAN



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

MATLOCK ROAD/TIVOLI ROAD, BRIGHTON

KEY:- PROPOSED DOUBLE YELLOW LINES

REASON:- TO IMPROVE SAFETY FOR BOTH PEDESTRAINS AND VEHICLES IT HELPS TO PREVENT OBSTRUCTION TO ALL VEHICLES

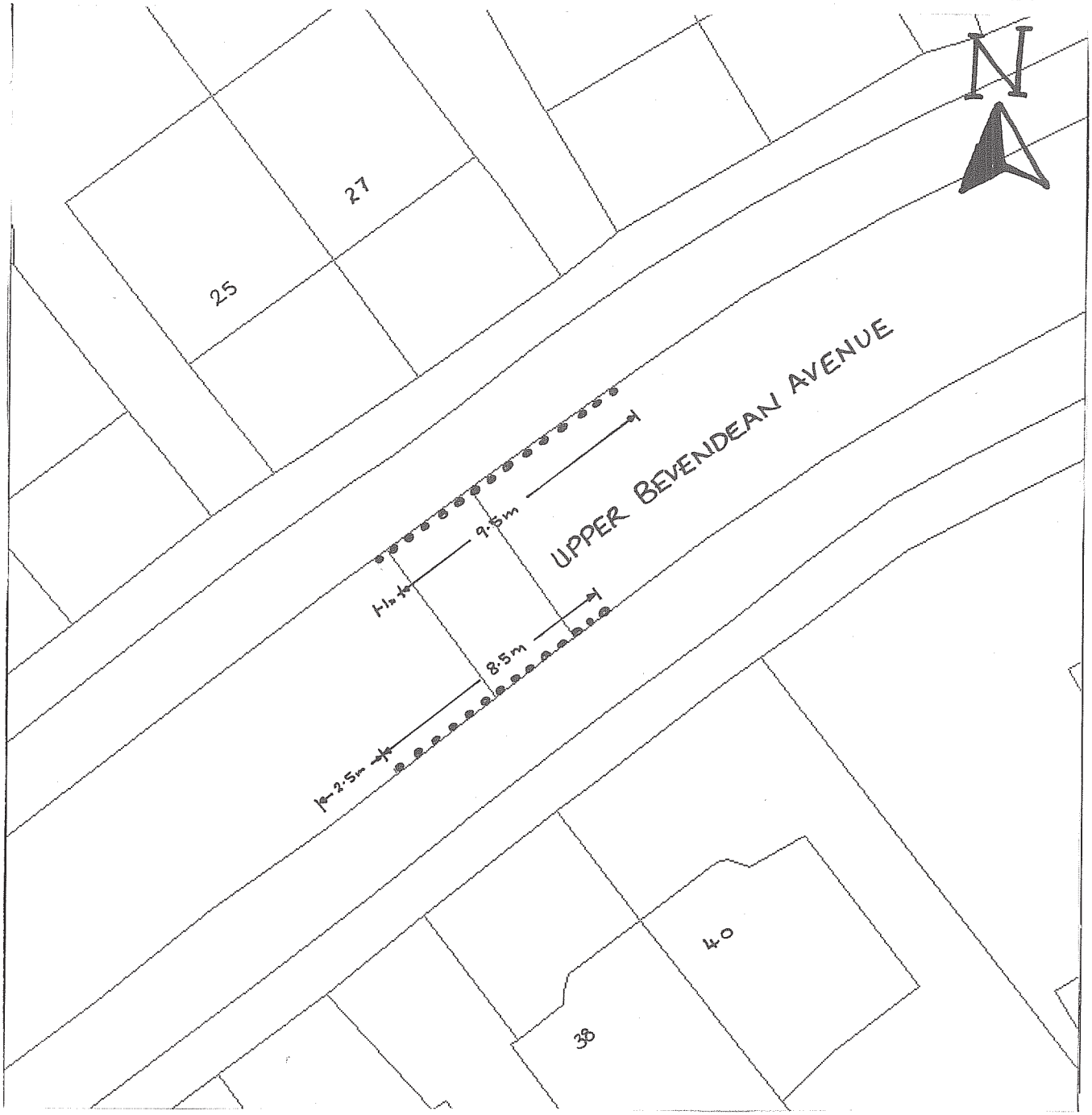
SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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MOULSECOOMB & BEVENDEAN



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

UPPER BEVENDEAN AVENUE, BRIGHTON

KEY:- PROPOSED DOUBLE YELLOW LINES

REASON:- TO PREVENT OBSTRUCTION TO ALL VEHICLES

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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CONTROLLED PARKING ZONE R



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

WESTBOURNE PLACE, BRIGHTON

KEY:- SHARED PROPOSED SHARED PARKING BAYS 11 HOURS MON TO SUN 8AM TO 9PM

SHARED EXISTING SHARED PARKING BAYS

EXISTING DOUBLE YELLOW LINES

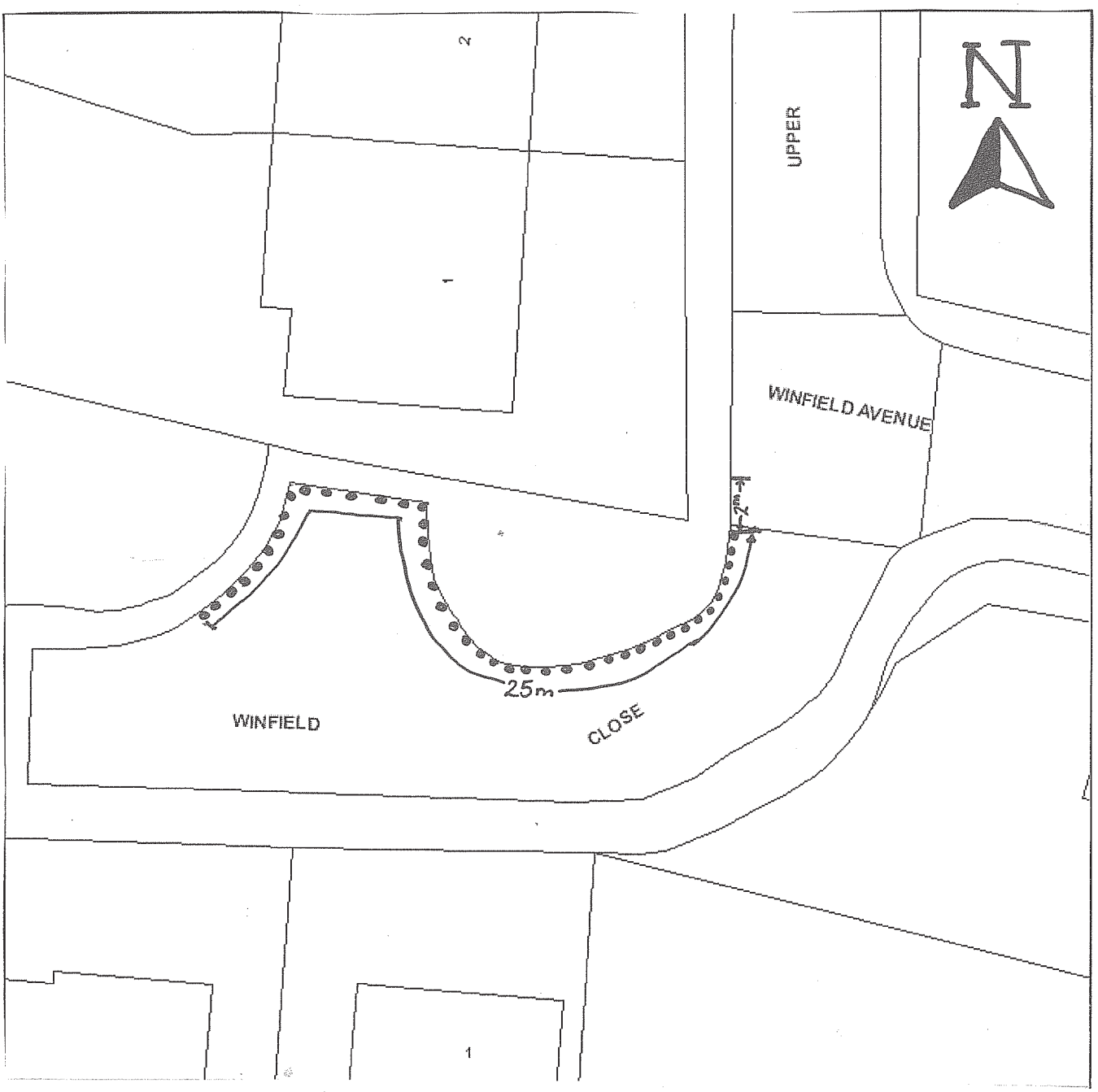
REASON:- TO PROVIDE ADDITIONAL PARKING SPACES FOR RESIDENTS AND VISITORS

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

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Brighton & Hove

PATCHAM



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

WINFIELD CLOSE, BRIGHTON

KEY:- ..... PROPOSED DOUBLE YELLOW LINES

REASON:- TO PREVENT OBSTRUCTION IN THE TURNING AREA AND ENABLING VEHICLES TO TURN

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

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ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 47 Brighton & Hove City Council

Subject:		**CIVITAS Road Safety Project**	
Date of Meeting:		**16 September 2010**	
Report of:		**Director of Environment**	
Contact Officer:	**Name:**	**Debbie Reed**	**Tel: 29-0367**
	E-mail:	**debbie.reed@brighton-hove.gov.uk**	
Key Decision:	**Yes**	**Forward Plan No: ENV17457**	
Wards Affected:		**Moulsecoomb & Bevendean; St Peter's & North Laine**	

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 As part of the Council's ongoing sustainable transport strategy, the CIVITAS Road Safety project aims to assist in improving road safety and reduce casualties at high risk sites. The project targets groups of people who are statistically most at risk of being injured in collisions. The objective of the project is to reduce future casualties through physical safety measures and by increasing road safety awareness in groups identified as most 'at risk'.

1.2 The project will enable the council to meet its legal duty to promote road safety, under the Road Safety Act 2006, and to address the Local Area Agreement and Government targets of reducing the number of people killed or seriously injured (KSI's).

1.3 The project will be supported by funding from the European Union CIVITAS project. Cabinet formally accepted grant funding through the CIVITAS programme on 16 October 2008. The European Civitas scheme is funding 50% of both the campaign and engineering element of the CIVITAS Road Safety Project in Brighton & Hove.

1.4 The overall grant of £2.2 million provides Brighton & Hove City Council with funds to research and implement a number of innovative small-scale transport projects over a four-year period.

1.5 The following report seeks approval to begin implementing a collection of minor measures in the London Road and Lewes Road area that are designed to improve visibility for all road users.

1.6 The report also seeks approval to withdraw the proposal for the loading bay (positioned on the north-east side of Franklin Road) from the traffic order, reference CIV/RS/Lewes Road. This is in response to concerns raised in an objection received, through the TRO public consultation process.

2. RECOMMENDATIONS:

2.2 That the Cabinet Member gives approval to implement at the identified sites:

- London Road (Real Time Bus Information sign outside Iceland)
- London Road / Baker Street junction
- Lewes Road / Franklin Road junction
- Lewes Road / Coombe Terrace / Coombe Road junction

2.2 That the Cabinet Member upholds the objection to the proposal for the loading bay (positioned on the north-east side of Franklin Road) from the traffic order.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 As part of the Council's ongoing sustainable transport strategy, the CIVITAS Road Safety Project aims to improve road safety at high risk sites. The project targets segmented groups of road users that are statistically most at risk of accidents. The objective of the project is to reduce future casualties through physical safety measures and by increasing road safety awareness in groups identified as most 'at risk', through a road safety publicity campaign. Sussex Safer Roads Partnership (SSRP) carried out research to identify groups and locations most at risk of road safety accidents. The research indentified a number of groups that are particularly vulnerable:

- Pedestrians 10 -24 yrs
- Cyclists 20 -34 yrs
- Motorcyclists (all ages)
- Moped riders 16 & 17 yrs

The research also concluded that there were a number of high risk sites in the London Road and Lewes Road Area.

- London Road (Real Time Bus Information sign outside Iceland)
- London Road / Baker Street junction
- Lewes Road / Franklin Road junction
- Lewes Road / Coombe Terrace / Coombe Road junction

The Scheme

3.2 The London Road and Lewes Road corridors are two key areas in the city with a high volume of shoppers and road users.

3.3 In order to make both areas safer and more attractive to all users, the project intends to deliver a number of minor measures that will collectively provide a safer and more attractive area for all. The bulk of the measures focus on de-cluttering the area to improve sightlines at junctions. More detail on the measures is provided in the appendices.

3.4 At the Cabinet Member Meeting on 26 January 2010, approval was given to progress the 4 site locations to detailed design stage, and preparation of Traffic Regulation Orders.

3.5 Details of current issues at the 4 site locations, along with detailed designed remedial measures are provided in appendix F.

3.6 The Traffic Regulation Order amendment advertised a reduction in length of existing loading bay on the Lewes Road between Franklin Road and St Leonard's Road and the creation of two new bays restricted to loading only from 7am to 6pm every day near the junction with Lewes Road (one on the north-east side and one on the south-west side).

3.7 A Traffic Regulation Order amendment was advertised on 8 April to 29 April 2010. The traffic regulation process resulted in one objection to the proposal.

3.8 In light of the concerns raised through the objections, it is recommended that the proposal for the loading bay positioned on the north-east side of Franklin Road is withdrawn from the Traffic Order below.

3.9 To view the original detail designed plan for this site, see appendix C. To view the amended detail designed plan for this site, see appendix D

4. CONSULTATION:

4.1 The project was included as part of a package of transport investment within the CIVITAS programme, Cabinet noted the CIVITAS update and work programme on 9 July 2009.

4.2 Internal consultation has been carried out with the Cabinet Member for Environment, Ward Members and relevant internal Council departments.

4.3 Wider public consultation will be carried out through the Traffic Regulation Order process (as the proposals are relatively minor).

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The Road Safety Project in Brighton & Hove has been partially funded from the European CIVITAS scheme. It is to be 50% match funded from within the Road Safety Local Transport Plan budget.

5.2 The city council won £2.2 million to invest in small-scale transport projects and is the only city in the country to win European money from the CIVITAS Archimedes Project for such schemes. Council officers are working with five other cities in Europe to share best practice, experience and skills.

5.3 A cost/benefit evaluation of the proposals (calculated by comparing cost of works against costs of accidents) has shown each project has a cost benefit First Year Rate of Return in excess of 100%. So for example, the average cost of 1 accident saving on a built up road is £59,240[1]. At the Lewes Road / Coombe

[1] Department for Transport, Valuation of road accidents and casualties: 2007, 2b) the average value of prevention of road accidents (where the accident type is all injury and the road type is a built up road) is £59,240.

Road junction there have been 8 casualties over the 4 year research period. This averages out to 2 casualties per year.

5.4 The cost of 2 casualties per year: 2x £59,240 = £118,480. The cost of the scheme is: £6,300. Therefore the savings resulting from a reduction in the cost of accidents at this site would be in excess of £112,180 (17 times the cost of the scheme) in 1 year.

Finance Officer Consulted: *Louise Hoten* *Date: 08/06/10*

Legal Implications:

5.5 The Traffic Regulation Order has been advertised in accordance with the Road Traffic Regulation Act 1984. The officer recommendation to uphold the objection now requires Cabinet Member approval. There are no human rights implications to draw to the attention of Members.

Lawyer Consulted: *Stephen Dryden* *Date: 10/06/10*

Equalities Implications:

5.6 The proposed measures will be of benefit to all road users. Improving safety for groups of particularly vulnerable road users will contribute towards equality of access for all.

Sustainability Implications:

5.7 The proposed improvements will create a safer and more attractive environment for all road users – especially pedestrians and cyclists.

Crime & Disorder Implications:

5.8 The proposed schemes will result in a safer, more attractive environment which should increase activity levels in the CIVITAS area. This may result in some crime and disorder benefits.

Risk & Opportunity Management Implications:

5.9 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs have been implemented.

Corporate / Citywide Implications:

5.10 By reducing road casualties and enhancing accessibility the project will contribute towards growing the economy, improving access for all and reducing inequality.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 The primary objective of the project is to address high priority road safety sites in the Civitas area and protect road users who are proven to be at highest risk of involvement in road traffic collisions. As such the approach is evidence based.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To enable the Cabinet Member for Environment to note progress to date and give formal approval for work at the proposed sites to commence; and approval to withdraw the proposal for the loading bay positioned the north-east side of Franklin Road from the traffic order.

