





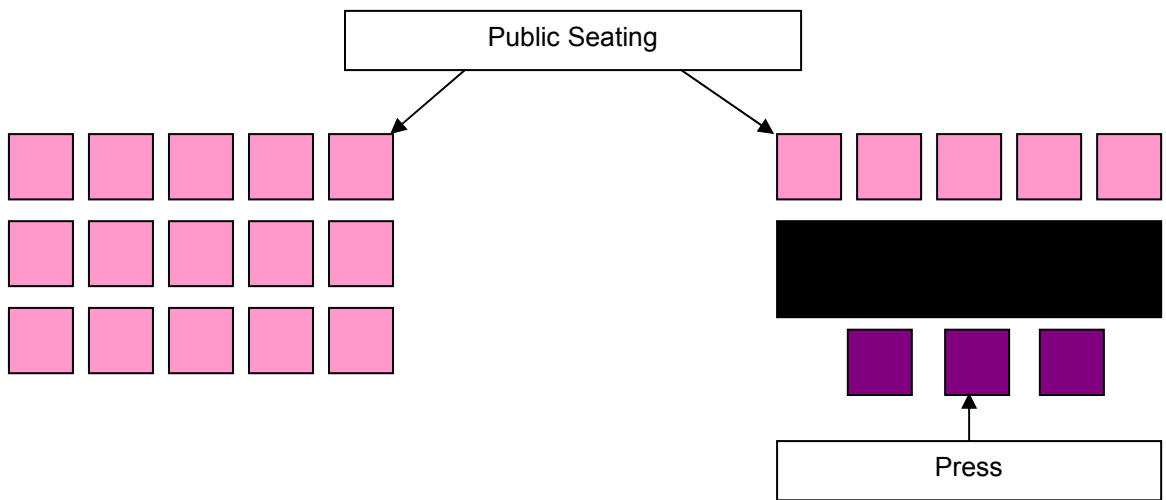
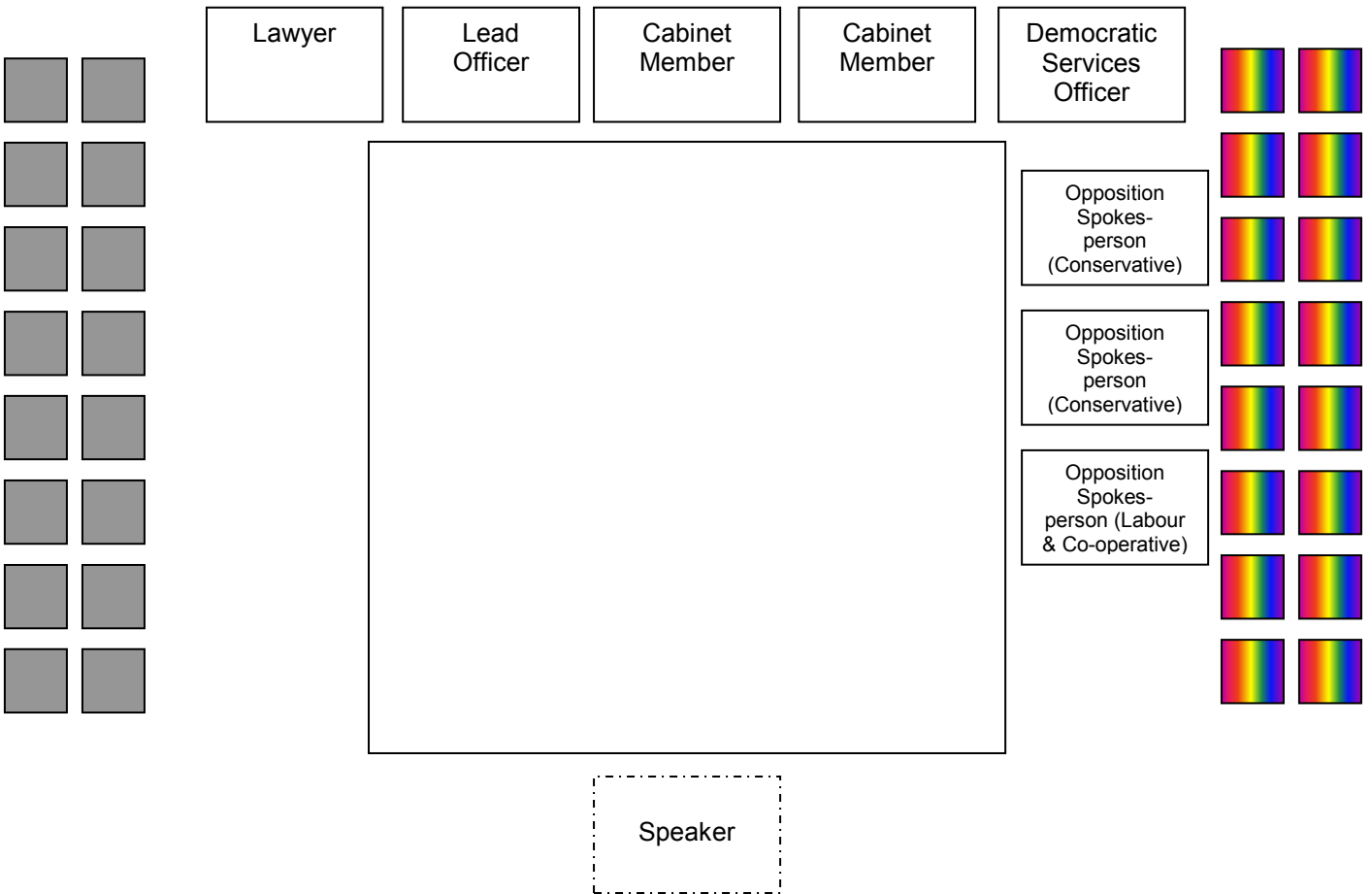
Brighton & Hove
City Council

Cabinet Members Meeting

Title:	Environment, Transport & Sustainability Cabinet Members Meeting
Date:	4 October 2011
Time:	2.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: Davey and West
Contact:	Tanya Davies Acting Democratic Services Manager 01273 29-1227 tanya.davies@brighton-hove.gov.uk

	The Town Hall has facilities for wheelchair users, including lifts and toilets
	An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter and infra red hearing aids are available for use during the meeting. If you require any further information or assistance, please contact the receptionist on arrival.
	FIRE / EMERGENCY EVACUATION PROCEDURE If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by council staff. It is vital that you follow their instructions: <ul style="list-style-type: none">• You should proceed calmly; do not run and do not use the lifts;• Do not stop to collect personal belongings;• Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions; and• Do not re-enter the building until told that it is safe to do so.

Democratic Services: Meeting Layout



AGENDA

Part One

Page

19. 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.

20. MINUTES OF THE PREVIOUS MEETING 1 - 12

Minutes of the Meeting held on 5 July 2011 (copy attached).

21. MINUTES OF THE SPECIAL MEETING, 17 AUGUST 2011 13 - 16

Minutes of the Special Meeting held on 17 August 2011 (copy attached).

22. CABINET MEMBERS' COMMUNICATIONS

23. ITEMS RESERVED FOR DISCUSSION

- (a) Items reserved by the Cabinet Members
- (b) Items reserved by the Opposition Spokespersons
- (c) Items reserved by Members, with the agreement of the Cabinet Members.

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

24. PETITIONS 17 - 20

Report of the Strategic Director, Resources (copy attached).

Contact Officer: Tanya Davies Tel: 29-1227

Ward Affected: All Wards

25. PETITIONS DEBATED AT COUNCIL

a) Keep The Level a green open space 21 - 26

(i) Draft extract from the proceedings of Council on 21 July 2011 (copy attached).

(ii) Report of the Monitoring Officer (copy attached).

b) Save The Big Lemon Bus 27 - 30

(iii) Draft extract from the proceedings of Council on 21 July 2011 (copy attached).

(iv) Report of the Monitoring Officer (copy attached).

26. PUBLIC QUESTIONS

(The closing date for receipt of public questions is 12 noon on 27 September 2011)

No public questions have been received as of 7 September 2011.

27. DEPUTATIONS 31 - 32

(The closing date for receipt of deputations is 12 noon on 27 September 2011)

(a) Deputation concerning proposed yellow lines between Maresfield and Cowfield Roads – Mrs Jenny Gearing (Spokesperson).

28. LETTERS FROM COUNCILLORS

No letters have been received as of 7 September 2011.

29. WRITTEN QUESTIONS FROM COUNCILLORS

No written questions have been received as of 7 September 2011.

30. NOTICES OF MOTION

No Notices of Motion have been received.

TRANSPORT & PUBLIC REALM MATTERS

- 31. Citywide Amendment Traffic Order: various traffic changes to Controlled Parking Zones (CPZ) and areas outside of CPZ** **33 - 108**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer: Charles Field Tel: 29-3329*
*Ward Affected: Brunswick & Adelaide;
Central Hove; East
Brighton; Goldsmid;
Hangleton & Knoll;
Hanover & Elm Grove;
Hollingdean & Stanmer;
Hove Park; Moulsecoomb
& Bevendean; North
Portslade; Patcham;
Preston Park; Queen's
Park; Regency;
Rottingdean Coastal;
South Portslade; St
Peter's & North Laine;
Westbourne; Wish;
Withdean; Woodingdean*
- 32. Speed Limit Review (A&B Class Roads)** **109 - 114**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer: Phil Clarke Tel: 29-3705*
*Ward Affected: Hangleton & Knoll;
Hollingdean & Stanmer;
Hove Park; Moulsecoomb
& Bevendean;
Rottingdean Coastal;
South Portslade;
Woodingdean*
- 33. Speed Limit Review 20mph Speed Limits** **115 - 122**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer: Len Holloway Tel: 29-2184*
*Ward Affected: Hove Park; Rottingdean
Coastal; South Portslade*
- 34. Parking Annual Report 2010/11** **123 - 184**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer: Paul Nicholls Tel: 29-3287*
Ward Affected: All Wards

ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING

35. George Street Petition - Consultation Results

Verbal update from the Project Manager, City Regulation & Infrastructure.

Contact Officer: Owen McElroy *Tel:* 29-0368

Ward Affected: Central Hove

36. Citywide Parking Review

185 - 198

Report of the Strategic Director, Place (copy attached).

Contact Officer: Owen McElroy *Tel:* 29-0368

Ward Affected: All Wards

37. Old Shoreham Road Cycle Facilities

199 - 204

Report of the Strategic Director, Place (copy attached).

Contact Officer: Abby Hone *Tel:* 29-3813

Ward Affected: Goldsmid; Hove Park

38. Permission to tender for supported bus network

205 - 214

Report of the Strategic Director, Place (copy attached).

Contact Officer: Nick Mitchell *Tel:* 29-2481

Ward Affected: All Wards

ENVIRONMENT & SUSTAINABILITY MATTERS

39. Highways Winter Service Plan 2011-12

215 - 282

Report of the Strategic Director, Place (copy attached).

Contact Officer: Christina Liassides *Tel:* 29-2036

Ward Affected: All Wards

40. Permission to Consult on Communal Recycling Trial

283 - 288

Report of the Strategic Director, Place (copy attached).

Contact Officer: Gillian Marston *Tel:* 29-4701

Ward Affected: Brunswick & Adelaide

ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS 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 29-1227, email tanya.davies@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Monday, 26 September 2011

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING

2.00PM 5 JULY 2011

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor Davey (Cabinet Member for Transport & Public Realm) and West (Cabinet Member for Environment & Sustainability)

Also in attendance: Councillors Janio (Opposition Spokesperson), Mitchell (Opposition Spokesperson) and G Theobald (Opposition Spokesperson)

Other Members present: Councillor MacCafferty

PART ONE

1. PROCEDURAL BUSINESS

1(a) Declarations of Interests

1a.1 There were none.

1(b) Exclusion of Press and Public

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

1b.1 **RESOLVED** - That the press and public be not excluded from the meeting.

2. TERMS OF REFERENCE

2.1 **RESOLVED** – That the Terms of Reference be noted.

3. CABINET MEMBER'S COMMUNICATIONS

- 3.1 Councillor Davey paid tribute to Peter Bloxham, the council's Traffic Manager, who had sadly and unexpectedly passed away. Peter had worked for the council and the former Hove Borough Council since 1988 working on many challenging transport projects and most recently managing the city's traffic control centre. Peter had been a keen train enthusiast and enjoyed being involved in his local community; he had chaired the Durrington Festival Committee and the 20th Festival would be dedicated to his memory. Councillor Davey stated that Peter would be sadly missed by colleagues and friends and extended the council's condolences to Peter's family.
- 3.2 Councillor Theobald stated that he had been shocked and saddened by Peter's sudden and unexpected death. Peter had given a fantastic service to the council for many years in an important and challenging role that he had taken in his stride. Councillor Theobald added his condolences to those of the council.
- 3.3 Councillor Mitchell echoed the sentiments expressed and offered her condolences to Peter's family. She stated that Peter had led many challenging projects and would also be remembered for the excellent support and advice he had provided to elected Members.

A minute's silence was observed in remembrance of Peter by those in attendance.

- 3.4 Councillor Davey advised that the 'Investment in City Infrastructure - Car Park Improvements – Phase II' report expected to be considered by the Cabinet on 14 July had been deferred to a later date to allow more consideration to be given to the need for changes to the surrounding road infrastructure in order that best value could be achieved from the £4 million investment agreed by the Council earlier in the year.
- 3.5 Opposition councillors expressed disappointment at the deferral and hoped that the delay would not be too long. In response to the comments, Councillor Davey explained that the works needed to improve access to the Regency Square car park had not been included in the original scheme and that more consideration needed to be given to this before work could commence.
- 3.6 Councillor Davey announced that the council's bid to the Department for Transport's Local Sustainable Transport Fund had been successful and the council would receive £4 million to invest in the Lewes Road area to improve one of the city's busiest roads, cut air pollution and emissions. He thanked the previous Administration for submitting the bid.

4. ITEMS RESERVED FOR DISCUSSION

- 4.1 **RESOLVED** – That all items be reserved for discussion.

5. PETITIONS

- 5.1 There were none.

6. PUBLIC QUESTIONS

6.1 Councillor Davey reported that three public questions had been received and would be addressed to Councillor West.

6.2 Ms Ash Shelling asked the following question:

“On what moral, and ethical grounds does the council justify sending out 28,000 consultation forms in which the ‘Cons’ (as in ‘pro’s and con’s) of having an open skate bowl on The Level’s highly utilised open green were deliberately downplayed, and, in which the Public Health and Safety risks posed by Option 2 received not a single mention?”