SUPPORTING DOCUMENTATION

Appendices:

1. A: Detailed Design Plan: London Road / Baker Street junction

2. B: Detailed Design Plan: London Road (Real Time Bus Information sign outside Iceland)

3. C: Detailed Design Plan: Lewes Road / Franklin Road (advertised with the Traffic Regulation Order amendment)

4. D: Detailed Design Plan: Lewes Road / Franklin Road (amended after the objection was received through the Traffic Regulation Order process).

5. E: Detailed Design Plan: Lewes Road / Coombe Terrace / Coombe Road junction

6. F: Table of proposed road safety measures

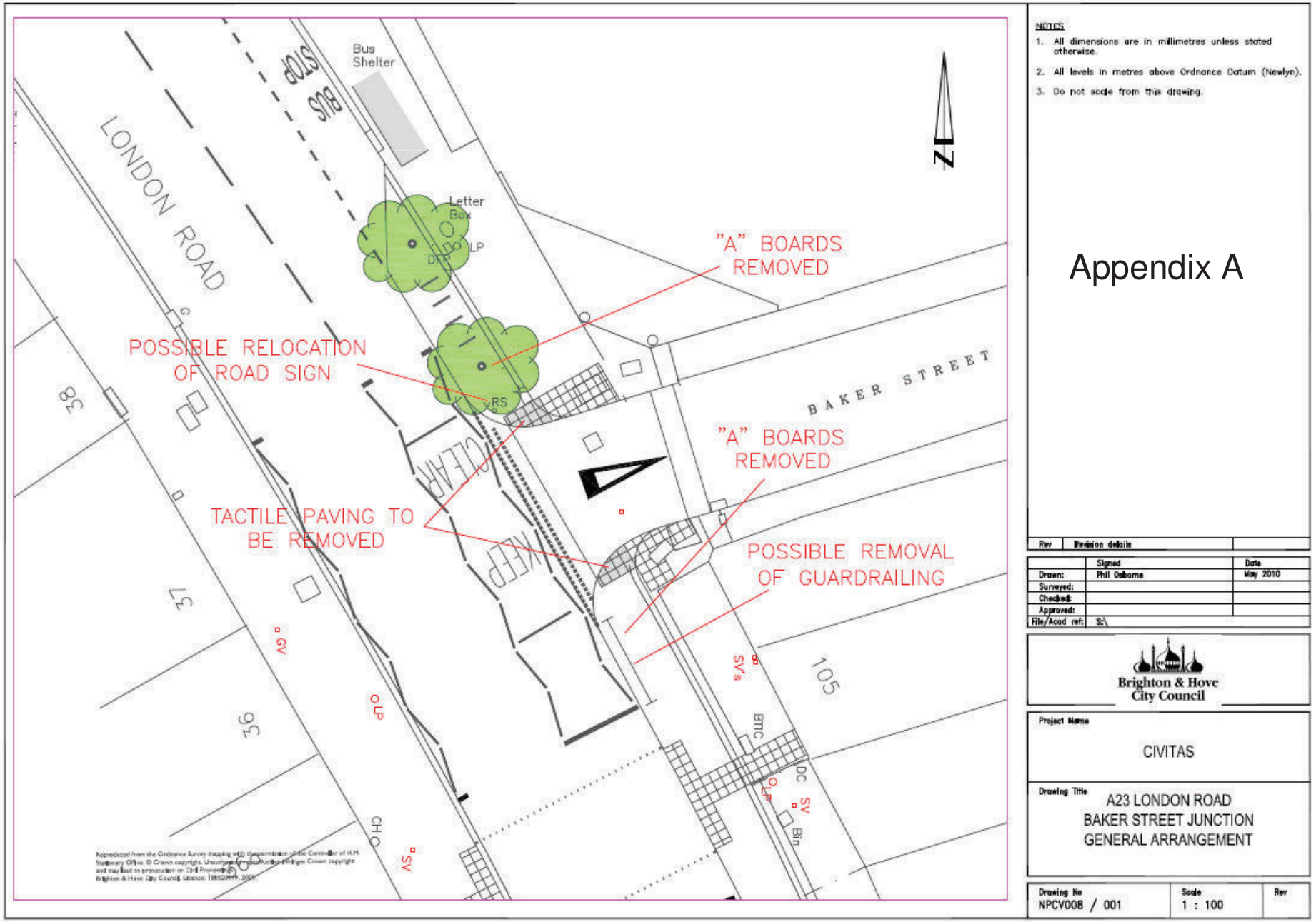
7. G: Map of CIVITAS Area

Documents in Members' Rooms

None

Background Documents

None



NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

Appendix A

Rev	Revision details	

	Signed	Date
Drawn:	Phil Osborne	May 2010
Surveyed:		
Checked:		
Approved:		
File/Acad ref:	S:\	

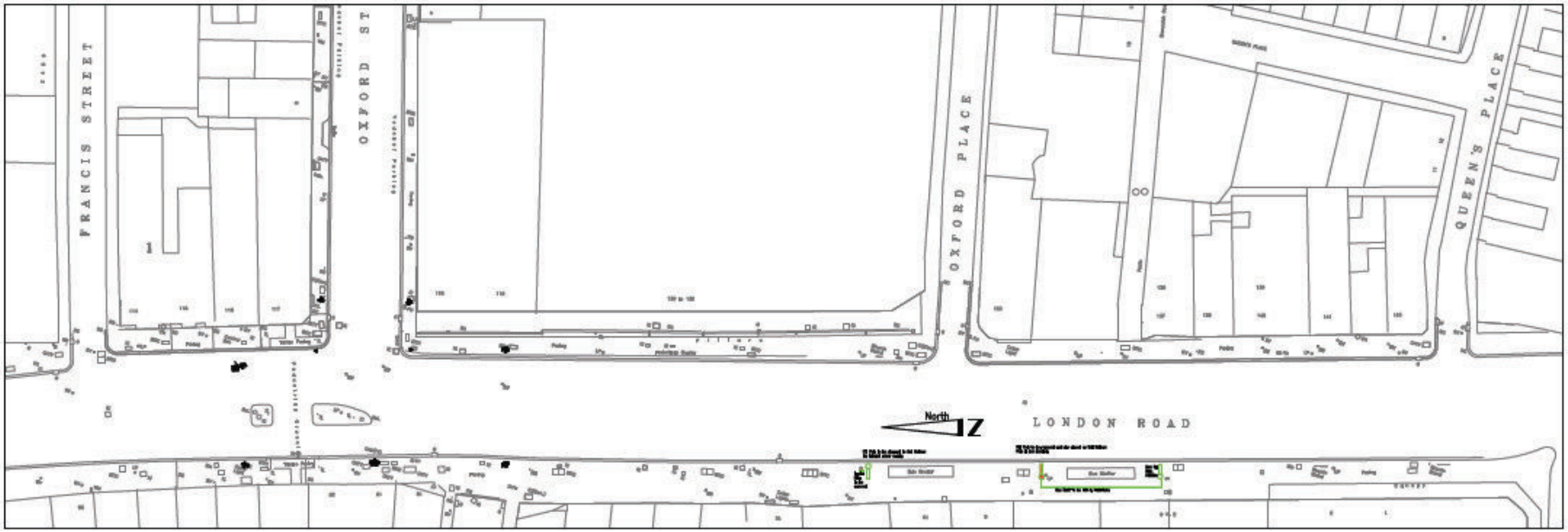
Brighton & Hove City Council

Project Name: CIVITAS

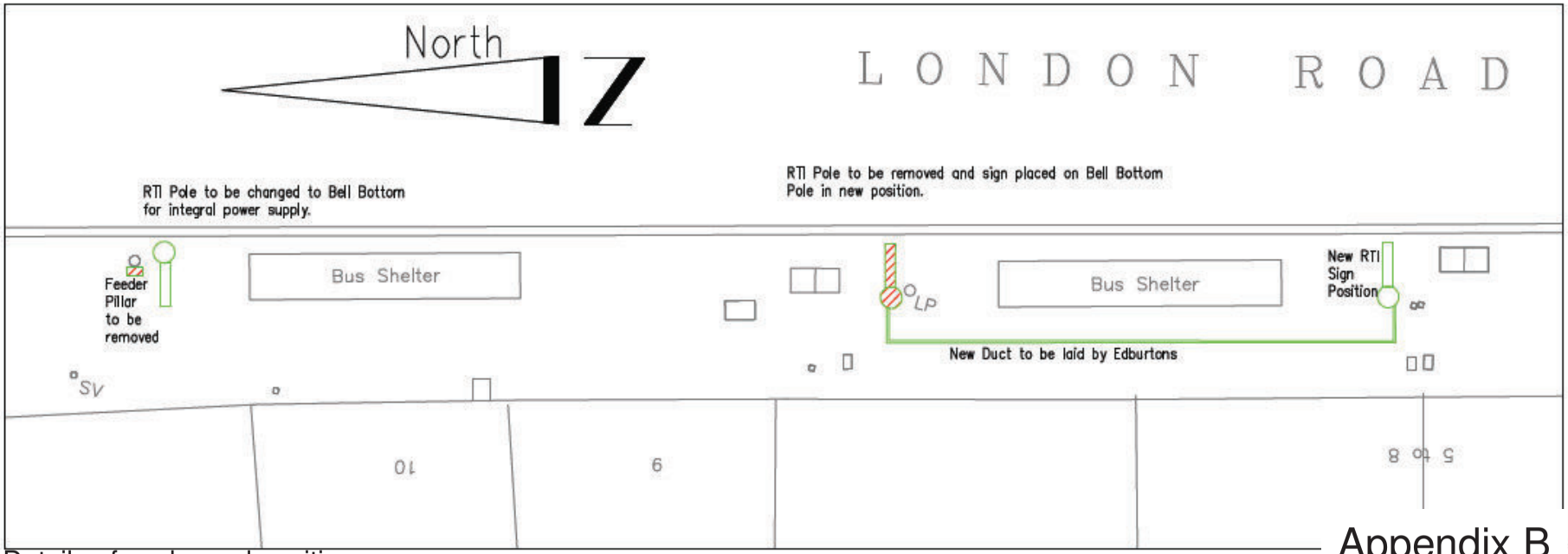
Drawing Title: A23 LONDON ROAD BAKER STREET JUNCTION GENERAL ARRANGEMENT

Drawing No	Scale	Rev
NPCV008 / 001	1 : 100	

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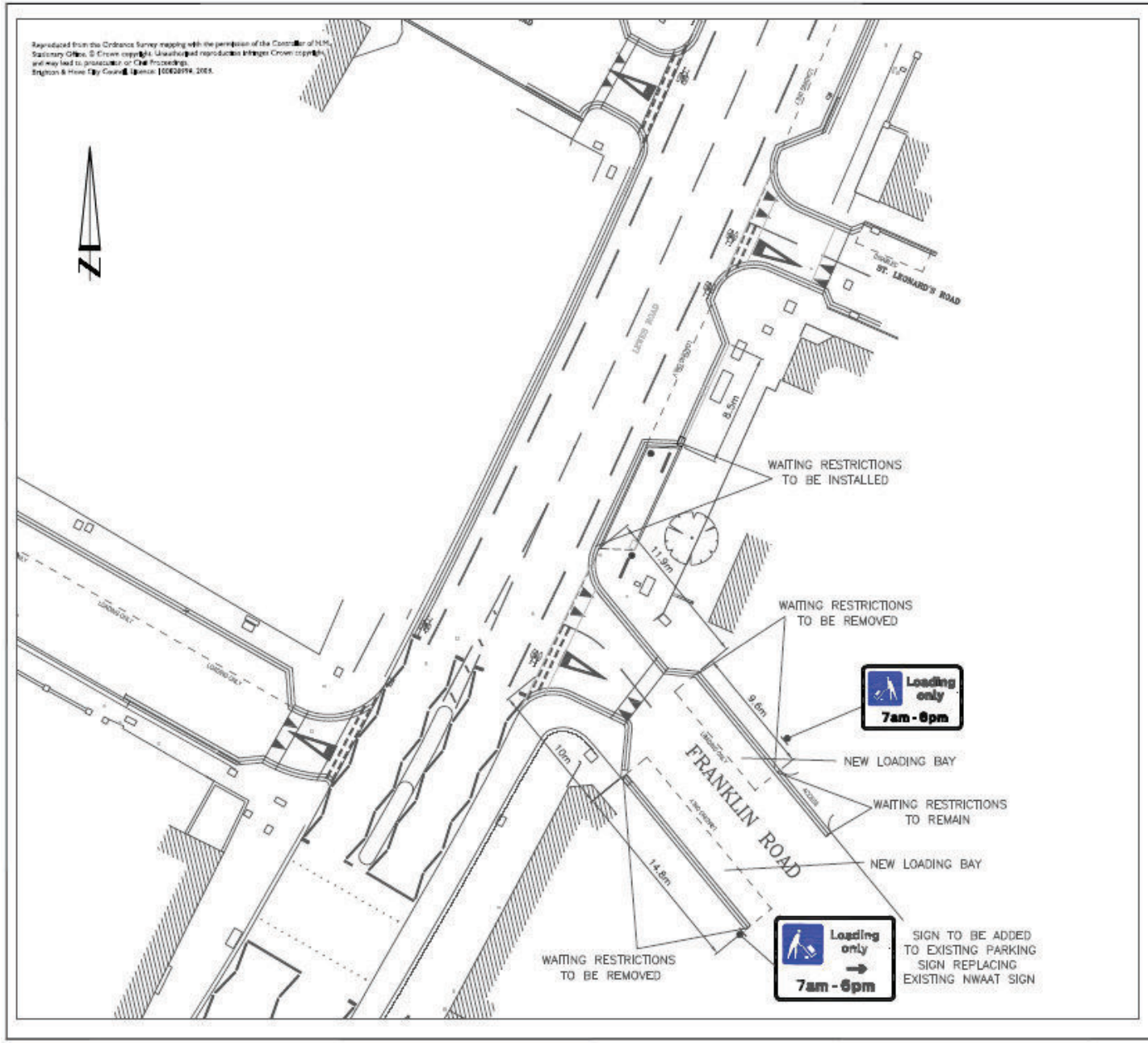


Location Map



Details of works and positions

Appendix B



NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

Appendix C

Rev	Revision details	

	Signed	Date
Drawn:	Phil Osborne	March 2010
Surveyed:		
Checked:		
Approved:		
File/Acad ref:	S:\	

Brighton & Hove City Council

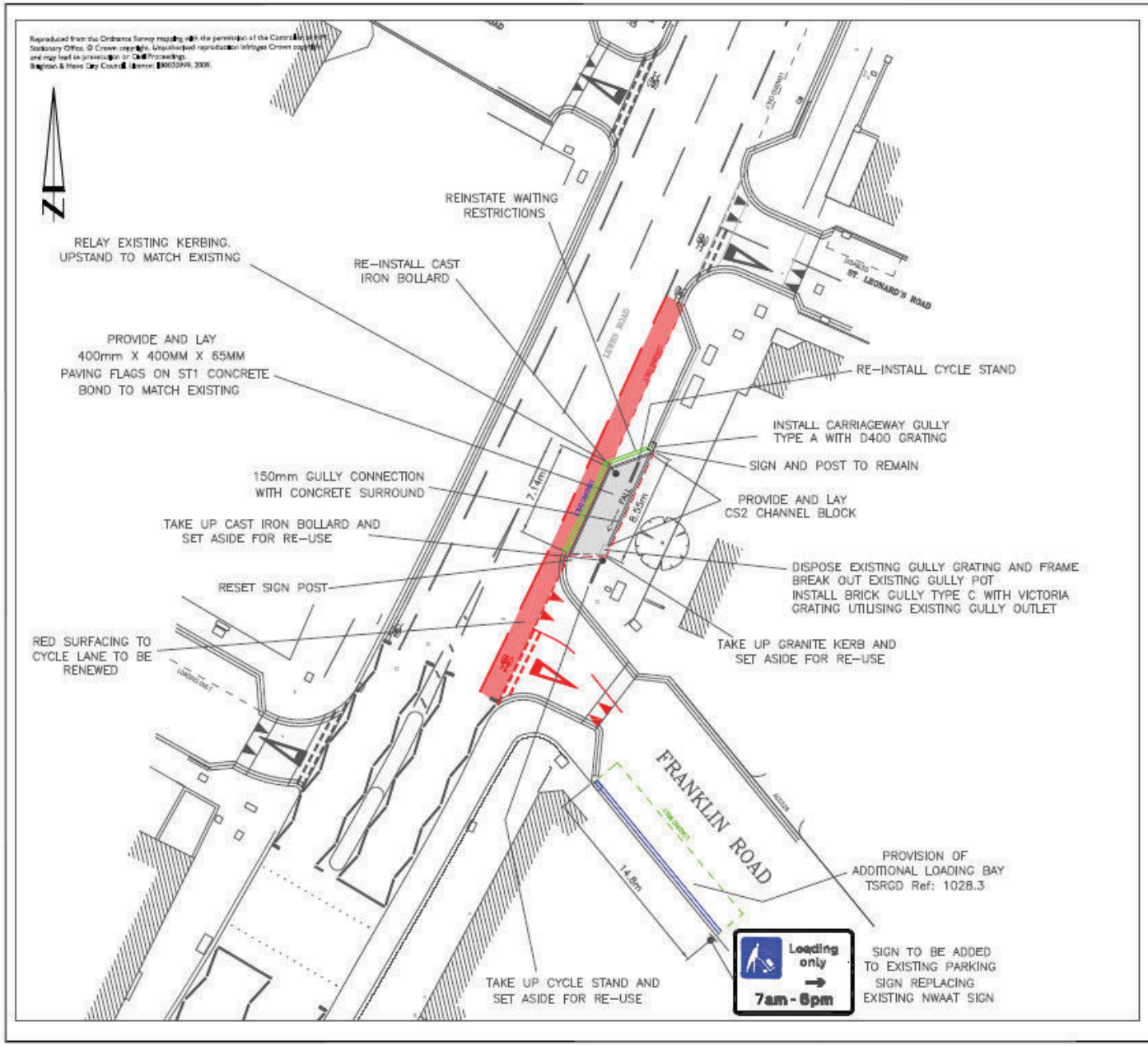
Project Name

CIVITAS

Drawing Title

A270 LEWES ROAD
FRANKLIN ROAD JUNCTION
TRAFFIC REGULATION ORDERS

Drawing No	Scale	Rev
NPCV008 / TRO	1 : 200	



NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.
4. Road markings in RED are to be remarked.
5. Road markings in BLUE are to be removed.
6. Road Markings in GREEN are new.

Appendix D

Rev	Revision details	

	Signed	Date
Drawn:	Phil Osborne	May 2010
Surveyed:		
Checked:		
Approved:		
File/Acad ref:	S:	

Brighton & Hove City Council

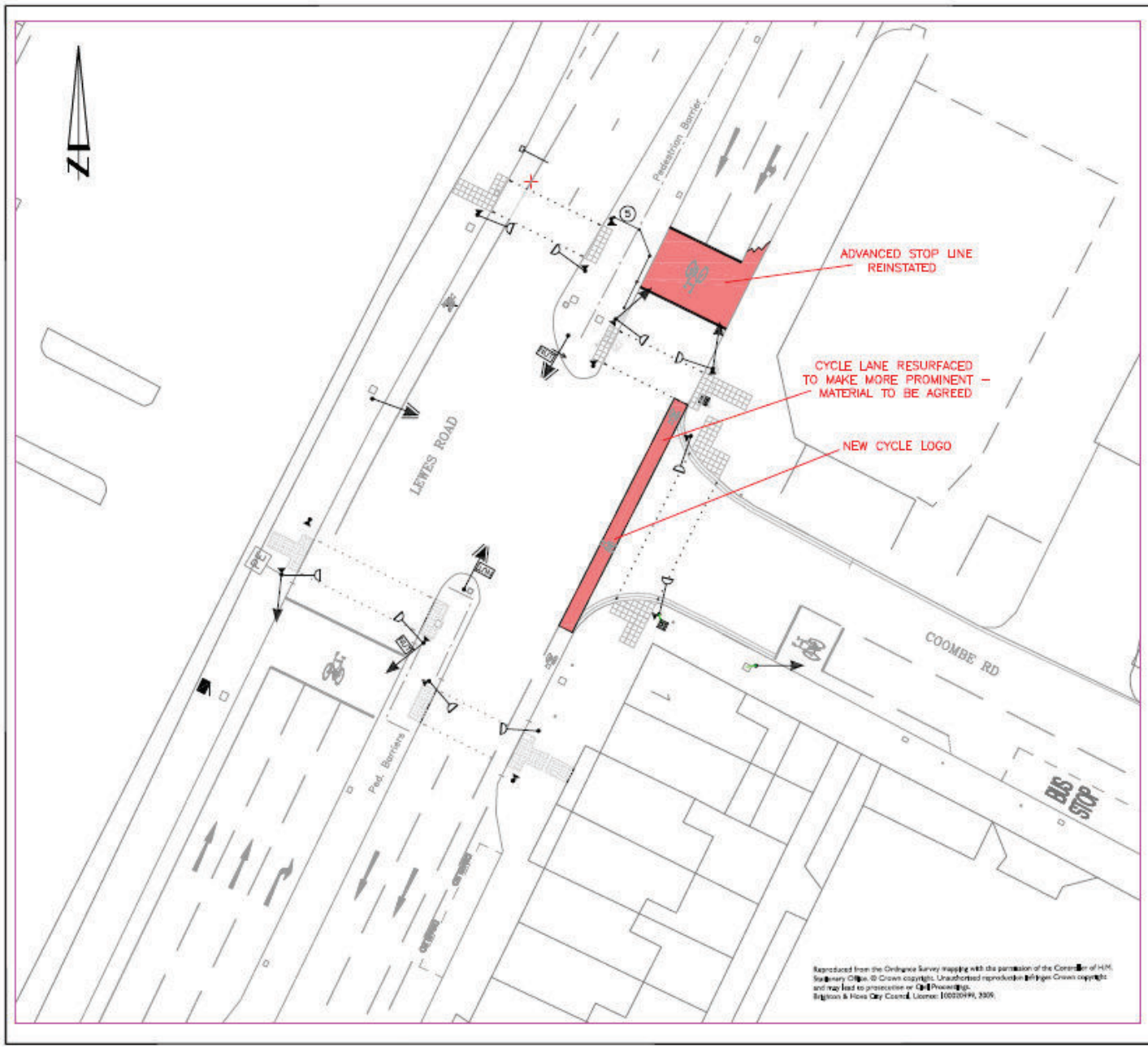
Project Name

CIVITAS

Drawing Title

A270 LEWES ROAD
FRANKLIN ROAD JUNCTION
DETAIL DESIGN

Drawing No	Scale	Rev
NPCV008 / DD005	1 : 200	



NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

Appendix E

Rev	Revision details	

	Signed	Date
Drawn:	Phil Osborne	August 2009
Surveyed:		
Checked:		
Approved:		
File/Acad ref:	S:\	

Brighton & Hove City Council

Project Name

CIVITAS

Drawing Title

A270 LEWES ROAD / COOMBE ROAD JUNCTION
GENERAL ARRANGEMENT

Drawing No	Scale	Rev
NPCV008 / 005	1 : 200	

Appendix F: Proposed CIVITAS Road Safety Measure

London Road (outside Iceland)

Situation	• The RTI sign is currently positioned north of the bus shelter (outside Iceland). • The opaque Clear Channel Advertising panel (on the northern end of the shelter) prevents people reading the RTI sign when they are sitting inside of the shelter. • As a consequence people lean out of the bus shelter to view the RTI sign; resulting in bus/pedestrian conflict.
Proposal	• Reposition the RTI sign south of the bus shelter
Benefit	• RTI sign will be visible from the bus shelter.
Approximate Cost (£)	• £4400

London Road / Baker Street junction

Situation	• The location of Street furniture is reducing visibility for drivers pulling out of Baker Street onto the London Road.
Proposal	**North-side of junction:** • Relocate no-entry sign to the far south-west corner of the footway. • Remove some of the tactile paving and replace with regular paving slabs. • Remove 'A' Boards **South-side of junction:** • Remove guarding railing. • Remove 'A' Boards. • Remove some of the tactile paving and replace with regular paving slabs.
Benefit	• Increased visibility for road users pulling out of the Baker Street junction onto the London Road • The removal or repositioning of street furniture de-clutters the footway and improves pedestrian crossings/visibility lines.
Approximate Cost (£)	• £2400

Lewes Road / Franklin Road

Situation	• Conflict between vehicles and cyclists at the junction. • A Driver's visibility is reduced when the loading bays are in use.
Proposal	• Reduce the length of the 'loading only' bay, in the Lewes Road, from 4 to 2 bays. • Provide a third loading bay at the entrance of Franklin Road. • Make the cycle lane more prominent / conspicuous; and add a new cycle logo marking to the resurfaced cycle lane.
Benefit	• Will increase the current visibility from the nearside running line from 7 m to 15.7m. • Drivers wishing to exit Franklin Road onto the Lewes Road; will have increased visibility of approaching cyclists (travelling southbound on the Lewes Road) thereby reducing potential conflict.
Approximate Cost (£)	• £3500

Lewes Road / Coombe Road junction

Situation	• Conflict between vehicles and cyclists at the junction.
Proposal	• Make the reinstated advanced stop line more prominent / conspicuous. • Make the cycle lane more prominent / conspicuous; and add a new cycle logo marking to the resurfaced cycle lane.
Benefit	• Making the cycle lane and advanced stop line more prominent /visible to motorists.
Approximate Cost (£)	• £6300



Appendix G

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READING
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Client: BHCC

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

CIVITAS AREA 2009

Mark	Revision	Drawn	Date	Chkd

Drawing Status: FOR INFORMATION

Date of 1st Issue	14/04/09
A3 Scale	N.T.S
Drawn by	DL
Checked by	CW

Drawing Number: 21880\100\001

Revision: -

File Location: [21880\brighton.pb]\08\Facet\dwgs\21880-100-001.dwg

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 48 Brighton & Hove City Council

Subject:		**Parking Annual Report 2009/10**		
Date of Meeting:		**16 September 2010**		
Report of:		**Director of Environment**		
Contact Officer:	**Name:**	**Paul Nicholls**	**Tel:**	**29-3287**
	E-mail:	**paul.nicholls@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:	**All**			

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 To note and approve the publication of the second Parking Annual Report 2009/10 on the performance of Parking Services for submission to the Department for Transport and Traffic Penalty Tribunal and for publication under the provisions of the Traffic Management Act 2004.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member endorses the publication of the Parking Annual Report for 2009/10 for submission to the Department for Transport and Traffic Penalty Tribunal under the provisions of the Traffic Management Act 2004.

2.2 That the Cabinet Member authorises the Acting Director of Environment to produce and publish a public version of the report to be made available on the Council's website.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 The City Council has operated Decriminalised Parking Enforcement since 16 July 2001. Part 6 of The Traffic Management Act 2004 came into force on 31 March 2008 and the enforcement of parking became Civil Parking Enforcement. The Council is required to produce and publish an annual report to the Department for Transport within 6 months of the end of the financial year.

3.2 Brighton and Hove City Council's first Parking Annual Report 2008/9 received national recognition when it was unanimously declared overall winner by the independent Parking Annual Report Review Group established by PATROL (Parking and Traffic Regulations Outside London). The award was established to highlight best practice amongst Local Authorities in using the report to engage with the public on a range of parking issues.

3.3 Copies of this year's Parking Annual Report will be sent to stakeholders including, Sussex Police, East Sussex Fire Brigade, The Traffic Penalty Tribunal, the Department for Transport, local parking special interest groups, Brighton and

Hove Chamber of Commerce. The Parking Annual Report will also be published on the council's website.

4. CONSULTATION

4.1 The publication of the parking annual report is being used as an opportunity to inform and engage with the public and stakeholders on a variety of parking issues.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The full cost of preparing the Parking Annual Report has been met from within existing Transport revenue budgets

Finance Officer Consulted: Karen Brookshaw Date: 11/08/10

Legal Implications:

5.2 The City Council is required by statutory guidance issued by the Department for Transport under Section 87 of the Traffic Management Act 2004 to produce and publish an annual report within 6 months of the end of the financial year detailing financial and statistical information on its civil parking enforcement regime

Lawyer Consulted: Carl Hearsum Date: 12/08/10

Equalities Implications:

5.3 None identified

Sustainability Implications:

5.4 None identified.

Crime & Disorder Implications:

5.5 None identified.

Risk and Opportunity Management Implications:

5.6 None identified.

Corporate / Citywide Implications:

5.7 None identified.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 None considered.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To provide the public and stakeholders with information on the performance and aims and objectives of parking services and to meet the Council's legal obligations under the Traffic Management Act 2004

SUPPORTING DOCUMENTATION

Appendices:

1. The Parking Annual Report 2009/10

Documents In Members' Rooms

None

Background Documents

None

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It is my pleasure to introduce our second Parking Annual Report under the Traffic Management Act. In May 2010 we received the overall winner award for the best Parking Annual Report for 2008/9 from the independent Parking Annual Report Review Group. I was honoured to collect the award on behalf of the council in recognition of our work on the report and engaging with the public on a range of parking issues.

This year's Parking Annual Report highlights the challenges in managing parking for over 250,000 residents, 8 million visitors, and a full calendar of events throughout the city. These include major events such as Party Conferences, Pride and the Brighton Marathon, all attracting many thousands of people, as well as small scale street parties where just a few parking bays may need to be suspended.

The report explains some of the other key issues for the section in the past year such as the introduction of enforcement against double parking and vehicles parked adjacent to dropped footways and how this has helped keep the city moving. We have also included the latest information on the outcomes we hope to achieve through effective parking enforcement such as improved road traffic safety that I am pleased to say continues to improve year on year.

Over the past year three additional resident parking schemes have been introduced following extensive consultation, with the majority of residents in favour. The Parking Annual Report provides links for residents to relevant background information of interest.

As with last year's report we explain how the money received from parking enforcement, permit and pay and display income is spent on transport related projects.

Brighton and Hove City Council welcomes your feedback on any parking issues and suggestions for improvement of the services that are provided. I am particularly pleased that this year's annual report includes a chapter summarising the wide ranging consultation undertaken either by post or by meeting people in person. I would like to thank these groups, from representatives of taxi companies to resident or disabled groups and many others for their input into improving parking in the city. If you have any questions that remain unanswered please let us know by telephoning our Parking Information Centre on 01273 296622 or by e-mail to parking@brighton-hove.gov.uk

Thank you for taking the time to read our 2009/10 Parking Annual Report.

Cllr Geoffrey Theobald OBE
Cabinet Member for Environment

FACTS AND FIGURES

Scale of Civil Parking Enforcement (CPE) in Brighton & Hove

We would like to bring to the attention of our readers the glossary at the end of this document which provides explanations of any technical terms or abbreviations used.

Parking operations in the city covers 14 controlled parking zones and 11 off-street car parks. Overall there are over 26,000 parking spaces to be managed (23,333 on-street and 2,490 off-street)

Brighton and Hove City Council's parking operation	**2008/09**	**2009/10**
On street parking spaces	22,031	23,333
Off street car park spaces	2,490	2,490
Pay and display only bays	534	903
Permit only bays	11,554	11,696
Shared bays (permit and pay and display)	8,918	9127
Disabled bays	464	511
Other Bays*	549	558
Bays suspended during year	3,735	4.081
On street Penalty Charge Notices issued	129,837	116,130
Items of correspondence received	43,472	37,716
Residents permits issued	19,885	20,783
Resident visitor permits issued	315,581	319,820
Blue Badges on issue	13,000	11,978

* Other bays include Motorcycle bays, Doctors bays, Taxi bays, Loading bays and Ambulance bays

In the last year, following extensive consultation with residents, 3 new resident parking schemes have been introduced in areas where the majority of residents are in favour of such a scheme. This has resulted in an increase in the number of managed parking spaces in the city including resident bays and disabled bays. The overall number of permits on issue has also increased as a result.

The number of Penalty Charge Notices has however continued to fall as compliance with the parking regulations continues to improve. The severe winter weather also affected parking enforcement as many vehicles had to be abandoned in the snow. As a result a lenient approach to enforcement was adopted and our website was updated on an almost hourly basis to advise motorists of the latest situation. Some areas of the city were not easily accessible and many Civil Enforcement Officers helped grit roads and clear snow as part of the city council's response to the extreme weather. We are pleased to note that road traffic safety figures are also showing year on year improvement particularly as some of the parking surplus is invested in road traffic safety improvements. We have recently introduced parking regulation compliance surveys which will be used to closely monitor this trend.