6.3 Councillor West gave the following response:

“At the end of an extensive design and public engagement phase, which as a ward councillor you know I took great interest in, the project team issued detailed consultation documents to 28,000 households. Given the rigour of the design process, the many ideas explored and taken on board, I believe ultimately two equally viable design options were generated. The Council did not have a preference for either Option 1 or 2.

The consultation document was produced with the research team who are experienced in producing objective consultation documents. The draft document was sent to the Friends of the Level, the Triangle and representatives of Park Crescent and ward councillors for comment. Officers met with representatives from these groups to go through their proposed amendments to the consultation document on 15 February. Further email and phone conversations followed. The majority of amendments put forward were incorporated into the document. I believe every effort was made to ensure the document was objective.

I appreciate your concerns about safety posed by Option 2. Risks to children and dogs wandering into the skatepark have been considered. An independent risk assessment has been carried out and there are not considered to be any significant risks with the sunken skatepark in either location. Public health and safety risks in both options have been considered and will be mitigated.”

6.4 Ms Shelling asked the following supplementary question:

“If the skate park is to be located in a ‘dogs off lead zone’, would the council clearly indicate what measures will be taken to ensure dogs don’t enter the ‘dogs free’ skating area?”

6.5 Councillor West gave the following response:

“A risk assessment has been conducted and concluded that no fencing is needed; however planting may be used to identify the skate park area and officers are working on the detail.”

6.6 The Head of Strategy & Projects for CityClean and City Parks advised that the more detailed design work on the skate park and surrounding area could only begin once the location had been agreed.

6.7 Mr Adrian Morris asked the following question:

“The consultation sent out to 28,000 households showed the skatepark in the southern section of The Level from a bird’s eye view from the south. The same view from the south is taken of the skatepark in the northern section, but the trees and shrubs of the Rose Walk obscure it. Had the view been taken at ground level from the north it would have clearly shown the intrusiveness of the skatepark on the green open space.

Would you agree that this was grossly misleading, favouring the northern option and the public couldn’t have realised what they were voting for?”

6.8 Councillor West gave the following response:

“Because the skatepark is sunken, if the two comparative “bird’s eye” images you referred to had been taken from ground level, the skatepark would have been less visible and the entirety of the layouts harder to compare. In addition to these comparative artists impressions, the consultation document contained maps of the two options clearly showing the extent and location of the skatepark.

You will also note that the consultation document contained a further artists impression of what the skatepark might look like, and this was indeed taken from ground level. The impressions were designed to be clear and objective as possible, and I disagree that they were grossly misleading or favouring the northern option.”

6.9 Mr Morris asked the following supplementary question:

“As I have said the Council have promoted the skatepark as a sunken bowl, maintaining that it will not be visible. When collecting signatures from nearly 3,000 people who want to save the green open space, many hadn’t realised the intrusiveness of the skatepark. To quote one regular user of The Level: “It will look bloody awful.” The ramps will rise above the bowl, clearly visible. As recommended in similar council schemes, the skatepark will have to be fenced off to a height of 2.75 metres. Why was this not indicated in the artist’s impressions and presented in the consultation?”

6.10 Councillor West gave the following response:

“The petition is not here today so I can’t consider it at this point; you were given the choice to present it today and chose for it come to the next Full Council meeting instead.

As I have said, the risk assessment has been done and I have to be guided by that in relation to the need for fencing; officers are considering whether planting will be used to reinforce the separation between the skate park and surrounding area. It is clear that the skate park has become the main issue; impressions of what the skate park would look like from both views was included in the consultation document and I feel that they were ample for people to see.”

6.11 The Head of Strategy & Projects stated that clear and objective illustrations had been requested.

6.12 Ms Julia Davis asked the following question:

“In November, Parks Project Team (PPT) said the skatepark would be 1100m². In workshop 2 (January 15), PPT changed this to 1600m² costing £450k, although only £150k was available, enough for 700-900m², stating a mistake was made in original measurements. The public consultation included the 1600m² skatepark size, but not an artist impression of Option 2 looking North-South, nor fencing around the skatepark in either option, despite requests from residents. These actions resulted in Option 1 looking both unsafe and congested. What skate funds will be available by August, including fencing, and how large will the skatepark be in the HLF bid plans?”

6.13 Councillor West gave the following response:

“As set out in the The Level – Heritage Lottery Bid and Masterplan report, Agenda item 11, sections 1.11 and sections 6.16 to 6.20, skatepark funding is being pursued separately to the HLF bid.

With the £97,000 from S106 and recommended £53,000 funding from existing Parks budgets, the total amount of secured funding is £150,000. Other sources of funding are being pursued, including grant aid from Viridor, Veolia and sponsorship. Decisions on these additional sources of funding are expected by January 2012.

The final size and complexity of the skatepark will depend on the total amount of funding secured, but will not be any larger than the area identified in the Master Plan.

The risk assessment carried out has identified that the skatepark and the boundary can be designed so as not to need fencing, mainly by ensuring there are no steep drops right on the boundary. I have asked officers further about this and there are no plans to use fencing, but officers have indicated that planting may be incorporated to help delineate the area.”

6.14 Ms Davis asked the following supplementary question:

“If the HLF bid fails and 3,000 signatories object to the skatepark in the north, will the skatepark still be moved and how much will such a move cost in addition to the available funds to build the new skatepark?”

6.15 Councillor West gave the following response:

“The report says that we’ll do what we can, but recognises that funds will be limited if the bid is not successful, so at the moment we are relying on the bid succeeding.”

6.16 The Head of Strategy & Projects advised that if the bid were to fail the amount of work would be very limited; some Section 106 monies were available, but it would be necessary to carefully consider how to prioritise the work required.

7. DEPUTATIONS

7.1 There were none.

8. LETTERS FROM COUNCILLORS

8.1 There were none.

9. WRITTEN QUESTIONS FROM COUNCILLORS

9.1 There were none.

10. NOTICES OF MOTION

10.1 There were none.

11. THE LEVEL – HERITAGE LOTTERY BID AND MASTER PLAN

11.1 The Cabinet Member for Environment & Sustainability considered a report of the Strategic Director, Place concerning the Heritage Lottery Bid and Masterplan for The Level, which would steer improvements to the park and any longer term development.

11.2 Councillor West advised that The Level was a very popular park, but that it was in bad condition, suffered from anti-social behaviour, and was in desperate need of investment. A funding bid was being prepared for submission to the Heritage Lottery Fund and Big Lottery Fund 'Parks for People' grant to try to obtain investment to make significant physical improvements, as well as increasing use, and improving management and maintenance of the park. Proposals had also been developed to replace the existing skate park, and funding for this was being pursued separately.

Two extensive consultation exercises had taken place, with ward councillors taking on a key community leadership role to ensure the transparency and integrity of the process, and the final consultation document had been delivered to 28,000 households within a 15 minute walk of the Level. Responses were received from 3,300 respondents, representing an excellent level of feedback, with 34% preferring to keep the skate park in its current location, and 55% preferring to move it to the north. Popular features were a café with indoor seating, water fountains, a sensory garden and new toilets, as well as the prospect of events, markets and arts in the park.

Councillor West recognised that many people were concerned about the prospect of extending the built environment into the area north of the Rose Walk and stated that his own preference was the option with the skate park in its current location. However, he believed that the process had been thorough, fair, and engaging, and that everyone had been afforded a good opportunity to express their views and shape the outcomes, and therefore, it was recommended that the design with the skate park relocated to the northern area be submitted.