BRIGHTON & HOVE CITY COUNCIL'S PARKING POLICY OBJECTIVES

- Reduce congestion and keep traffic moving
- Provide access to those that need it most
- Deliver excellent customer service

Parking controls in Brighton & Hove are essential to keep traffic moving and provide access for residents, visitors and businesses. Parts of the city are amongst the most densely populated in the country. The population is estimated to increase to 283,700 by 2026 so pressure on limited parking space will keep increasing. Brighton & Hove is also a major tourist destination with eight million visitors annually. Balancing the needs of residents, visitors and businesses is key to continued economic growth and success.

A full summary of the wider aims of parking management in Brighton and Hove was published in our first Annual Report. We are therefore taking the opportunity in this chapter to highlight some of the key changes in policy and enforcement that have taken place since last year.

Double Parking and parking adjacent to dropped kerbs enforcement

On 30 July 2009, the City Council agreed the introduction of enforcement against double parking and vehicles parked across dropped kerbs. The operational guidance for this type of enforcement can be found on our website. The change in enforcement was well publicised in the local press and came into force on 21 August 2009.

Through local councillors and reports from the public it was brought to our attention that a number of streets were suffering from double parking. We decided to focus initially on streets where road traffic safety was an issue and traffic flow was being interrupted by this type of parking.

Some examples are shown on the next page.



Photo showing how double parking even on wide streets can disrupt refuse collections

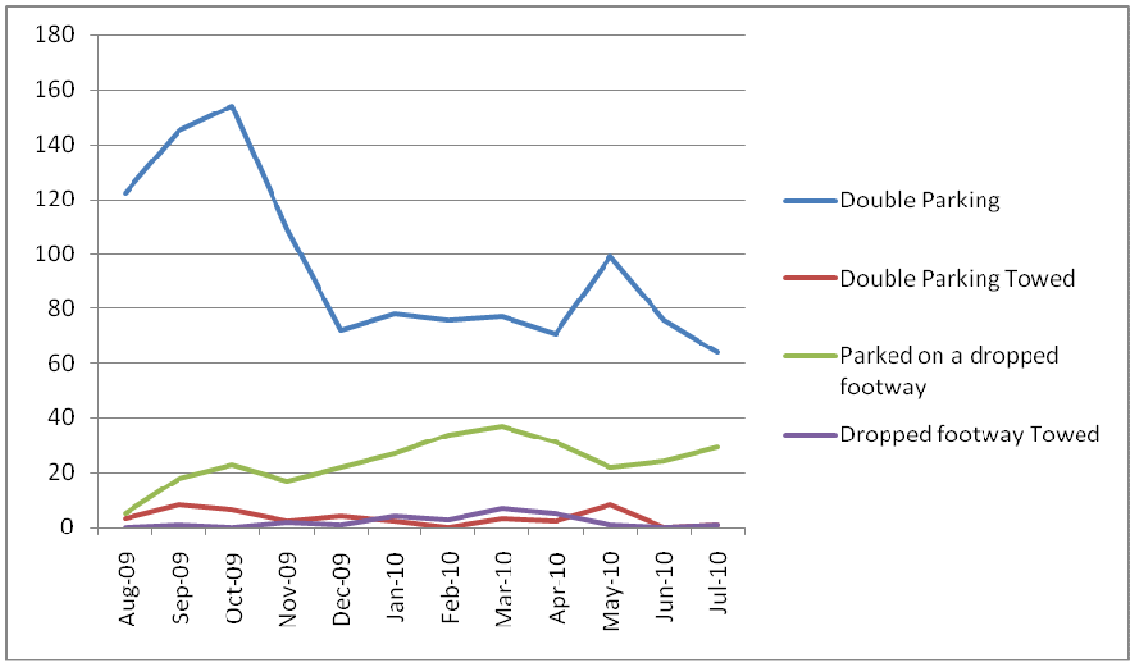


Chart showing PCNs issued by month for double and dropped footway parking.

Between 21 August 2009 and 1 July 2010 we issued 1,082 PCNs for double parking and 253 PCNs for parking adjacent to a dropped kerb. All PCNs issued for parking adjacent to a dropped kerb leading to driveways or garages were issued following a complaint from the resident or garage owner who was unable to gain access.

ROAD TRAFFIC SAFETY

Making our city's roads safer is a key priority. Parking enforcement has an important role to play in the council's overall strategy for improving road traffic safety. We aim to achieve this through a targeted approach which focuses on locations with the highest levels of casualties.

There are a number of unusual factors that influence road traffic safety. The density of the population means that there are a lot of vehicles parked on the streets of Brighton & Hove. Our city is a popular destination for many people who live outside of the city. This can have an impact on road safety statistics as these visitors are unfamiliar with road layouts.

Peoples' travel patterns have changed over the last decade. For example there has been an increase in bus and train passengers. This in turn leads to increased pedestrian journeys at either end.

Improved overall compliance with the parking regulations is helping us to reduce road casualties. It is notable, however, that the number of PCNs issued for one specific contravention, namely being parked on zigzags at a pedestrian crossing increased from 389 in 2008/9 to 421 issued in 2009/10. For further information please see the Local Transport Plan, Chapter 7 – Road Safety[1].

Table 9 - Pedestrian Accidents by Severity in Brighton & Hove before and after the introduction of CPE in 2001

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Fatal	9	6	6	6	7	3	3	4	5	2	1	1	**53**
Serious	61	56	68	49	60	69	51	50	59	61	44	57	**685**
Slight	264	260	230	249	218	208	206	187	177	189	161	136	**2485**
Total	**334**	**322**	**304**	**304**	**285**	**280**	**260**	**241**	**241**	**252**	**206**	**194**	**3223**

Table 10 - Child Accidents by Severity in Brighton & Hove before and after the introduction of CPE in 2001

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Fatal	0	0	2	1	0	0	0	0	1	0	2	0	**6**
Serious	24	22	22	13	13	11	14	17	18	15	11	15	**195**
Slight	139	123	124	126	94	112	109	103	88	96	66	72	**1252**
Total	**163**	**145**	**148**	**140**	**107**	**123**	**123**	**120**	**107**	**111**	**79**	**87**	**1453**

[1] http://www.brighton-hove.gov.uk/downloads/bhcc/ltp/Chapter_7__Road_Safety.pdf

CHALLENGES REPRESENTATIONS AND APPEALS

We have been carefully reassessing the service over the past year. Our main aims were to improve access to information, redesign our visitor permits and to achieve and maintain a 14 day response time for informal challenges. We want to make our service easily accessible to all users and provide exemplary customer service. This year we have achieved:

Response times

The team responds to all informal challenges within 14 days. We respond to all Formal Representations within the required timeframe of 56 days.

Our current response times as at 1 July 2010 are as follows;

PCN challenges	14 days
Formal representations	5 weeks
Bus lane representations	1 day
Removal representations	7 days

Quality Review

Letters are checked for quality on a monthly basis and all feedback is given to individual officers. This ensures that the quality of our letters remains high, customer satisfaction is improved and our statutory obligations are met.

PARKING INFORMATION CENTRE

There are many planned improvements for our Parking Information Centre which should be completed by the end of 2011. The customer survey carried out in July 2010 shows that 94% of customers were happy with the service provided. There were suggestions that a call forward system would help reduce the queues and also put customers as ease. A call forward system will be in place by the end of the year together with an information screen displaying information about parking in Brighton & Hove.

Improving our website

Our website has been reviewed with the addition of new pages for example a complete listing of our application forms. We have also given clearer guidance on how to appeal a PCN.

New Leaflets

We have designed and printed information leaflets for members of the public. These include guides on:

- Loading and Unloading
- Brighton & Hove parking permits
- A general guide to Parking
- Using a Blue Badge in Brighton
- Penalty Charge Notices

These leaflets are available in the Parking Information Centre and also all main council receptions in Brighton & Hove including the Visitor Centre (Tourist Information). The leaflets will also be available on our website to download.

Visitor Permits

We are in the process of re-designing the visitor permits and we will have the new design finalised soon. The new re-design should make it easier for visitors to use and we hope by reduce the number of PCNs issued by providing clearer instructions for use.

Appeals to the Adjudicator

If the council rejects a Formal Representation at 'Notice to Owner' stage the registered keeper of the vehicle can appeal to the Adjudicator. There are 8 grounds that an appellant can appeal on. Details of these grounds for appeal can be found at www.patrol-uk.info.

The adjudication service will also consider any other mitigating reasons that the vehicle was parked in contravention. This also applies to any representation received before, or after, the issuing of a Notice to Owner. The Adjudicator may refer a case back to the council if they feel that discretion has not been exercised by the council.

Information shown below relates to 2008/9. This is because the Traffic Penalty Tribunal will not be releasing statistical data in their Annual Report until late September 2010. In the public version of the Parking Annual Report we will however be including all up to date statistics on Brighton and Hove's performance. This will be published on our website.

Penalty Charge Notice (PCN) Appeal statistics

Local Authority	Appeals	PCNs Issued	Rate of appeal per PCN	Not Contested by council	Allowed	Total allowed including not contested by council	Refused by Adjudicator incl. out of time and withdrawn by appellant	Awaiting decision Incl. other decided
All Councils April 08 - Mar 09	**12,424**	**4,000,221**	**0.31%**	**4,170** **34%**	**3,572** **29%**	**7,742** **62%**	**4,325** **35%**	**357** **3%**
Brighton & Hove Apr 08 - Mar 09	**811**	**129,837**	**0.62%**	**245** **30%**	**292** **36%**	**537** **66%**	**254** **31%**	**20** **2%**

Bus Lane Appeal Statistics

Area by year of operation and month of commencement	Appeals Rec'd	PENALTY CHARGE NOTICE (PCN)'s issued	Rate of appeal per PENALTY CHARGE NOTICE (PCN)	Not Contested by council	Allowed by Adjudicator	Total allowed including not contested by council (council lost)	Refused by Adjudicator incl. out of time and withdrawn by appellant (council won)	Awaiting decision Incl. other decided
All Areas Apr 08 - Mar 09	**464**	**132,170**	**0.35%**	**189** **41%**	**119** **26%**	**308** **66%**	**141** **30%**	**15** **3%**
Bath and NE Somerset Apr 08 - Mar 09	**2**	**11,187**	**0.02%**	**1** **50%**	**1** **50%**	**2** **100%**	**0** **0%**	**0** **0%**
Brighton & Hove Apr 08 - Mar 09	**82**	**5,702**	**1.44%**	**22** **27%**	**15** **18%**	**37** **45%**	**45** **55%**	**0** **0%**
Essex Apr 08 - Mar 09	**0**	**0**	**0.00%**	**0** **0%**	**0** **0%**	**0** **0%**	**0** **0%**	**0** **0%**
Manchester Apr 08 - Mar 09	**82**	**38,243**	**0.21%**	**31** **38%**	**21** **26%**	**52** **63%**	**28** **34%**	**2** **2%**
Nottingham Apr 08 - Mar 09	**51**	**8,261**	**0.62%**	**15** **29%**	**15** **29%**	**30** **59%**	**21** **41%**	**0** **0%**
Oxfordshire Apr 08 - Mar 09	**42**	**18,634**	**0.23%**	**14** **33%**	**23** **55%**	**37** **88%**	**3** **7%**	**2** **5%**
Reading Apr 08 - Mar 09	**137**	**28,953**	**0.47%**	**79** **58%**	**20** **15%**	**99** **72%**	**34** **25%**	**4** **3%**
Sheffield Apr 08 - Mar 09	**68**	**20,694**	**0.33%**	**27** **40%**	**24** **35%**	**51** **75%**	**10** **15%**	**7** **10%**
Stockton-On-Tees Oct 08 - Mar 09	**0**	**496**	**0.00%**	**0** **0%**	**0** **0%**	**0** **0%**	**0** **0%**	**0** **0%**

BUS LANE ENFORCEMENT

The aim of Bus Lane Enforcement is to give priority to buses and taxis in bus lanes by excluding others during prescribed hours. Bus lane enforcement is part of a wide ranging programme of measures to improve the reliability and punctuality of public transport, reduce congestion and pollution. Keeping bus lanes free reduces delays and keeps traffic moving through the city. It has become a key tool in ensuring that the 3,000 buses using the bus lane every day to run to a more accurate time table. This in turn encourages commuters to be more environmentally friendly and use public transport.

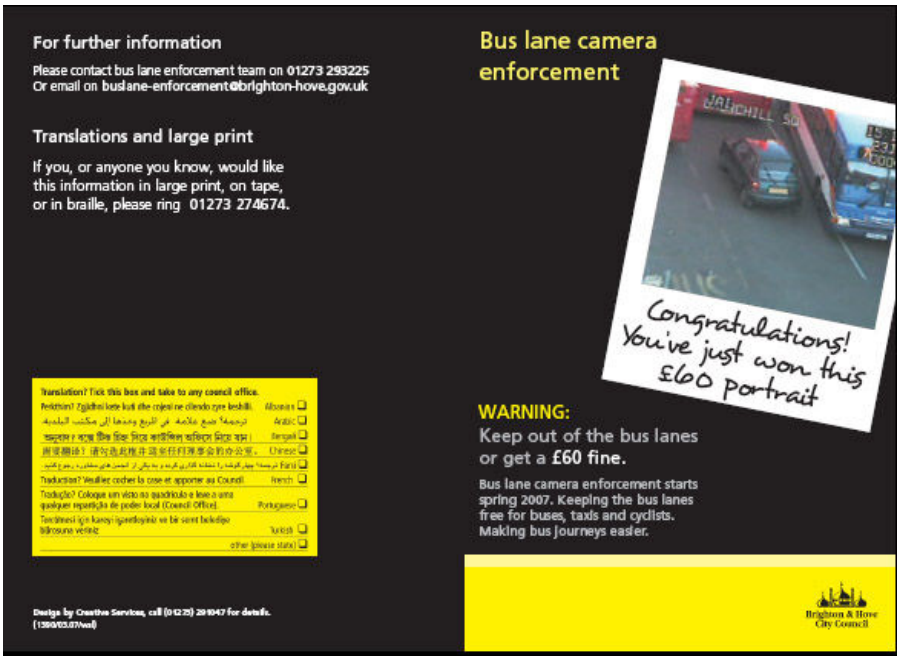
Prior to enforcement buses were regularly held up at traffic lights by a queue of cars in front of them. Overall, daily monitoring of the bus lanes shows that compliance with the bus lane regulations has significantly improved since the introduction of enforcement by CCTV.

Over the past year we have increased the hours of operation of the CCTV cameras that enforce the bus lanes to include all day on Saturday. This is the main reason for the increase in the number of Penalty Charge Notices issued which is up from 4,336 in 2008/9 to 6,737 issued this year. We hope that over time this additional enforcement will help further improve compliance with the bus lane regulations, to the benefit of passengers using buses in central Brighton at weekends.