Councillor West paid tribute to the diligence and flexibility of officers and designers, and to the time, effort and interest invested by many members of the public. He stated that he hoped that, despite individual reservations and preferences, all members of public,

community groups and civic associations would join together to show support for the bid in order to secure the much needed bright new future for the Level and the thousands of people it should be better serving.

- 11.3 Councillor Theobald welcomed the extensive nature of the consultation and stated that differing views were to be expected.
- 11.4 In response to questions from opposition councillors the Head of Strategy & Projects for CityClean and City Parks made the following comments:
- there were no covenants over the green area in the north of The Level
 - Both the council's Events Manager and the manager of the fair that visited to The Level had been consulted and neither were concerned that the Masterplan would have a negative impact on events. He noted that respondents to the consultation were keen to see more events at The Level.
 - The detailed view showing the skate park in the northern section of The Level was circulated as part of the original consultation document that was sent to 28,000 people.
 - The report was seeking approval of the Masterplan; more detailed design on some elements had not been worked out yet, but would be done with the involvement of local community groups.
- 11.5 Councillor Janio queried whether the final detail of the scheme would be brought back to a future Cabinet Members Meeting or whether, if approved, the Masterplan as it stood would be submitted as part of the bid.
- 11.6 Councillor West confirmed that the bid had to be submitted in August and as such, there would be no further opportunity to consider the Masterplan at a Cabinet Members Meeting. However, he had requested that the recommendations in the report be amended to require the Strategic Director, Place to work closely with him to develop the final details of the bid so that he could ensure that the many good ideas that had come out of the public engagement exercise continued to be incorporated. He explained that a decision on the location of the skate park was required for the submission of the bid, but that as it was to be funded separately from the rest of the scheme, the final design would be worked up later.
- 11.7 The Head of City Infrastructure explained that the Masterplan contained a lot of detail and that this was required to submit the bid, along with the location of the skate park. Details such as fencing and planting would not ordinarily be brought back for formal decision, however, officers would be working closely with the Cabinet Member and community groups on those details.
- 11.8 Councillor Mitchell stated that the Masterplan and bid presented an exciting opportunity and that the polarisation of views should not completely distract from the positives, such as the possibility of significant investment and how well the concept fitted with the historical setting.

She advised, however, that she understood why consulting on two options had confused some residents and that they still did not have a clear idea of what the skate park would look like. She stated that her preference was to redevelop the skate park in its current

location to prevent setting a precedent for encroaching on the green space in the northern part of The Level, which was used primarily by those looking to relax in the park; moving the skate park would encourage people to stay away from the northern area and would create another barrier within the park, which was intended to be an open space.

She noted that the Cabinet Member's own preference was to keep the skate park in its current location and stated that agreeing for it to be moved did not demonstrate good leadership.

11.9 Councillor Theobald advised that he agreed with Councillor Mitchell's comments.

11.10 Councillor West stated that he had not taken the decision to go against his own preference for the location of the skate park lightly, but that it would be wrong to disregard the views of the majority in an extensive and thorough consultation process.

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

- (1) That the Masterplan for The Level be endorsed and the extensive consultation undertaken be noted.
- (2) That the match funding requirements for the HLF bid from existing budgets to a maximum value of £200,000 be endorsed.
- (3) That the allocation of funding for the skatepark from existing budgets to a maximum of £53,000 be endorsed.
- (4) That authority be delegated to the Strategic Director, Place to oversee the completion of the final details of the bid, **in consultation with the Cabinet Member for Environment & Sustainability**, ready for submission by 31st August 2011.
- (5) That it be agreed that, in the event of the bid being unsuccessful, the Masterplan be used to inform the long term development of the park, and that it be noted that delivery would be dependent on funding.

12. NEW ROAD TRAFFIC REGULATION ORDER

12.1 The Cabinet Member for Transport & Public Realm considered a report of the Strategic Director, Place concerning a request from the leaseholder of 20 New Road to have disabled parking removed from outside his business.

12.2 Councillor Davey explained that if the disabled parking bay outside 20 New Road was removed, the bay outside Number 21 would also have to be removed for safety reasons and that there were no viable alternative locations; concerns from the occupiers of Number 21 had been allayed by stipulating time restrictions for the bays.

12.3 The Lead Commissioner for City Regulation & Infrastructure explained that the request had been made through a deputation to Cabinet in 2010 and the officers had spent a

significant amount of time trying to identify alternative locations for the disabled bays, but had been unable to do so, partly due to the redesign of New Road to create a shared space. He reported that the level of objections justified the recommendation not to proceed with removing the bays.

- 12.4 Councillor Theobald noted that the bays had been installed to allow disabled people to go to the Theatre Royal and that the move had been supported by the theatre manager at the time. He explained that time restrictions were later added to the bays to ensure that they were used for the original purpose and stated that he supported the proposals if the bays continued to be used appropriately.
- 12.5 Councillor Mitchell stated that she supported the recommendations.
- 12.6 Councillor Davey stated that while he acknowledged that the leaseholder of 20 New Road would be disappointed, he was confident that the request had been dealt with appropriately using a thorough and open process.
- 12.7 **RESOLVED** - That, having considered the information and the reasons set out in the report, the Cabinet accepted the following recommendations:
- (1) That the objections to the proposed Traffic Order be upheld, and the disabled parking bay outside 20 New Road be maintained.

13. TIVOLI CRESCENT - RESIDENT PARKING SCHEME FORMAL CONSULTATION

- 13.1 The Cabinet Member for Transport & Public Realm considered a report of the Strategic Director, Place concerning proposals to include Tivoli Crescent into the Area A resident parking scheme.
- 13.2 The Parking Infrastructure Manager explained that the inclusion of Tivoli Crescent was justified because it was the 'missing link' in the area. He noted that objections had been received from neighbouring roads and that such concerns may be considered as part of the planned citywide parking review.
- 13.3 Councillor Mitchell stated that she supported the proposals and asked whether the timetable for future parking schemes had been put on hold until after the citywide parking review. She advised that if small areas continued to be looked at, wider areas would be affected; she hoped that the review would prevent further ad hoc work.
- 13.4 The Lead Commissioner for City Regulation & Infrastructure explained that work on any new parking schemes would be built into the parking review, which would begin in the Autumn.
- 13.5 Councillor Davey advised that there may be scope for tidying up parking arrangements in some areas and that he hoped the citywide review would not take too long to complete. He added that he hoped Members from all Groups would contribute once the scope of the review had been determined.
- 13.6 Councillor Janio asked Councillor Davey to make a commitment not to consider any further changes to parking schemes until the parking review had been completed.

- 13.7 Councillor Theobald stated that he had expected the parking review to be underway by now.
- 13.8 Councillor Davey advised that the council had only recently undergone a change of Administration and that no terms of reference for the review had been agreed prior to this; work had now begun on this and it was anticipated that the terms of reference would be brought forward in the Autumn.
- 13.9 **RESOLVED** - That, having considered the information and the reasons set out in the report, the Cabinet 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* 201* (Area A – Tivoli Crescent)
 - (2) That any amendments included in the report and subsequent requests deemed appropriate by officers be added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.
14. **CHANGE OF TIMES TO SCHOOL KEEP CLEARS – STANDARDISING AND EXTENDING NO STOPPING TIMES**
- 14.1 The Cabinet Member for Transport & Public Realm considered a report of the Strategic Director, Place concerning proposals to standardise all School Keep Clear waiting restrictions across Brighton and Hove to provide a much more consistent approach that caters for the access needs and improves safety for all road users outside the school.
- 14.2 Councillor Mitchell welcomed the proposals, but advised that they may cause problems for those who were unable to walk to school because they had been directed to a school further away due to the shortage of primary school places in some areas of the city.
- 14.3 Councillor Janio reported that significant problems existed in his ward and that he hoped the proposals would address them. He stated that the new restrictions would, however, be ignored without effective enforcement and effective communication to residents.
- 14.4 The Lead Commissioner for City Regulation & Infrastructure explained that the standardisation of restrictions would make enforcement easier and that resources could be directed to specific problem areas. He advised that an extensive publicity campaign was planned to communicate the new rules to residents.
- 14.5 In response to a question from Councillor Theobald, The Lead Commissioner explained that it was proposed that schools where specific localised problems had been identified, they be removed from the traffic order to allow officers to work on suitable alternative arrangements.
- 14.6 **RESOLVED** - That, having considered the information and the reasons set out in the report, the Cabinet accepted the following recommendations:

- (1) That (having taken into account representations and objections) the Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 201* and Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 201* be approved with the following amendments:
 - (a) The proposed changes to times of the School Keep Clear on Holmes Avenue be removed from the Traffic Order due to reasons outlined in section 3.5.
- (2) That a decision be deferred on the proposed changes to times of the School Keep Clear around Down's Junior School due to reasons outlined in section 3.5.

15. FARMAN STREET (GATING) ORDER 2011

- 15.1 The Cabinet Member for Transport & Public Realm considered a report of the Strategic Director, Place concerning proposals to make a Gating Order for Farman Street, following completion of a Management Agreement between the council and the Farman Street Resident's Association, to combat anti-social and criminal behaviour.
- 15.2 Councillor Davey noted that there was a long history to the issue and that ward councillors continued to be supportive of the residents' desire for a Gating Order.
- 15.3 The Environment Improvement Officer reported that the residents had been in contact with the council since 2005 and that the distress and disturbance experienced had been ongoing until the present time. He explained that the matter had been put on hold in order for the council to tackle a planning enforcement matter relating to a neighbouring development; measures were subsequently put in place to combat the problems, but residents continued to report incidences of criminal and anti-social behaviour. Work towards achieving a Gating Order began again, however, the council was unable to identify funding for the installation and maintenance of the gate, so officers were working with the residents and the local publican to develop proposals for the way forward.
- 15.4 Councillor Mitchell welcomed the proposals and accepted that installing a gate at one end only would not prevent access by non-residents. She asked for confirmation that the council had received evidence of ongoing incidents after January 2010 as this was where the log stopped. She noted that Green councillors had not been supportive when legislation that allowed the creation of Gating Orders had been introduced.
- 15.5 Councillor Theobald also noted that the proposals would not prevent access to the road, but reported that he had received some concerns from a resident that the proposals did not include an Environmental Impact Statement and did not mention the Equalities Act.
- 15.6 The Environment Improvement Officer advised that the council was aware of the residents concerns and had addressed them within the report; he added that an Equalities Impact Assessment had been carried out. He reported that the council had received ongoing evidence of crime and disorder and explained the incident log included only those incidents that took place within the statutory consultation period.

- 15.7 Councillor Davey stated that as ward councillor for Brunswick Row, which became subject to a Gating Order in 2007, he had supported residents in their request. He advised that the installation of a gate at one end of Farman Street was the minimum restriction available and that he hoped it would provide the residents with some relief.
- 15.8 **RESOLVED** - That, having considered the information and the reasons set out in the report, the Cabinet accepted the following recommendations:
- (1) That agreement be given to the making of the Farman Street (Gating Order) 2011 (see Appendix B) subject to and from the date of completion of a Management Agreement between the council and the Farman Street Resident's Association as referred to in paragraph 3.3 below.
 - (2) That authority is delegated to the Strategic Director Place to enter into the Management Agreement and to advertise the Gating Order in accordance with the relevant Regulations.

The meeting concluded at 3.22pm

Signed

Cabinet Members

Dated this

day of

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING

3.00PM 17 AUGUST 2011

COMMITTEE ROOM 3, HOVE TOWN HALL

MINUTES

Present: Councillor Davey (Cabinet Member)

Also in attendance: Councillors Janio (Opposition Spokesperson) and Morgan (Opposition Spokesperson)

PART ONE

16. PROCEDURAL BUSINESS

16(a) Declarations of Interests

16a.1 Councillor Janio declared a personal, but non-prejudicial interest in Item 18, a report of the Strategic Director, Place concerning proposals for a scheme for cycle facilities on Old Shoreham Road, as a family member lived in the vicinity of proposed scheme.

16(b) Exclusion of Press and Public

16b.1 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Cabinet Member considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of the proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100I(1) of the Act).

16b.2 **RESOLVED** - That the press and public be not excluded from the meeting.

17. CABINET MEMBERS' COMMUNICATIONS

17.1 The Cabinet Member for Transport & Public Realm thanked the opposition Members for making time to attend the Special Meeting.

18. OLD SHOREHAM ROAD (OSR) - 'LINKS TO SCHOOL' (LTS) CYCLE FACILITIES

- 18.1 The Cabinet Member for Transport & Public Realm considered a report of the Strategic Director, Place seeking permission to re-consult on proposals for a scheme for cycle facilities on Old Shoreham Road.
- 18.2 Councillor Davey explained that the proposed scheme would provide a high-quality segregated cycle route, which would be complimented by pedestrian improvements previously requested by residents and councillors. He welcomed the offer of Sustrans funding and thanked Abby Hone, Principal Transport Planning Officer, for her work towards securing the funding.
- 18.3 Councillor Janio stated that he supported the linking up of good quality cycles lanes, but that he was not convinced that segregated cycle lanes were the best option; he asked that the city's cycling community be fully consulted. He noted that £185,000 would come from Local Transport Plan 2012-13 funding and stated that he hoped money had not been redirected from other important schemes, such as Marine Parade and cycle links into the South Downs National Park. He also queried the timing and length of the consultation period and asked whether the Sustrans funding had been accepted despite the fact that the consultation had not yet taken place.
- 18.4 The Cabinet Member confirmed that acceptance of the Sustrans funding was dependent on the scheme going ahead and that he would make a small amendment to the recommendations to reflect the fact that the offer of funding had been accepted. In response to questions from Councillor Janio, he explained that the timing of the consultation was due to the need to implement the scheme in the current financial year in order to take advantage of the funding secured from Sustrans. He stated that segregated cycle lanes on key routes were essential for encouraging cycling and ensuring cyclists felt safe on the roads, as well as preventing an increase in cycling casualties within the city. He added that Old Shoreham Road was different from the scheme in The Drive because parked vehicles were not an issue.
- 18.5 The Principal Transport Planner advised that the council made an Expression of Interest to the Department for Transport for a joint bid to improve access to the SDNP alongside other local authorities within or adjoining the SDNP. She explained that the 2009 consultation on a cycle scheme for Old Shoreham Road had been extensive, with 66% of respondents in favour of the a dedicated cycle facility; re-consultation was advised because of the addition of enhanced safety features and the proposal to fully segregate the route.
- 18.6 Councillor Morgan welcomed the proposals and was supportive of the intention to provide better cycle links and improve junctions for pedestrians. He requested that the consultation be widely advertised so that all users have the opportunity to participate, not just those in the immediate vicinity of the proposed scheme.
- 18.7 Councillor Davey advised that he would ask officers to ensure that the consultation process was given adequate publicity.
- 18.8 Councillor Janio advised that he was concerned about the safety of segregated routes. He stated that congestion would be caused by cars waiting to turn into minor roads and

that this could pose a risk to cyclists. He advised of the importance of consulting with the emergency services, who may also be impeded when the road becomes congested.