Leaflets and Map

The following leaflet has been produced to explain that fines have been introduced and also on how to appeal against a Penalty Charge Notice for bus lane contraventions. For more examples please go to the bus lane section of www.brighton-hove.gov.uk

General Information Leaflet



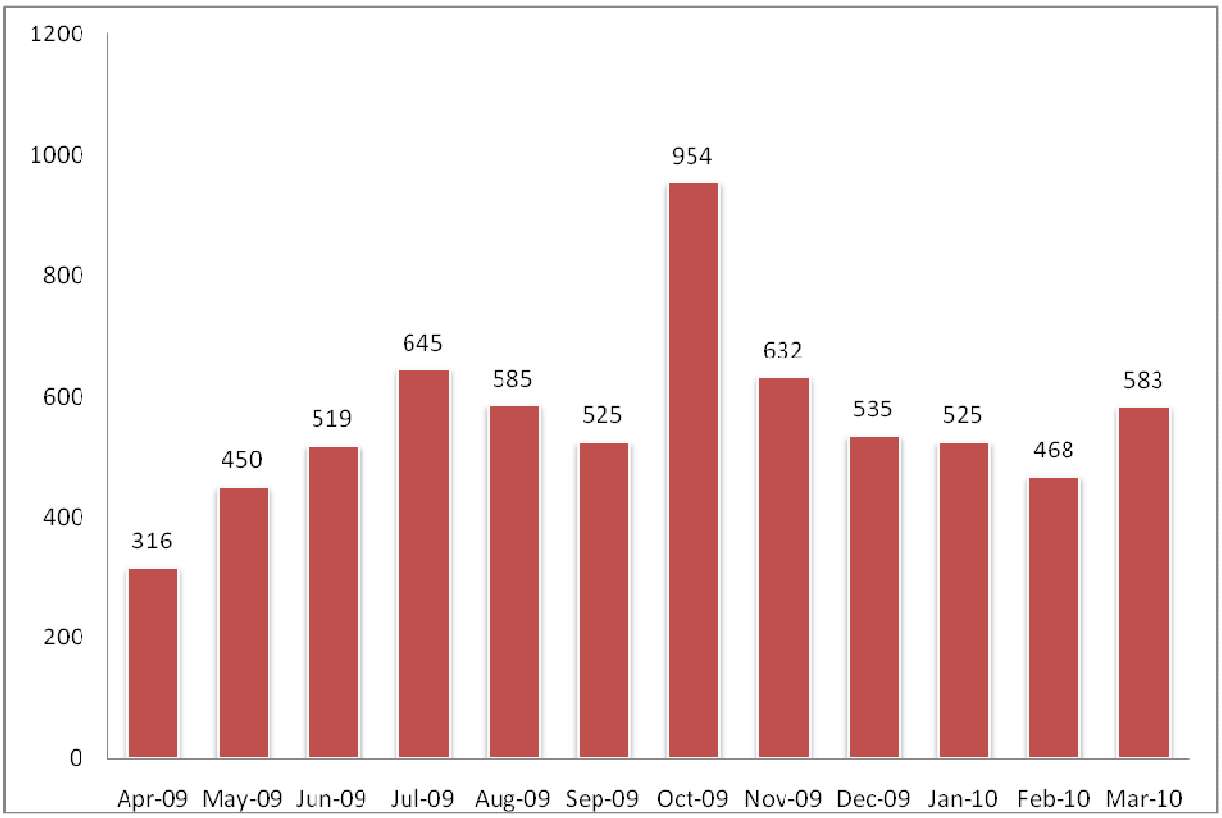


Map of bus lanes

This map can also be found on our website at www.brighton-hove.gov.uk/parking. Any enquiries about how and when to access businesses located close to bus lanes for example for deliveries can be made by telephoning Hove Parking Information Centre on 01273 296622

All council staff operating CCTV cameras have BTEC level 2 qualifications in the legal and operational aspects of working with CCTV cameras and work to a Code of Practice. The chart below demonstrates improved compliance with the regulations given the increased hours of enforcement compared to last year.

Bus Lane Penalty Charge Notices issued by month



Overall the percentage of bus lane PCNs paid has reached up to 80% of Bus lane PCNs issued, with 12% cancelled in response to an appeal from the motorist and 8% unpaid and subject to bailiff enforcement action. All bus lane Penalty Charge Notices include a photograph of the vehicle being driven in the bus lane. Brighton & Hove is one of the few cities in the UK where bus use has seen year on year growth and Brighton & Hove now has the second highest per capita bus use in the country. Some of the finance received from Penalty Charge Notices has been re-invested into bus routes and initiatives such as real time bus information (for which the City Council has received a number of national awards), talking bus stops for the visually impaired and the Bus Quality Partnership. Please see the chapter on Finance for more details.

RESIDENT PARKING SCHEMES

New Scheme Consultations

2009/10 saw the consultation and introduction of new parking schemes within the City, these were:

Preston Park Station, Preston Park Avenue & The Martlets

After extensive consultation in the Preston Park Avenue (Zone J extension) Preston Park Station (Zone A) and an extension to Zone O (The Martlets), these new schemes were introduced in October 2009.

We took into account all the representations received by residents during the 3 stages of consultation in the Preston Park Station area. The scheme was only approved where the majority of residents in the area were in favour of the parking scheme being introduced.

The full Environment Cabinet Member meeting report and decision can be found on the council's website at:

http://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=286&MId=1848&Ver=4

Hanover & Elm Grove Consultation

The resident parking review in Hanover and Elm Grove started in summer 2009 with surveys of cars parked over a 24 hour period. This was followed by a questionnaire sent out to all residents asking how they perceived parking issues in their street. We also organised workshops with local resident organisations, emergency services and other interested groups to discuss their concerns and ideas about a possible parking scheme

The Cabinet Member for Environment approved a report on 25th March 2010 giving the go ahead for a more detailed consultation to take place and a leaflet containing plans of the proposed parking layout and other relevant information was sent to all residents and businesses in the area.

The consultation also included reviews of the current Residents Parking Schemes in St Luke's (Area U) and Queen's Park (Area C). Queens Park (Area C) were consulted on whether they would like to change the restrictions from Monday–Saturday to Sunday–Saturday and St Luke's (Area U) were consulted on whether they would like to change their light touch scheme to a full scheme.

The consultation period started on Monday 19th April and finished on Friday 28th May.

London Road consultation

The consultation process for the London Road Station Area (Extension to Area J) began in summer 2008 when preliminary surveys were undertaken and analyzed. Local residents and businesses were invited to take part in an informal consultation to gauge the level of support for a scheme in this area.

The results of this informal consultation demonstrated that a scheme was viable for the area shown in a plan presented to Cabinet on the 5th November. This was the area that showed support for a residents parking scheme during the informal consultation.

The relevant Environment Cabinet Member Meeting took place on Thursday, 5th November, 2009 Item 62 can be found here:

http://present.brighton-hove.gov.uk/Published/C00000286/M00001850/AI00011241/$Item62LondonRoadStationAreaResidentParkingSchemeConsultation.docA.ps.pdf

or here for the Agenda and Decisions and Minutes:

http://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=286&MId=1850&Ver=4

The results of the informal consultation were presented to this Cabinet in a report and can be viewed here:

http://present.brighton-hove.gov.uk/Published/C00000286/M00001850/AI00011241/$Item62AppendixC.docA.ps.pdf

Area H extension consultation

The consultation process for the Area H extension also began in summer 2008 when preliminary surveys were undertaken and analyzed. Local residents and businesses were invited to take part in an informal consultation to gauge the level of support for a scheme in this area. As with all resident parking schemes approval to implement the scheme was only granted as a majority of people in the scheme area were in favour of the scheme.

The relevant Environment Cabinet Member Meeting took place on Thursday, 24th September 2009, Item 40 can be found here:

http://present.brighton-hove.gov.uk/Published/C00000286/M00001849/AI00008792/$Item40ResidentParkingSchemesConsultation.docA.ps.pdf

or here for the Agenda and Decisions and Minutes:

http://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=286&MId=1849&Ver=4

The results of the informal consultation were presented to this Cabinet in a report and can be viewed here:

http://present.brighton-hove.gov.uk/Published/C00000286/M00001849/AI00008792/$Item40AppendixB.docA.ps.pdf

As agreed by Cabinet, Cowfold Road and a section of Manor Road were re-consulted and subsequently voted to join the scheme.

Notices, plans and traffic regulation orders for this were advertised on the 19th March 2010 and the objection period for this ended on 16th April 2010. This is the final stage of the process after which a decision is made on whether to implement the scheme as advertised.

The results of the formal traffic regulation order was presented at Environment Cabinet Member meeting on Thursday 10th June 2010

The map for the new scheme can be viewed here:

http://present.brighton-hove.gov.uk/Published/C00000286/M00001849/AI00008792/Item40AppendixA.pdf

Permits

Total number of permits on issue by zone plus resident visitor permit allowance

Area	Parking Zone	Permits on issue 2009/10	Permits allowed 2009/10	% of scheme taken up 2009/10	Permits on issue 2008/09	Permits allowed 2008/09	% of scheme taken up 2008/09	Visitor allowance per resident 2008/09	Number of people on waiting list
Preston Park	A	540	540	100%	*	*	*	*	0
St James	C	1309	1477	89%	1341	1477	91%	50	0
Kemp town	H	1750	1750	100%	1750	1750	100%	50	0
New England Road	J	165	332	50%	93	105	89%	50	0
Brunswick	M	1643	1650	100%	1642	1642	100%	50	319
Central Hove	N	4536	4589	99%	4459	4589	97%	50	0
Goldsmid	O	1981	2283	87%	1929	2167	89%	50	0
Prestonville	Q	1029	1092	94%	1022	1092	93%	50	0
Westbourne	R	3381	4077	83%	3363	4077	82%	50	0
Hove Park	T	347	524	66%	350	524	66%	50	0
St Luke's	U	275	411	67%	257	411	63%	50	0
Westbourne	W	784	1069	73%	788	1069	74%	50	0
North Central	Y	1750	1750	100%	1750	1750	100%	25	249
South Central	Z	1150	1150	100%	1150	1150	100%	25	207
Total	n/a	20640	22694	n/a	19885	21803	n/a	n/a	

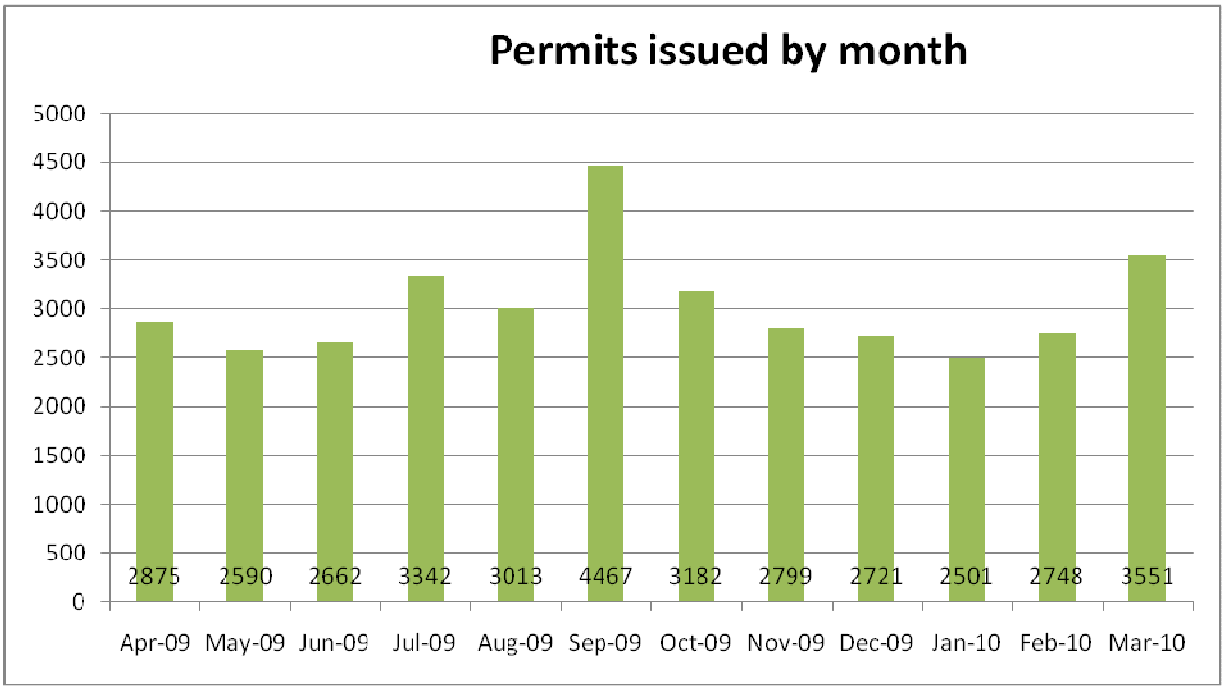
* Zone A introduced October 2009

Number of other permits issued 2008/09 & 2009/10 (visitors' and Hotels' show actual permits sold not residents hoteliers visited)

Permit Type	Total 2008/09	Total 2009/10
Business	1222	1257
Car Club	47	75
Carer	117	128
Dispensation	446	453

Doctor	130	157
Professional Carers	1933	1916
Schools	98	98
Traders	599	649
Visitors Issued	315581	319820
Hotel Issued	30602	22285

Permits issued by month 2009/10 (excludes hotel and visitors)



The figures show actual permits issued and will not match figures for permits issued by zone as three monthly and replacement permits are included in the above graph.

Special Events

From April 2009 – March 2010 over 150 special events were organised throughout the City. These special events help to attract the 8 million visitors Brighton & Hove welcomes each year.

The parking team supports these special events by ensuring that bay suspensions are in place, working alongside NSL to ensure that required roads are kept free from parked vehicles. Enforcement routes are also reviewed to ensure public safety.

Some of our largest events within the City are:

Brighton Pride - August

Pride in Brighton & Hove is the largest free Pride festival in the UK. The Pride Festival's biggest event is held annually in Brighton and Hove on the first weekend of August with the Pride Parade through the city centre and the party in Preston Park; in 2009 despite the bad weather the Pride event attracted over 150,000 visitors to the City from all over the world.

The parking department suspended 39 bays in Preston Road, 19 bays in London Road and 53 bays in the Kemp town area to keep the roads clear for the Pride Parade through the City.

More information on this event can be found at www.brightonpride.org

Labour Party Conference

From 27th September to 1st October Brighton and Hove hosted the Labour Party Conference at the Brighton Centre. Planning for the event started one year in advance to cover security, safety and access issues. We worked closely with the police; fire and ambulance services to ensure it passed safely and showcased Brighton & Hove to the world's media. A well attended conference offers significant benefits, with around £10million spent in the city.

Brighton Marathon

In early 2010 we held the first marathon in the city, attracting thousands of participants many running for their favourite charities. The event also attracted many visitors to the

city all attending to offer their support and encouragement. The Brighton Marathon took many months of planning, with the parking team suspending 303 parking bays along the route.

Sussex Beacon Half Marathon

On 21st February 2010 the city held the Sussex Beacon half marathon. 8000 people took part in the race that took the runners past some of Brighton's most recognisable landmarks. Once again the parking department had to ensure that the race route was kept clear of vehicles by erecting 26 bay suspensions. More information on the Sussex Beacon Half Marathon can be found at: www.brightonhalfmarathon.com

Some of the smaller community events included:

Car Free Day

On Sunday 20th September The Lanes, New Road, Jubilee Street and Jubilee Square were transformed into pedestrian friendly spaces with live music, performances and activities for everyone to enjoy. An 'enchanted forest' was created in the Lanes and people were encouraged to walk, cycle and get the bus to the annual free event. A total of 68 bays were suspended for this event.

Children's Parade

The Children's Parade is on the first Saturday of May and marks the beginning of the Brighton Festival. There are around 4,000 participants from local schools and as many as 10,000 line the route of the parade. The Children's Parade starts from North Laine at around 10-30 am. The route goes through the streets of the old town, across the seafront road (Kings Road) at the bottom of East Street, along the Upper Promenade, and into Madeira Drive. These roads were all closed for the event.

Examples of other events in the city which resulted in road closures include Hanover Day and the Brunswick festival.

Have your Say

We are always keen to hear from residents and visitors for feedback on the service that we provide.

Get Involved Campaign

In November 2009 parking officers took part in the councils 'Get Involved' campaign. The 'Get Involved' campaign is a chance for residents of the city to get involved in local democracy and make a difference to the local community and this took place from November 2009 – July 2010.

The aim of the Get Involved campaign is to make local people aware of the many ways they can get involved in their community. This could be through local decision making, by voting or having a say in consultations.

The campaign is about helping to promote and celebrate what is already happening in communities and neighbourhoods across the city. A website has been developed to include a calendar of events and activities being held throughout the campaign. More information can be found at www.getinvolvedinthecity.org.uk

Customer Feedback

From 5th – 9th October 2009 we took part in the annual 'National Customer Service Week', with staff at the Parking Information Centre speaking to residents and handing out customer service questionnaires asking for their opinions on parking and the service provided by the department. Feedback from 48 questionnaires has been analysed and fed back to the teams. The results are:

	Strongly Agree	Slightly Agree	Neutral	Slightly Disagree	Strongly Disagree
The environment was clean	60%	17.7%	20%	2.2%	
The environment	40%	31.1%	26.6%		2.2%

was welcoming					
The environment was comfortable	37.7%	26.6%	31.1%	2.2%	2.2%
The council officer who served me today was willing to listen	75.5%	11.1%	6.6%	2.2%	4.4%
The council officer who dealt with my query today was polite	77.7%	13.3%	6.6%	2.2%	
The council officer showed concern with regard to my query/problem	40%	15.5%	15.5%	2.2%	4.4%
The council officers conducted themselves in a friendly manner	73.3%	15.5%	8.8%	2.2%	
The council officer was efficient with my application/query	71.1%	17.7%	6.6%		4.4%
The officer who served me was knowledgeable about the service	68.8%	20%	8.8%		2.2%
I received all of the guidance needed to complete my application	68.8%	11.1%	13.3%		6.6%
I was able to make myself understood to the council officer who served me	66.6%	20%	8.8%	2.2%	2.2%

`

Are you satisfied that Brighton & Hove city council has done all that it can to help when dealing with your enquiry?