18.9 The Principal Transport Planner confirmed that there was a statutory duty to consult with the emergency services.

18.10 **RESOLVED** - That, having considered the information and the reasons set out in the report, the following recommendations were accepted:

- (1) That the Cabinet Member for Transport & Public Realm gives approval to undertake a public consultation exercise with key stakeholders and residents in the direct vicinity of the proposed OSR cycle facilities as detailed in this report.
- (2) That Members be informed of the outcome of the consultation and findings be brought back to the Environment, Transport & Sustainability CMM on 4 October 2011 for a decision on whether to proceed with the implementation of the scheme, including the advertising of any necessary traffic regulation orders.
- (3) That the Cabinet Member agrees to defer LTP Delivery Plan (2011/12-2013/14) funds of £125K for 'Dyke Road cycle route' in 2011/12 and to reallocate these funds to OSR cycle facilities subject to the outcome of the consultation exercise.
- (4) That the Cabinet Member formally accepts **the offer of** Sustrans LTS funding of £330K to implement OSR cycle facilities.
- (5) That the Cabinet Member agrees to commit £185K LTP Delivery Plan funding in financial year 2012/13 to implement traffic light controlled junction improvements to both junctions highlighted in this report, in order to further facilitate pedestrian crossing improvements and complete north/south links with existing cycle routes.

The meeting concluded at 3.15pm

Signed

Cabinet Member

Dated this

day of

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 24

Brighton & Hove City Council

Subject: Petitions
Date of Meeting: 4 October 2011
Report of: Strategic Director, Resources
Contact Officer: Name: Tanya Davies Tel: 29-1227
E-mail: tanya.davies@brighton-hove.gov.uk
Key Decision: No
Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive any petitions presented at Council, any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

2. RECOMMENDATIONS:

- 2.2 That the Cabinet Member responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- holding a meeting with petitioners
- referring the petition for consideration by the council's Overview and Scrutiny Committee
- calling a referendum

3. PETITIONS

3. (i) Parking Problems and Controlled Parking

To receive the following petition presented to the Cabinet Members Meeting by Mr Robert Rosenthal:

"We, the undersigned, find parking in our street much more difficult since the council introduced residents' controlled parking in the area south of London Road Station in October 2010. This has made our quality of life north of the railway line significantly worse as a result of displacement. We call on the council to implement an urgent review of the parking problem and current policies in order to bring a solution to this problem."

3. (ii) Bus stops at Wilson Avenue

To receive a petition presented at Council on 21 July by Councillor Gill Mitchell signed by 311 people calling for the provision of a bus shelter and accessible bus stop at the bus stops outside City College (southbound) in Wilson Avenue, and the Sadler Way bus stop. The petition also asks for improvements to the 21 bus service.

3. (iii) Road safety, Chesham Street

To receive a petition presented at Council on 21 July by Councillor Turton and signed by 27 people calling for the Eastern Road end of Chesham Street to be blocked off for safety reasons due to the volume and speed of traffic in this small residential area.

3. (iv) A gardener for Withdean Park

To receive a petition presented at Council on 21 July by Mr Stuart Derwent on behalf of the Friends of Withdean Park, and signed by 435 people:

“The Friends of Withdean Park hereby petition Brighton and Hove City Council (City Parks) to provide Withdean Park with a regular gardener to help protect our former National Lilac Collection which has been sadly neglected by the council for many years.

The beds need regular weeding to keep the shrubs at their best. The older lilac beds, sycamore saplings, brambles and ivy have been allowed to grow and hence spoil the beautiful lilacs.

Withdean Park is more beautiful than any other Brighton park, with 35 acres, with a large green space, woodland and a pond garden which brings pleasure to many different people and children and should be protected.”

3. (v) Student Safety! Pedestrianise Pelham Street

To receive the following e-Petition submitted via the council’s website Ms Julia Horbaschk and signed by 189 people:

We the undersigned petition the council to Support the College financially to create a safe passage in form of a pedestrian zone with trees and seating. Having had several near misses in the last few years and a recorded accident this year, it is crucial to reconsider the traffic arrangements in this area. The road is extremely narrow making it impossible for two way traffic as well as aggravating drivers who force their way through. Having missed out on a huge redevelopment plan, which would have considered a change of road traffic we now feel it is time for a healthy change. We have evidence of a recorded accident which will be shown at the Council meeting in July. Sign this petition now to guarantee a safer crossing in Brighton.

3. (vi) Residents' parking in Round Hill conservation area

To receive the following Petition submitted presented directly to the Environment, Transport & Sustainability Cabinet Members Meeting by Councillor Deane and signed by 113 people:

We, the undersigned, call on Brighton and Hove City Council to re-consult residents in Round Hill on membership of the Area J Extension residents' parking scheme in the context of the problem of displacement from areas of the city where parking is no longer free.

As new CPZs reach the boundaries of our city suburb, Round Hill cannot comfortably store the vehicles of outsiders wishing to avoid a fee of circa £2 per week.

Preferential treatment is now needed for our own residents' parking needs as well as the other benefits (cleaner environment, clearer footways, more room on junctions for emergency services and recycling collection vehicles). Without a CPZ, the obstructions to our own residents' needs will get worse.

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

4.30pm 21 JULY 2011

COUNCIL CHAMBER, BRIGHTON TOWN HALL

MINUTES

Present: Councillors Meadows (Chair), Wells (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cobb, Davey, Deane, Duncan, Farrow, Fitch, Follett, Gilbey, Hamilton, Hawtree, Janio, Jarrett, Jones, Kennedy, A Kitcat, J Kitcat, Lepper, Littman, MacCafferty, Marsh, Mears, Mitchell, A Norman, K Norman, Oxley, Peltzer Dunn, Phillips, Pidgeon, Pissaridou, Powell, Randall, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Turton, Wakefield, Wealls and West

PART ONE

7. PETITIONS FOR COUNCIL DEBATE

7(c) The Level

7.42 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of an e-petition concerning The Level.

7.43 The Mayor invited Mr. A. Morris to present his petition.

7.44 Mr. Morris thanked the Mayor and stated that a total of 3,044 people had signed the combined paper and e-petition which read as follows:

"We the undersigned petition the council to take account of our opposition to any structural development of the area of the Level north of the Rose Walk. We believe that a new and improved skate park should be built in the southern play area."

7.45 Mr. Morris stated that he hoped the council would take account of the number of people who had signed the petition and noted that the two interest groups who were integral to the lottery fund bid felt ignored throughout the consultation process. The concern expressed by parents who would have children using the play area in the south and the relocated skate park in the north had not been addressed and it would appear that the impact of the new skate park had not been fully explained as part of the consultation. He believed that The Level was a historic open space and it needed to remain as such and any relocation of the skate park to the north would be a disaster.