Yes	No
93.3%	6.7%

On a scale of 1- 10 how would you rate your level of satisfaction?

1	2	3	4	5	6	7	8	9	10
4.4%	3.5%	2.2%	4.4%	3.5%	4.4%	6.6%	15.5%	15.5%	40%

Further consultations with members of the public regarding the service we provide are planned throughout 2010.

Other meetings or events held with various section of the community about parking issues include:

Hanover/Elm Grove Stakeholder meetings to discuss possible new schemes.

Local Action Teams, Hanover, Elm Grove, Hove Park

Meeting with doctors at Royal Sussex County Hospital

Tarner Community Safety Action Group

Sussex Deaf Association

Representatives from taxi companies in Brighton and Hove

People's Parking Protest group

Brighton and Hove buses

Sussex Police

East Sussex Fire and Rescue

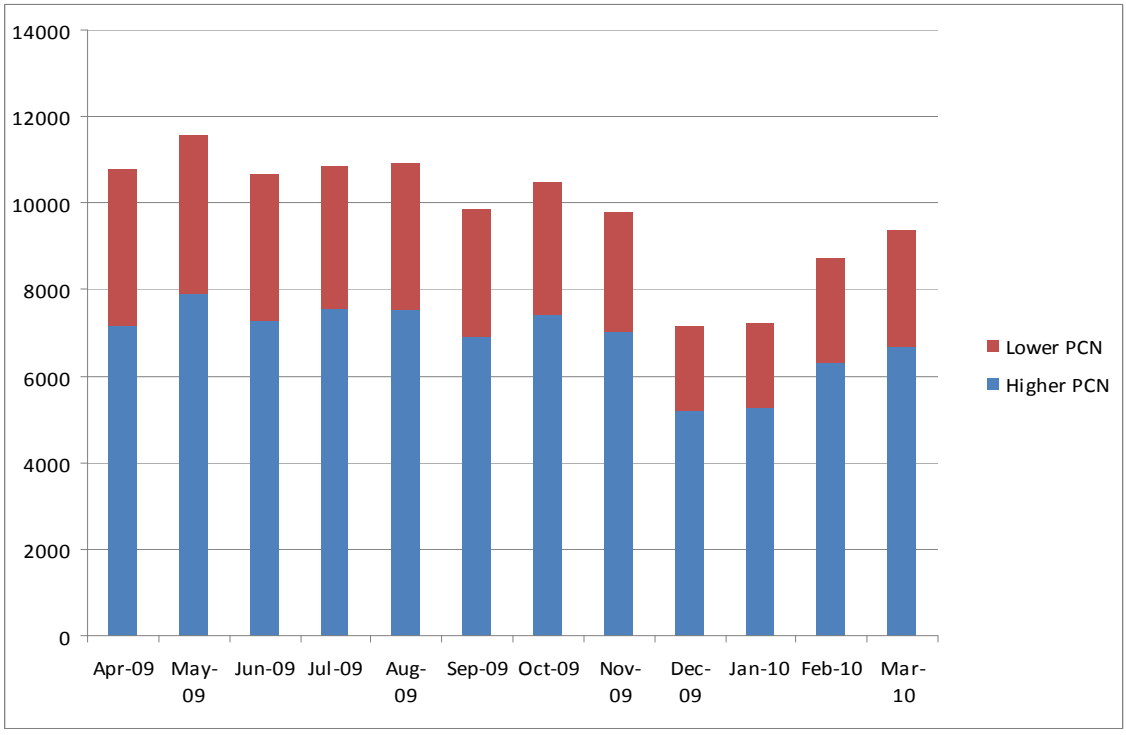
STATISTICAL REPORTING

The council took over parking enforcement in 2001. The number of Penalty Charge Notices issued initially increased due to the introduction of new resident parking schemes. Since 2004 despite the introduction of further new parking schemes the volume of Penalty Charge Notices issued has continued to fall with around 51,000 fewer PCNs being issued annually compared to the peak in 2004. This demonstrates that overall compliance with the parking regulations is improving. This is one of the key objectives of the Traffic Management Act.

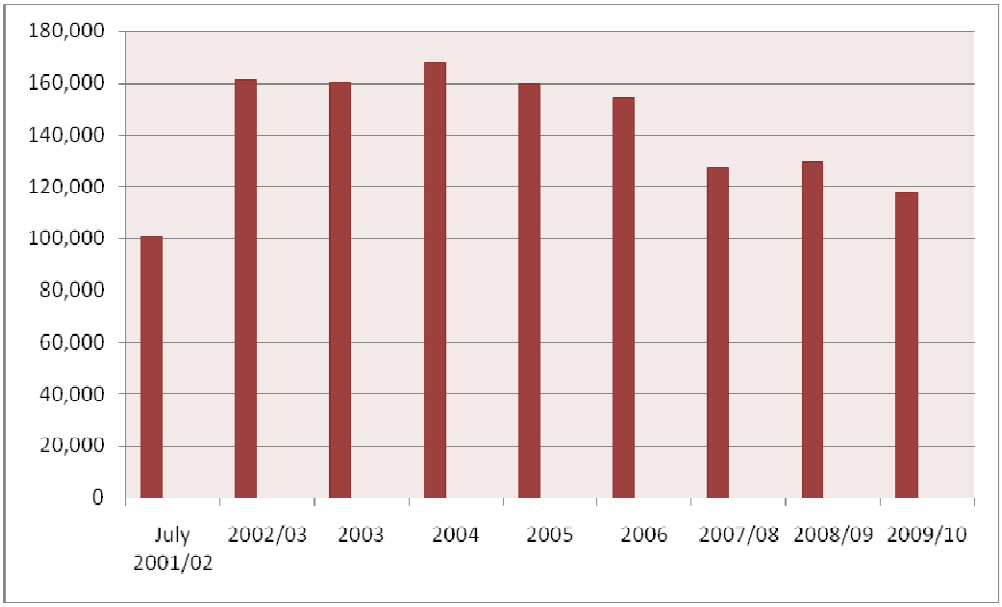
Penalty Charge Notice statistics 2008-9 AND 2009/10 as at 1 July 2010

	2008/09			2009/10		
	Total Penalty Charge Notices	On Street	Off Street	Total Penalty Charge Notices	On Street	Off Street
Number of higher level Penalty Charge Notices	90796	90761	35	81,203	79,367	1,827
Number of lower level Penalty Charge Notices	39041	37431	1610	35,166	34,385	781
Total number of Penalty Charge Notices issued	129,837	128,192	1645	116,369	113,761	2608
Number of Penalty Charge Notices paid	90805	89628	1177	82,781	81,298	1,483
Number of Penalty Charge Notices paid at discount	59026	58058	968	68,730	67,517	1213
Number of Penalty Charge Notices against which a representation was made (including transfers of liability)	40991	40959	32	39790	38,982	808
Number of Penalty Charge Notices cancelled as a result of representation or informal challenge	15885	15676	209	15,310	14,906	404
Number of Penalty Charge Notices written off for other reasons	2259	2239	20	2,126	2,101	25

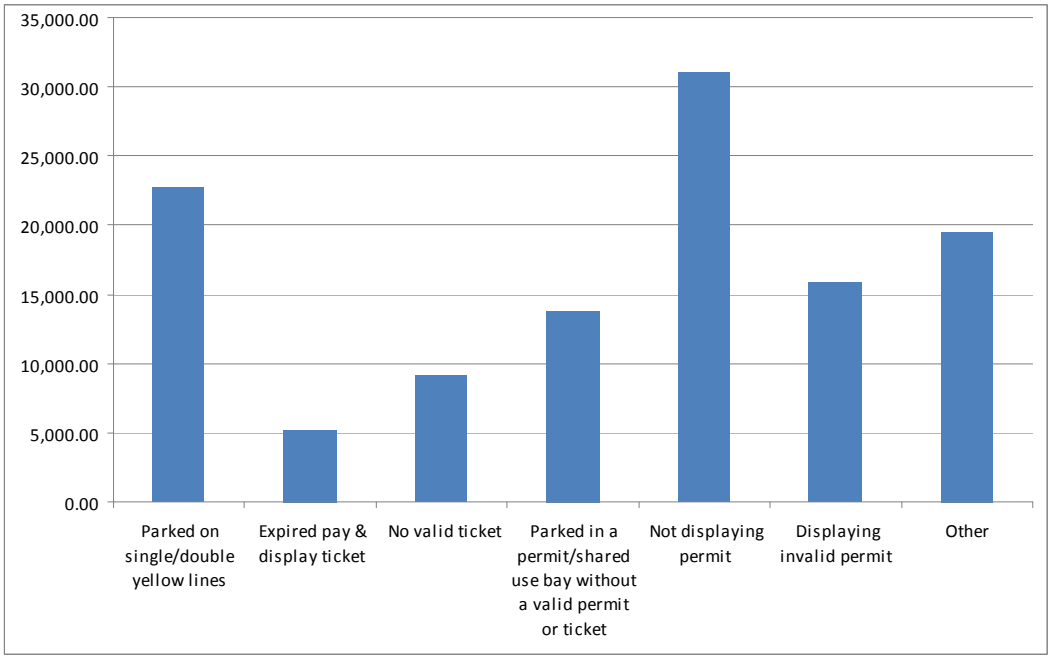
Number of postal Penalty Charge Notices issued	N/A	N/A	N/A	N/A	N/A	N/A
Number of vehicles immobilised	N/A	N/A	N/A	N/A	N/A	N/A
Number of vehicles removed	1073	1073	0	1268	1268	0



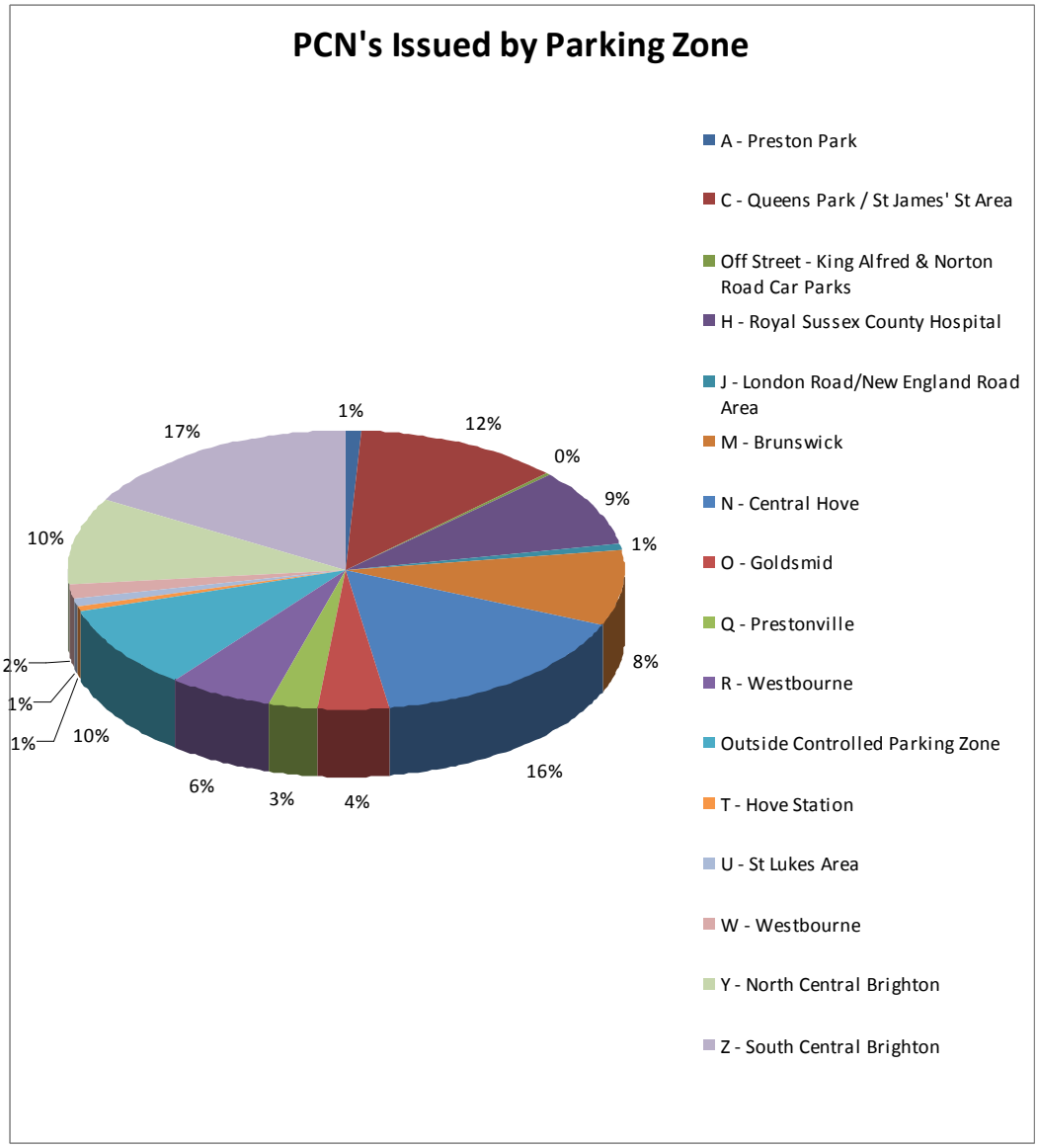
PCNs issued by month showing lower rate (less serious contraventions) and higher rate (more serious contraventions) PCNs issued

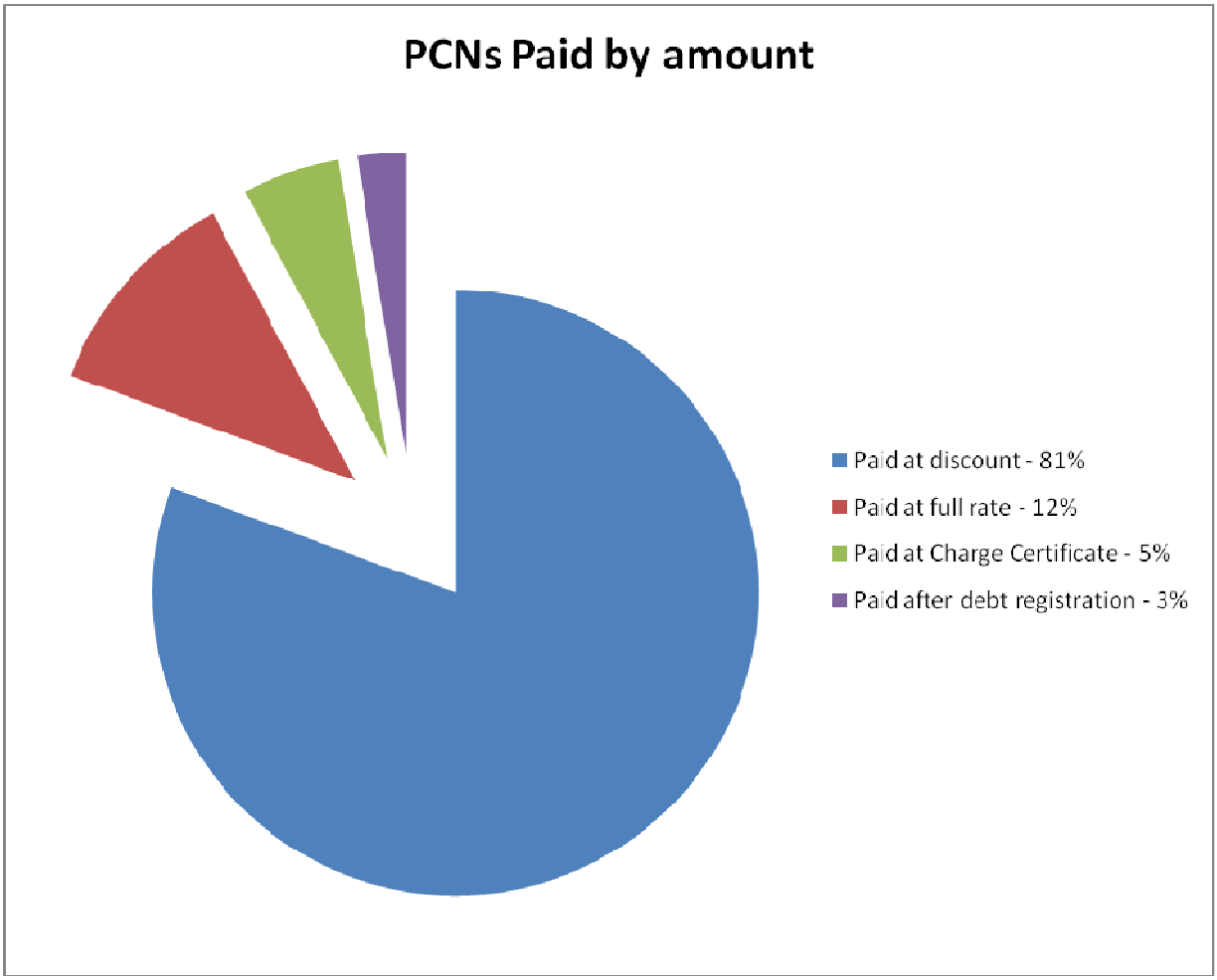


Number of Penalty Charge Notices (PCNs) issued since the introduction of CPE
The years conform to the Traffic Penalty Tribunal's reporting periods



Penalty Charge Notices issued by contravention type


PCN's Issued by Parking Zone
A - Preston Park
C - Queens Park / St James' St Area
Off Street - King Alfred & Norton Road Car Parks
H - Royal Sussex County Hospital
J - London Road/New England Road Area
M - Brunswick
N - Central Hove
O - Goldsmid
Q - Prestonville
R - Westbourne
Outside Controlled Parking Zone
T - Hove Station
U - St Lukes Area
W - Westbourne
Y - North Central Brighton
Z - South Central Brighton
1%
12%
0%
9%
1%
8%
16%
4%
3%
6%
10%
1%
1%
2%
10%
17%


PCNs Paid by amount
Paid at discount - 81%
Paid at full rate - 12%
Paid at Charge Certificate - 5%
Paid after debt registration - 3%

Enforcement

There are 80 Civil Enforcement Officers (CEOs) employed by NSL in Brighton and Hove. At any one time there are 46 deployed Monday to Saturday and 40 on a Sunday.