- 7.46 Councillor West noted the petition and stated that Mr. Morris had been given the opportunity to present it to the Cabinet Member Meeting at which the decision was taken, but chose not to and therefore it could not be taken into account. He noted that the consultation process had been extended and the options put forward for people to express their views on. The majority of respondents had indicated they were in favour of moving the skate park and wanted to see the bid succeed. In taking the decision he felt that he had to take account of the majority of people being in favour of moving the skate park and to breathe new life into city centre with the development of the area. He acknowledged that his personal view had been to leave the skate park in the south but the public view was that it should be moved and he wished to thank the residents and officers for their work in taking the project forward.
- 7.47 Councillor Mitchell stated that she wished to move an amendment on behalf of the Labour & Co-Operative Group to the report's recommendation. She believed that the matter had become controversial and that people were not clear about the impact of moving the skate park to the north would have on the area as a whole. She queried the timing of the second round for the lottery bid and suggested that there was time to review the situation and ensure that the bid had the support of the two interest groups.
- 7.48 Councillor Fitch formally seconded the amendment and noted that over 3,000 signatures had been obtained on the matter. He suggested that there was time to re-think the proposals and to submit the bid, whilst maintaining the open spaces that the users of the area wanted.
- 7.49 The Mayor congratulated Councillor Fitch on his maiden speech.
- 7.50 Councillor G. Theobald queried whether the bid had been submitted or if there was time to amend it given the degree of opposition expressed by the number of signatories to the petition. He suggested that further consultation could be undertaken and confirmation of their support obtained from the two interest groups that were party to the lottery bid.
- 7.51 Councillor Mears stated that she fully supported the investment in The Level but could not support the proposed relocation of the skate park to the north. She argued that The Level had two distinct areas, the north being recreational and the south a play area. She was also concerned about how the regular Fair and Festival activities would be accommodated if the skate park was moved to the north. She queried whether the funding for the skate park was attributed to the lottery bid or was to be found via a Section 106 Agreement.
- 7.52 Councillor Smith stated that he could not support the loss of an area that was used by residents as recreational space with the imposition of the skate park. He believed that further consultation should take place and the Cabinet Member should consider the matter further.
- 7.53 Councillor J. Kitcat stated that a thorough consultation process had been undertaken and 55% of the respondents had voted in favour of moving the skate park to the north. He also noted that at the recent Cabinet Member Meeting, opposition councillors had not raised the question of reviewing the matter or deferring the decision and had not

made a call-in request following the decision. He stated that there was a need to accept the views of the majority and to take forward that mandate.

- 7.54 Councillor Peltzer Dunn referred to the proposed amendment and suggested that it was possible for Councillor West to reconsider the decision and to take account of the views expressed by a significant number of people.
- 7.55 Councillor Simson stated that she felt there was a need to take account of the views of the families that used the current play areas and their concerns should the skate park be moved to the north of not being able to watch their children in both areas. She also suggested that there was time to re-examine the options and to retain the skate park in the south.
- 7.56 Councillor West noted the comments and stated that the consultation process had shown 3 times more families in favour of moving of the skate park to the north and to be separate from the play area. Of the 28,000 people consulted, 55% had been in favour of moving the skate park and he felt their preference should be supported. He noted that the proposed amendment 2.2 referred to the second round of the lottery bid and that to date there had only been one round, the intention was to submit the bid for the second round. He believed local ward councillors, officers and residents had worked very hard to take the project forward and therefore he could not support the amendment and stated that the bid should be submitted.
- 7.57 The Mayor noted that an amendment had been moved along with the recommendation to refer the petition to the Environment & Sustainability Cabinet Member Meeting and stated that she would put them to the vote.
- 7.58 The Mayor then put the Labour & Co-Operative Group's amendment to the vote, which was carried.
- 7.59 The Mayor then put the substantive recommendations as amended to the vote which were carried.
- 7.60 **RESOLVED:**
- (1) That the petition be referred to the Environment & Sustainability Cabinet Member Meeting for consideration; and
 - (2) That it be noted Brighton and Hove City Council was successful in the second round of the Heritage Lottery Fund Parks for people funding programme and that the council's bid for funding has to demonstrate engagement with community groups;
 - (3) That it be noted the friends of The Level and The Triangle Community Group, both named in the bid, are opposed to the moving of the skate park into the northern area;
 - (4) That given the degree of public opposition as evidenced by this petition to the decision by the Cabinet Member for Environment and Sustainability to move the skate park into the northern area and the fact that the Cabinet Member stated

when he took the decision that he is personally opposed to this move, that the proposals are now reviewed;

- (5) That as a part of this process the council should draw up and publish more detailed plans and illustrations that clearly demonstrate the impact that the skate park would have on the open, northern area including any safety features such as fencing, planting and landscaping; and
- (6) That meanwhile all monies held by the council in relation to The Level are ring-fenced and safeguarded for that purpose.

The meeting concluded at 10.25pm

Signed

Chair

Dated this

day of

Council	Agenda Item 7(c)
21 July 2011	Brighton & Hove City Council

Subject:	Keep the Level a Green Open Space		
Date of Meeting:	21 July 2011		
Report of:	Monitoring Officer		
Contact Officer:	Name: Mark Wall	Tel: 29-1006	
	E-mail: mark.wall@brighton-hove.gov.uk		
Wards Affected:	All		

For general release

Note: The subject matter of the petition is an executive function and therefore not one that Full Council can make a decision on.

PETITION TRIGGERING A FULL COUNCIL DEBATE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not a petition requesting officer evidence, it will be debated by the Full Council.
- 1.2 A combined paper and e-petition has resulted in triggering a debate at the council meeting, having exceeded the threshold with a total of 2,498 signatures.

2. RECOMMENDATIONS:

- 2.1 That the petition is referred to the Environment and Sustainability Cabinet Member Meeting for consideration.

3. RELEVANT BACKGROUND INFORMATION / CHRONOLOGY OF KEY EVENTS:

3.1 The Petition

"We the undersigned petition the council to take account of our opposition to any structural development of the area of the Level north of the Rose Walk. We believe that a new and improved skate park should be built in the southern play area."

Lead Petitioner – Mr. Adrian Morris

- 3.2 As the subject matter of the petition relates to an executive function, the options open to the council are:

- To note the petition and take no action for reasons put forward in the debate;
or

- To refer the petition to the relevant Cabinet Member Meeting; or
- To refer the petition to the relevant Cabinet Member Meeting with recommendations.

4. PROCEDURE:

- 4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:
- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the prayer of the petition and confirm the number of signatures;
 - (ii) The Mayor will then call on the relevant Cabinet Member to respond to the petition and move a proposed response;
 - (iii) The Mayor will then open the matter up for debate by councillors and call on those councillors who have indicated a desire to move an amendment or additional recommendation(s) to the recommendation listed in paragraph 2.1 of the report;
 - (iv) Any councillor may move an amendment or recommendation, having regard to the recommendation in 2.1 above and any such proposal will need to be formally seconded;
 - (v) After a period of 15 minutes, the Mayor will then call an end to the debate and ask the relevant Cabinet Member to reply to the points raised;
 - (vi) The Mayor will then formally put:
 - (a) Any amendments in the order in which they are moved, and then
 - (b) The substantive recommendation(s) as amended (if amended).