There are over 750 streets in the Controlled Parking Zones in Brighton and Hove. The Civil Enforcement Officers have to visit each of these streets at least twice a day. Each of the streets has a time limit that a CEO has to spend in the street. This varies depending on the amount of restrictions within a street. NSL must achieve 96% of the required visits each month to ensure that they meet the Key Performance Indicators.

Before a CEO can be deployed in Brighton & Hove they must have passed the "Streets Ahead Training". They also take the City and Guilds training.

A new Key Performance Indicator will be introduced this year which is 'Good Quality Photographs'. Although we are under no legal obligation to provide photographs it is important that the photographs taken by the Civil Enforcement Officers are of a good quality and show clearly why the PCN was issued.

A total of 1,119 parking bay suspensions were carried out in 2009/10. Applications are received by the Parking Information Centre and passed to NSL who then put signage in place in advance of the suspension recording details of any vehicles parked there when the signs are put up. Suspensions are mainly required for the following reasons:

- House removal vehicles
- Skips
- Filming
- Building works
- Special events

NSL also carries out parking enforcement outside of the Controlled Parking Zones. There are drivers operating 2 vans between 7am and midnight and 3 motor cycles between 6.45am and 16.15 pm each day. They also provide a fast response to complaints about illegal parking. We have a Key Performance Indicator which states that they must respond to a request for enforcement within 2 working hours of receiving the call. The Contractor must achieve 96% each month to ensure the Key Performance Indicator has been met.

Please also see the chapter on partnership working.

Removals

We work alongside NSL to remove any vehicles that are causing an obstruction or are parked illegally throughout the city. Vehicles reported to be parked across residents' driveways without permission, vehicles parked in disabled bays without a valid Blue Badge or vehicles parked in suspended bays are just some of the reasons why a vehicle may be towed to the car pound in Sackville Road.

In some instances the removal truck will be called to lift a vehicle and re-site it somewhere that is not causing an obstruction. For example a Blue Badge holder's vehicle parked on yellow lines, but causing an obstruction to other road users or pedestrians will be lifted and re-sited to a location where it does not cause an obstruction. The Traffic Management Act 2004 states that any vehicle that has more than 3 unpaid Penalty Charge Notices where representations have not been received is considered to be a persistent evader and may be removed to the pound if parked illegally.

The chart below shows the total number of vehicles authorised for removal for each contravention code between 06/04/09 – 05/04/10. It also details at the end of the chart those that were actually lifted out of those that were authorised for removal, how many were actually lifted and re-sited or taken to the pound. Often a driver will return to the vehicle before the vehicle has been taken to the pound. Details of every removal are passed on to the police so that they are aware it has been legally removed.

Vehicles authorised for removal but not necessarily removed

Contravention code and description	Count
01- Parked in a restricted street during prescribed hours	874
02 - Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force	447
05 - Parked after the expiry of paid for time	51
06 - Parked without clearly displaying a valid pay & display ticket or voucher	113
07 - Parked with payment made to extend the stay beyond initial time	4
12 - Parked in a residents' or shared use parking place without clearly displaying either a permit or voucher or pay and display ticket issued for that place	175
16 - Parked in a permit space without displaying a valid permit	456
19 **-** Parked in a residents' or shared use parking place or zone displaying an invalid permit, an invalid voucher or an invalid pay & display ticket	208
21- Parked in a suspended bay or space or part of bay or space	1238
23 - Parked in a parking place or area not designated for that class of vehicle	303
24 - Not parked correctly within the markings of the bay or space	6
25 - Parked in a loading place during restricted hours without	38

loading	
26 - Vehicle parked more than 50 cm from the edge of the carriageway and not within a designated parking place	376
27 - Parked across a dropped footway	111
30 - Parked for longer than permitted	15
40 - Parked in a designated disabled person's parking place without clearly displaying a valid disabled person's badge	935
42 - Parked in a parking place designated for police vehicles	8
45 - Parked on a taxi rank	141
47 - Stopped on a restricted bus stop or stand	182
48 - Stopped in a restricted area outside a school	1
82 - Parked after the expiry of paid for time – off street car parks	1
83 Parked in a car park without clearly displaying a valid pay & display ticket or voucher or parking clock	1
99 - Stopped on a pedestrian crossing and/or area marked by zigzags. You must not stop on a pedestrian crossing or in the white zigzag areas	95
Total authorised	5779

Vehicles removed to the pound or re-sited

Vehicles removed to the pound	1268
Vehicles re-sited	277
Vehicle scrapped	51



NSL also work alongside the DVLA and Sussex Police to remove any vehicles that have not got valid tax. Vehicles that remain in the pound for a minimum of 90 days without payment and collection will be scrapped. The criteria for determining lift priorities can be found in Appendix 3.

Partnership Working:

Our Contractor - NSL not only carries out parking enforcement but during the year has been involved in a number of other initiatives. We were approached by a Nursery in the city and asked if it would be possible for a Civil Enforcement Officer (CEO) to attend the Nursery in uniform and speak to the children about their work and what it involved. As the children were very young (under 4) a Parking Contract Officer from the council also attended. NSL provided small baseball caps with “Parking Enforcement” and some Hi-Visibility vests to make it a fun and informative time for the children.

In the early part of 2010 on a number of days the CEOs were unable to enforce the parking restrictions due to heavy snow covering the signs and lines. The CEOs volunteered to help clear the pavements by gritting and shovelling the snow away.

NSL is also involved in regular Action Days. Tarner residents said that they were fed up with inconsiderate parking in the area, vehicles causing obstructions on pavements and parking on double yellow lines. This led to a day of action where a team of Police Community Support Officers and Highways Enforcement joined together to target the area. This was considered to be a success by all involved with 7 Penalty Charge Notices issued to vehicles parked on yellow lines by CEOS.

The Police issued 4 Fixed Penalty Charge Notices to vehicles causing unnecessary obstructions with 7 vehicles ticketed for not displaying or having out of date road tax and one vehicle was removed to the pound. Various Blue Badges were checked and no issues arose.



John Mc Phillips, Chair of the Tarner Community Safety Action Group stated, “Excellent! Congratulations to all those involved on a stout effort. Whilst recognising the wide scope of the action taken beyond simple parking offences, I do especially welcome the fact that illegal parking has been challenged with some degree of force. Again, well done!!”

AIR QUALITY

Some of the initiatives we have already introduced include:

Electric vehicle charging points: In 2009 central Brighton saw the introduction of the first electric vehicle charging points outside London, following a successful application for European Civitas funding.

Low Emission Permit Discounts: In May 2005 the council approved our low emission vehicle policy. Any vehicle recorded as belonging to vehicle excise duty band A or B, registered with the DVLA after 1st March 2001(CO2 emissions are recorded in the vehicle registration documents [V5C] after this date) and emitting less than 120g CO2 per km can qualify for a 50% reduction on a residents permit.

Car Club Bays: Various locations within the City have seen the introduction of Car Club Bays and Car Club Permits. Car Clubs provide quick and easy access to cars for short term hire and are a pay – as – you – go alternative to owning a car. This also helps to reduce on-street car parking levels as an alternative to car ownership.

Bus Lane Enforcement: The City's successful bus lane enforcement keeps vehicles other than buses, taxis and cycles out of the busy bus lanes, helping to improve the reliability of bus journey times.

Full details on the air quality within the City over the past 10 years can be found on the website at www.brighton-hove.gov.uk or by calling the Pollution Control Team on 01273 292409

FINANCIAL REPORTING

The Civil Parking Enforcement (CPE) budget consists of income from Pay and Display, Permit fees and Penalty Charge Notices (PCN)), minus expenditure on enforcement administration, debt recovery and controlled parking zone set up costs. The use of any CPE surplus funds is governed by the Road Traffic Regulation Act 1984, as amended from October 2004 by section 95 of the Traffic Management Act 2004. This covers items such as highways and road improvement projects and measures to improve certain types of environmental pollution. The table below illustrates the contribution of CPE surpluses towards funding for transport and other highways related projects. It forms at least half of all transport and highways related expenditure in the city.

Detailed income for the on street parking account (provisional figures)

Income by source	**£ 2008/09**	**£ 2009/10**
On street parking charges	**8,136,678**	**8,305,464**
Permit income	**3,423,926**	**3,764,444**
Penalty Charge Notices (inclusive of bad debt provision)	**4,210,948**	**3,968,402**
Other income	**10,711**	**16,427**
Total	**15,815,263**	**16,054,737**

Detailed expenditure

Expenditure by type	**£ 2008/09**	**£ 2009/10**
Enforcement	**3,614,447**	**3,588,029**
Admin, appeals, debt recovery and maintenance	**3,004,859**	**2,929,307**
Scheme review / new schemes	**569,703**	**776,610**
Capital charges	**1,217,660**	**1,119,727**
Total	**8,406,669**	**8,413,673**
Surplus	**7,408,594**	**7,641,064**

Surplus is used to contribute towards spending in following areas

Type of expenditure	**£ 2008/09**	**£ 2009/10**
Supported bus services	**1,103,928**	**1,229,650**
Other public transport services	**341,181**	**360,788**
Concessionary bus fares	**5,757,141**	**6,804,527**
Capital investment borrowing costs	**3,023,631**	**3,264,169**
Total	**10,225,881**	**11,659,134**

From the expenditure table above we can see that in 2009/10 £7,641,064 was raised from CPE income which is classed as surplus (compared to a surplus in 2008/9 of £7,408,594). This increase is broadly in line with inflation.

The surplus is used to fund:

Bus subsidies: 43 routes were subsidised during the 2008/9 financial year, many of these are for school routes and for buses to outlying areas of the city.

Concessionary Bus Fares: Spending on concessionary bus fares rose from £1.91 million in 2005/06 to £5.21 million in 2006/07 and £6.8m in 2009/10.

The eligibility criteria for concessionary bus fares changed on 6 April 2010 in line with changes being made to equal entitlement to state pension benefits. The state pension age for women is rising by 5 years over a 10 year period. Funding from other sources of income are also required to offset the cost of concessionary bus fares and bus subsidies, for example, from council tax revenue, as the amount available through CPE surplus income is insufficient to meet costs.

Local Transport Plan costs: The borrowing costs of financing the 5 year, £28 million, Local Transport Plan for 2006-2011 are part funded by CPE surpluses. Each year a report is presented to the Environment Cabinet Members' Meeting to agree how funds will be allocated to deliver the Local Transport Plan capital programme for the following year. Some of these projects have included.

- The redevelopment of New Road,
- The Floral Clock Improvement Project
- Fiveways Traffic Management scheme
- Local safety schemes such as pedestrian crossings
- Bus Real Time Information Systems
- Cycle parking
- Journey time analysis to improve traffic flow
- Variable message signing
- 27 school cycle parking facilities
- Walking network improvements/ pavement repairs
- Pedestrian Way finding and signing project
- North Street Mixed Priority road safety improvements
- Journey On travel campaign and personalised travel planning

Some of the main Local Transport Plan schemes for 2009-10 include:

Road maintenance The Avenue	£602k
Road maintenance Kingsway	£604k
Pedestrian networks wheelchair routes	£107k
A23 Sustainable Transport Corridor	£256k
Walking networks improvements	£730k
Pedestrian Wayfinding and signing	£240k
North Street	£919k

More details of how the money is spent can be found in specific Cabinet meeting reports on the Council's website www.brighton-hove.gov.uk.

Parking and the Press

Here are some links to articles that have been published about a range of parking issues

March 2010

An article in City News reminding drivers not to park on yellow zig zag lines outside of schools.

http://www.brighton-hove.gov.uk/index.cfm?request=c1221504

January 2010

Civil Enforcement Officers help to grit the streets during severe weather in Brighton & Hove

http://www.youtube.com/watch?v=G9Ldc2iHuv0

September 20th 2009

The Argus ran a story about electric vehicle charging points to be introduced in Brighton & Hove

http://www.theargus.co.uk/news/4639211.New_drive_for_electric_cars_in_Brighton_and_Hove/

August 16th 2009

A letter to the Argus from Cllr Geoffrey Theobald OBE, Cabinet Member for Environment, regarding unfair reports about Civil Enforcement Officers.

http://www.theargus.co.uk/yourargus/letters/4548473.Unfair_attack_on_traffic_wardens/

August 15th 2009

The Argus ran a story about the new dropped kerb and double parking contraventions introduced in the City.

http://www.theargus.co.uk/news/4547508.Brighton_and_Hove_s_double_parkers_face_being_towed/

August 13th 2009

A letter printed in The Argus from a local resident giving their reasons why they think

parking enforcement is essential within the City.

http://www.theargus.co.uk/yourargus/letters/4545061.Parking_controls_are_vital/

August 11th 2009

A letter printed in The Argus from a resident of the Preston Park Area A

http://www.theargus.co.uk/yourargus/letters/4540557.Actually__parking_fees_are_not_excessive/

August 2nd 2009

The police issued a warning with regard to the purchase of stolen Blue Badges in Brighton & Hove;

http://www.theargus.co.uk/search/4524441.Brighton_blue_badge_theft_warning/

July 26th 2009

The Argus ran a story about a fire engine that could not get to a call out due to inconsiderate parking

http://www.theargus.co.uk/search/4512773.Car_blocks_fire_engine_on_999_call_in_Brighton/

June 2009

An article in City News regarding the council's plan to reduce the parking tariffs on the seafront by 50% throughout winter months

http://www.brighton-hove.gov.uk/index.cfm?request=c1205358

June 23rd 2009

Brighton at risk if issues such as parking which add increased pressure on historic infrastructure are not addressed

http://www.theargus.co.uk/search/4452370.Historic_Brighton__at_risk___says_English_Heritage/

June 14th 2009

A letter printed in The Argus regarding the Zone A consultations

http://www.theargus.co.uk/yourargus/letters/4437570.Parking_scheme_facts/

May 19th 2009

How can we improve Brighton & Hove's air quality?

http://www.theargus.co.uk/search/4380036.How_can_we_improve_Brighton_s_air_quality_/

May 19th 2009

Parents accused of endangering school children's lives
http://www.theargus.co.uk/search/4379218.Parents_accused_of_endangering_children_at_Hove_school/

April 16th 2009

Fines for Blue Badge cheats
http://www.theargus.co.uk/search/4297441.Fines_for_blue_badge_cheats/

APPENDICES

Appendix 1 - Parking charges for off-street and other areas operated by BHCC 2009/10

PARKING FEES

Off-street

Lanes Car Park

30 mins	1.20
I hour	2.40
2 hours	4.80
3 hours	6.80
4 hours	8.70
5 hours	10.50
6 hours	12.80
7 hours	16.50
8 hours	18.80
9 hours	21.00
24 hours	22.50
Evenings 18.00 – 24.00	4.50
Night 24.00 – 09.00	7.50
Lost ticket	22.50
Lanes Car Park	

London Road

1 hour	0.80
2 hours	1.70
3 hours	2.40
4 hours	3.30
6 hours	3.80
9 hours	6.30
24 hours	12.50
Season Ticket – Annual	690.00
Weekly	31.30
Lost Ticket	12.50
London Road Car Park	

Norton Road Car Park

1 hour	0.50
2 hours	1.00
3 hours	1.30
4 hours	1.80
5 hours	2.20
9 hours	3.60
Annual Season Ticket	465.00
Norton Road Car Park	

Rottingdean West Street & High Street

1 hour	0.50
2 hours	1.10
3 hours	1.60
Rott'dn West St & High St Car Park	

Rottingdean Marine Cliffs Car Park

1 hour	0.50
2 hours	1.10
3 hours & over	1.60
Quarterly season ticket	25.00
Rottingdean Marine Cliffs Car Park	

King Alfred Car Park

1 hour	0.50
2 hours	1.10
3 hours	1.30
4 hours	1.60
King Alfred Car Park	

Haddington Street

1 hour	0.50
2 hours	1.10
3 hours	1.30

Haddington Street Car Park	

Black Rock Car Park

1 hour	1.00
2 hours	2.00
3 hours	3.00
4 hours	4.00
6 hours	6.00
9 hours	9.00
Black Rock Car Park	

Regency Square Car Park

3 hours	4.50
4 hours	6.50
6 hours	9.50
24 hours	12.50
Quarterly season ticket	525.00
Annual season ticket	1755.00
Lost Ticket	12.50
Regency Square Car Park	

Trafalgar Street Car Park

2 hours	2.20
4 hours	4.40
6 hours	6.00
9 hours	7.50
12 hours	9.50
24 hours	12.50
Quarterly season ticket	504.00
Lost Ticket	12.50
Trafalgar Street Car Park	

High Street Car Park

2 hours	1.80
4 hours	4.50
6 hours	6.50
9 hours	7.50
12 hours	9.00
24 hours	10.00
Quarterly season ticket	538.00
Annual season ticket	1979.00
High Street Car Park	

Oxford Court Car Park

1 hours	1.50
2 hours	2.00
3 hours	3.50
4 hours	5.00
6 hours	6.00
9 hours	7.00
12 hours	9.00
24 hours	10.00
Quarterly season ticket	454.00
Oxford Court Car Park	

Carlton Hill Car Park

2 hours	2.50
4 hours	5.50
6 hours	8.00
12 hours	9.00
24 hours	15.00
Quarterly season ticket	538.00
Carlton Hill Car Park	

On-street

Central Brighton

North - Short Term	
30 mins	1.50
1 hour	3.10
2 hours	6.00
North – Medium Term	
1 hour	1.50
2 hours	3.10
4 hours	6.00
South – Short Term	
30 mins	1.50
1 hour	3.10
2 hours	6.00
South – Medium Term	
1 hour	1.50
2 hour	3.10
4 hour	6.00
Central Brighton	

Note - Area C (St James Street to Upper Rock Gardens) same as north term.

Seafront – 1st October to 31st March

1 hour	0.50
2 hours	1.00
3 hours	3.00
4 - 9 hours	4.00
Seafront	

Seafront – 1st April to 30th September

1 hour	1.00
2 hours	2.00

3 hours	3.00
4 hours	4.00
6 hours	6.00
9 hours	9.00
Seafront	

All other areas

Short Term	
15 mins	0.20
30 mins	0.50
2 hours	1.30
Medium Term (excluding Zone C)	
15 mins	0.20
30 mins	0.50
2 hours	1.30
4 hours	2.70
Medium Term (Zone C Only)	
1 hour	1.50
2 hours	3.10
4 hours	6.00
Long Term	
15 mins	0.20
30 mins	0.50
2 hours	1.30
4 hours	2.70
11 hours	4.00
All other areas	

Other charges

Residents permits

1 year (full scheme)	106.00
3 months (full scheme)	31.00
1 year (light touch)	61.00

6 months (light touch)	36.00
Residents permits	

Traders Permits (1 year)	**310.00**

Business Permits

One year	162.00
3 months	51.00
Business Permits	

School Permits (1 year)	**82.00**

Visitors Permits

Full scheme - per permit	2.00
Light touch – per permit	1.00
Visitors Permits	

Hotel Permits (per day)

Area C	5.10
Area N	1.00
Hotel Permits	

Professional Carers (1 year)	**20.00**

Dispensations (1 year)	**20.00**

Waivers (1 day)	**3.60**

Suspensions (per bay per day)

Suspensions	**20.00**

Blue Badge (per bay per day)	**2.00**

Car Club (3 years)	**5.00**

Appendix 2 - Cancellations 2009/10 by reason

Cancellation Reason	Total
Cancelled - Accept Representation	32
Cancelled - Access required to avoid road works	21
Cancelled - Adjudications Allowed	199
Cancelled - Adjudicator ordered refund of removal costs	3
Cancelled - Alighting Elderly Passenger	67
Cancelled - Appeal to Adjudicator Allowed	27
Cancelled - Appeal to Adjudicator - No Contest	44
Cancelled - Circumstances Beyond Drivers Control	409
Cancelled - Compassionate Reasons	197
Cancelled - Delivering (Bus Priority Route)	1
Cancelled - Dispensation / Waiver / PCB	138
Cancelled - Emergency work, evidence produced	23
Cancelled - Health and Safety	3
Cancelled - Hotel Permit incorrectly completed by Hotel	128
Cancelled - Hotel Permit Valid	104
Cancelled - Inadequate Signing/Lining	90
Cancelled - Incorrect Issue	54
Cancelled - Incorrect Issue - Bus	3
Cancelled - Incorrect Issue - Taxi	14
Cancelled - Incorrect Issue - Wrong VRM	49
Cancelled - Incorrect Issue Date	1
Cancelled - Insufficient Evidence	169
Cancelled - Invalid Penalty Charge Notice (PCN)	272
Cancelled - Loading Unloading Evidence	1128
Cancelled - Medical Emergency	111
Cancelled - Medical Reason	289
Cancelled - Mitigating Circumstances	189

Cancelled – Multiple PCNs issued	15
Cancelled - NTO / REP Out of Time	55
Cancelled - NTO Out of Time	28
Cancelled – On Vehicle White List	32
Cancelled - Out of Time (Initial appeal)	6
Cancelled - Out of Time (initial challenge)	3
Cancelled – PD Machine Faulty	184
Cancelled - Police / Emergency Vehicle	34
Cancelled - Police Car On Duty	25
Cancelled - Processing Error	406
Cancelled - Special Circumstances	762
Cancelled - Statutory Duties	57
Cancelled - Stolen Vehicle	132
Cancelled - TRO Exempt - Building/Demolition Operations	1
Cancelled - TRO Exempt - Highways Maintenance	3
Cancelled - TRO Exempt - Loading/Unloading	84
Cancelled - TRO Exempt - Police Permission	9
Cancelled - TRO Exempt - Refuse Collectors	3
Cancelled - TRO Exempt - Statutory Duties	27
Cancelled - TRO Invalid	5
Cancelled - Valid Disabled Badge Produced	570
Cancelled - Valid Pay and Display Ticket	1661
Cancelled - Valid Residents' Permit Produced	367
Cancelled - Valid Visitor's Permit Produced	876
Cancelled - Vehicle Broken Down	353
Cancelled - Vehicle Drive Away	1053
Cancelled - Window Cleaner	68

In March 2010 we introduced a new set of cancellation codes as seen below. The plan was to reduce the amount of codes and to separate these in to avoidable and unavoidable reasons for cancelling a PCN. These cancellations are regularly reviewed and the avoidable reasons for cancellations such as invalid PCN and insufficient signs and lines investigated further. These help us to identify the areas that we can work on as a department to avoid incorrect or unnecessary PCNs being issued.

Cancellation Reason	**Total**
Cancelled – Valid P & D	774
Cancelled – Dispensation/Waiver/PCB	49
Cancelled – Special Circumstances	440
Cancelled – Valid Disabled Badge	179
Cancelled – Valid Visitor Permit	295
Cancelled – Valid Resident Permit	163
Cancelled - Medical Residents	132
Cancelled - Hotel Permit Incorrectly Completed	110
Cancelled - Subsequent PCN Cancelled	289
Cancelled - Processing Error – Hove PIC	34
Cancelled - Invalid PCN	99
Cancelled - Out of Time (Initial Challenge)	10
Cancelled - NTO rep out of time	89
Cancelled - Insufficient evidence	13
Cancelled - TRO Invalid	2
Cancelled - Email Lost	38
Cancelled - Inadequate Signing/Lining	48
Cancelled – P & D Machine Faulty	93
Cancelled - TRO Exempt – Police/Emergency Vehicle	8
Cancelled - TRO Exempt – Vehicle Broken Down	165
Cancelled – TRO Exempt – Vehicle Stolen	41
Cancelled - TRO Exempt – Statutory Duties	30
Cancelled - TRO Exempt – Emergency Work	560
Cancelled - TRO Exempt – Window Cleaner	20
Cancelled - TRO Exempt – Alighting Elderly Passenger	35
Cancelled - TRO Exempt – Circumstances Beyond Drivers Control	152
Cancelled - TRO Exempt – Loading/Unloading Evidence	533
Cancelled – Adjudicator Allowed	1

BUS LANE	
Cancellation Reason	**Total**
Cancelled – First Offence	13
Cancelled - Medical Emergency	132
Cancelled - Health & Safety	3
Cancelled – Access required to avoid road works	1
Cancelled - Emergency Work – Evidence Seen	9
Cancelled – Compassionate Reasons	3
Cancelled - Delivering (Bus Priority)	6
Cancelled - Wrong VRM	25
Cancelled - Procedural Error	34
Cancelled - Cloned Vehicle	1
Cancelled - Police Permission	9
Cancelled - Loading/Unloading	84
Cancelled – Appeal to Adjudicator Allowed	4
Total	**15,310**

Appendix 3

REMOVALS

Criteria for determining lift priorities

PRIORITY	MANNER OF PARKING	TIMES
1	Stopped on a pedestrian crossing and/or crossing area marked by zig-zags	Instant lift
	In a position likely to cause danger to other road users	Instant lift
	Potential for preventing access by emergency vehicles	Instant lift
	Parked at or near a junction not in a designated parking place	Instant lift
2	In a bus lane when in operation	Instant lift
	Causing serious obstruction to traffic or pedestrian flow / Double Parking	Instant lift
	On a footway causing obstruction to pedestrians, particularly dropped kerbs for the disabled	Instant lift
	In a plated disabled bay without displaying a Blue Badge	30 mins 15 mins if P.E *
3	On a bus stop marked subject to a restriction	Instant lift
	In a restricted street subject to and during the hours of a loading ban	Instant lift
	Cycle lane	Instant lift
	Persistent Offenders classified as ‘high priority lift – persistent evader’	15 mins
4	In a suspended bay or parking place	30 minutes 15min if P.E.
	On a taxi rank marked subject to a restriction	30 minutes 15min if P.E.
	Preventing access to or from private property / adjacent to dropped footway.	
	Electric vehicle charge	30 minutes 15min if P.E.
	An unauthorised vehicle parking in a motor cycle bay, doctors bay or car club bay	30 minutes 15min if P.E.
5	Persistent offenders - where a vehicle has 3 or more outstanding PCNs and is parked in contravention.	15 mins

* P.E – Persistent Evaders

The word 'obstruction' has been used in a number of places. This is not a reference to any laws of obstruction but is used in its common usage sense. Some parking contraventions must also be taking place for action to be carried out.

Glossary of Terms

Bus Lane Enforcement

A bus lane is restricted to buses and is used to speed up the bus service and aide in them running on time. In Brighton & Hove taxis and bicycles can also use bus lanes. The central bus lanes are enforced by the local authority. The police also have powers to enforce bus lanes.

Challenge

An objection made against a Penalty Charge Notice before a Notice to Owner is issued.

Cancellations

A Penalty Charge Notice is cancelled when we believe that it would be unjust to pursue the case of when there is an applicable exemption.

Civil Enforcement Officer – CEO

This is the name given to officers who used to be known as Parking Attendants. They must be employed by the council or through a specialist contractor. In Brighton & Hove they are employed through NSL (formerly NCP).

Civil Parking Enforcement – CPE

This is the name given to the enforcement of parking regulations by Civil Enforcement Officers (CEO) under the Traffic Management Act 2004.

Contravention

Failure of the motorist to comply with traffic or parking regulations as set by local Traffic Regulation Orders (TRO).

Controlled Parking Zone - CPZ

An area where parking is restricted during specified times. This ensures that the needs of all motorists are catered for within the city. Signs are placed at entry points throughout the zone and where the restrictions differ to those on entry. There is no requirement to sign double yellow lines however single yellow lines will be signed.

Decriminalised

This means that it is not illegal to park in contravention of parking regulations. Enforcement of regulations within a Special Parking Area and is the sole responsibility of the Local Authority and not the police. Parking is a civil offence rather than a criminal

offence. Unpaid charges are pursued through debt collection agencies and not through the courts.

Decriminalised Parking Enforcement –DPE

This is the name given to the enforcement of parking regulations by Civil Enforcement Officers (CEO) under the Road Traffic Act 1991.

Department for Transport – DfT

This is the Government department responsible for the English transport network and transport matters in Scotland, Wales and Northern Ireland which are not devolved. The department is run by the Secretary Of State for Transport.

Differential Parking Penalties

This is the name for the different levels of charges implemented by the Traffic Management Act 2004. Higher level contraventions are £70 and lower levels are set at £50. The different charges reflect the seriousness of the offence.

Fixed Penalty Notice - FPN

These were introduced in Great Britain in the 1950s to deal with minor parking offences. These can only be issued by the police.

Local Transport Plan – LTP

These are an important part of transport planning within England. We are required to prepare them as plans for the future and present them to the Department for Transport.

Notice to Owner – NtO

This is a statutory notice that is served by the authority to the registered keeper of the vehicle that was issued with the Penalty Charge Notice (PCN). This will be served when a Penalty Charge Notice (PCN) is unpaid for 28 days. When the registered keeper, or the person the council believed to be the keeper of the vehicle, receives this they can either;

- make a payment of the full charge
- make representation (an appeal)

NSL – formerly National Car Parks (NCP)

NSL are Brighton & Hove's parking enforcement service provider working under contract.

Off-street parking

These are facilities provided through car parks.

On-street parking

These are facilities provided on the kerbside such as pay and display or permit parking.

Penalty Charge Notice – (PCN)

This is issued to a vehicle that is believed to be parked in contravention of the local Traffic Regulation Order.

Registered Keeper

The person who is deemed to be legally responsible for the payment of a PCN. These details are obtained from the Driver and Vehicle Licensing Agency (DVLA)

Representation

This is a challenge against the PCN after the Notice to Owner is issued.

Special Parking Area - SPA

An area where on-street parking is subject to Civil Parking Enforcement (CPE). Local Authorities will enforce the regulations through Civil Enforcement Officers.

Traffic Management Act 2004 – TMA

This act was passed by UK government in 2004. This law details street works and parking regulations. The act has been implemented since 31st March 2008.

Traffic Penalty Tribunal –TPT

The Traffic Penalty Tribunal decides appeals against parking penalties issued by Civil Enforcement Authorities in England (outside London) and Wales and against bus lane penalties issued by Civil Enforcement Authorities in England (outside London).

The Traffic Penalty Tribunal is the final stage of appeal for motorists or vehicle owners against a penalty issued by a council in England (outside London) and Wales.

Traffic Regulation Order – TRO

This is the statutory legal document necessary to support any enforceable traffic or highway measures.