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

4.30pm 21 JULY 2011

COUNCIL CHAMBER, BRIGHTON TOWN HALL

MINUTES

Present: Councillors , Wells (Deputy Chair), A Norman, Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cobb, Davey, Deane, Duncan, Farrow, Fitch, Follett, Gilbey, Hamilton, Hawtree, Janio, Jarrett, Jones, Kennedy, A Kitcat, J Kitcat, Lepper, Littman, MacCafferty, Marsh, Meadows, Mears, Mitchell, K Norman, Oxley, Peltzer Dunn, Phillips, Pidgeon, Pissaridou, Powell, Randall, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Turton, Wakefield, Wealls and West

PART ONE

7. PETITIONS FOR COUNCIL DEBATE

7(a) Save The Big Lemon Bus

- 7.1 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of an e-petition concerning Save the Big Lemon Bus.
- 7.2 The Mayor invited Ms. J. Chase to present her petition.
- 7.3 Ms. Chase thanked the Mayor and stated that a total of 2,316 people had signed the combined paper and e-petition which read as follows:
- "We the undersigned, petition the council to level the playing field in the local bus industry to ensure smaller groups like The Big Lemon Bus Company are not at a disadvantage."
- 7.4 Ms. Chase stated that she hoped the council could support local businesses which offered a sustainable future and should not be threatened by larger competitors. She believed that action taken by the larger bus company on specific routes where the Big Lemon operated were unfair and should be challenged.
- 7.5 Councillor Davey noted the petition and stated that he had been impressed by the number of signatures that had been obtained. He believed that there should be an open dialogue with all the bus companies and noted that the Office of Fair Trading was looking in to the situation in Brighton and Hove. He hoped that their findings could be

taken on board in due course and stated that he was happy to discuss ways in which the council could help smaller businesses to succeed.

- 7.6 Councillor Pissaridou referred to the report on the matter and stated that she supported the petition that she wished to move an amendment on behalf of the Labour & Co-Operative Group to the report's recommendation, to encourage help for smaller businesses.
- 7.7 The Mayor congratulated Councillor Pissaridou on her maiden speech.
- 7.8 Councillor Farrow formally seconded the amendment.
- 7.9 Councillor Janio stated that he supported the petition and the proposed amendment as any measures that could be used to prevent a monopoly of service provision should be welcomed. He noted that the council had very little influence over the bus company and suggested that new legislation was required to assist with the issue.
- 7.10 Councillor G. Theobald stated that he believed the Big Lemon Bus Company should be supported and welcomed the Cabinet Member's response. As the previous Cabinet Member for Environment had previously written to the Brighton & Hove Bus Company and Competition Commission expressing the need for competition. However, the council had very little influence over such matters other than in preparing tender documents, which he hoped would be made more suitable for smaller businesses to understand.
- 7.11 Councillor Davey welcomed the cross-party support on the issue and stated that he was keen to help wherever it was possible.
- 7.12 The Mayor noted that an amendment had been moved along with the recommendation to refer the petition to the Environment & Sustainability Cabinet Member Meeting and stated that she would put them to the vote.
- 7.13 The Mayor then put the Labour & Co-Operative Group's amendment to the vote, which was carried.
- 7.14 The Mayor then put the substantive recommendations as amended to the vote which were carried.
- 7.15 **RESOLVED:**
- (1) That the petition be referred to the Environment & Sustainability Cabinet Member Meeting for consideration; and
 - (2) That the council requests the Cabinet Member to consider how to offer help and advice to The Big Lemon Bus operators in the same way that it does for other smaller businesses and social enterprises in the city.

Note: Councillors Kennedy and Wakefield, having declared a personal and prejudicial interest in the item as shareholders of The Big Lemon Bus withdrew from the meeting and took no part in the discussion or decision thereon.

Council	Agenda Item 7(a)
21 July 2011	Brighton & Hove City Council

Subject:	Save the Big Lemon Bus		
Date of Meeting:	21 July 2011		
Report of:	Monitoring Officer		
Contact Officer:	Name: Mark Wall	Tel: 29-1006	
	E-mail: mark.wall@brighton-hove.gov.uk		
Wards Affected:	All		

For general release

Note: The subject matter of the petition is an executive function and therefore not one that Full Council can make a decision on.

PETITION TRIGGERING A FULL COUNCIL DEBATE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not a petition requesting officer evidence, it will be debated by the Full Council.
- 1.2 A combined paper and e-petition has resulted in triggering a debate at the council meeting, having exceeded the threshold with a total of 2,316 signatures.

2. RECOMMENDATIONS:

- 2.1 That the petition is referred to the Transport and Public Realm Cabinet Member Meeting for consideration.

3. RELEVANT BACKGROUND INFORMATION / CHRONOLOGY OF KEY EVENTS:

3.1 The Petition

"We the undersigned petition the council to level the playing field in the local bus industry to ensure smaller groups like The Big Lemon Bus Company are not at a disadvantage."

Lead Petitioner – Ms. Jackie Chase

- 3.2 As the subject matter of the petition relates to an executive function, the options open to the council are:

- To note the petition and take no action for reasons put forward in the debate;
or

- To refer the petition to the relevant Cabinet Member Meeting; or
- To refer the petition to the relevant Cabinet Member Meeting with recommendations.

4. PROCEDURE:

- 4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:
- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the prayer of the petition and confirm the number of signatures;
 - (ii) The Mayor will then call on the relevant Cabinet Member to respond to the petition and move a proposed response;
 - (iii) The Mayor will then open the matter up for debate by councillors and call on those councillors who have indicated a desire to move an amendment or additional recommendation(s) to the recommendation listed in paragraph 2.1 of the report;
 - (iv) Any councillor may move an amendment or recommendation, having regard to the recommendation in 2.1 above and any such proposal will need to be formally seconded;
 - (v) After a period of 15 minutes, the Mayor will then call an end to the debate and ask the relevant Cabinet Member to reply to the points raised;
 - (vi) The Mayor will then formally put:
 - (a) Any amendments in the order in which they are moved, and then
 - (b) The substantive recommendation(s) as amended (if amended).

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which the relevant Cabinet Member may speak in response. The deputation will be thanked for attending and its subject matter noted.

(a) Deputation concerning proposed yellow lines between Maresfield and Cowfield Roads – Mrs Jenny Gearing (Spokesperson)

"I would like to present this deputation in relation to the proposed double yellow lines between Maresfield & Cowfold road in the Manor Hill area. Myself & my neighbours are 'against the proposed double yellow lines' and I have a petition in support of this. Please note that the petition also contains signatures of a few family members of Manor Hill's elderly residents 'whom rely on daily carers & visits'.

Our objections are purely simple 'if its agreed to go ahead with proposed double yellow lines' residents like myself who have no option other than to park in Manor Hill will have no parking available to us.

Most of the daily parking problems / issues to the top end of Manor Hill, stem from the Monday - Friday parking of hospital staff ' These guys park here as the new permit parking restrictions have forced them further from the hospital. On the introduction of these lines 'hospital staff will still go to work' just their parking problem will just be pushed into our neighbouring areas east of Manor Hill giving them an extra 5 or 10 minute walk each day but leaving residents like myself with no alternative parking.

When the permits were introduced to Cowfold & Maresfeild 'I wrote to the parking strategy team' & strongly put forward our objections but was told that all the relevant checks regarding safety for other road users had been taken into consideration & they could assure me the council were in talks with the hospital staff regarding possible '**new schemes**' to get these guys too & from work?

Where is the new scheme?

A few months after the permits were in place, we heard to our dismay 'double yellows being introduced in some parts of Manor Hill 'already feeling the effects of the permits. I immediately called the parking strategy team **again** & explained **again** how difficult it was for us to park but I was advised that our road was checked & it appeared certain 'crossing & passing' parts of the Manor Hill had now caused worry & were a danger to persons crossing the road or to vehicles passing around road islands & therefore 'double yellow lines' were a necessary precaution. Although I was upset as now our already challenged parking options would be even more stressful I totally understood 'children & elderly' have the right to cross a busy road in safety & that week the double yellow lines were in place.

- If the parking strategy team checked the area & deemed it although not ideal it was necessary to introduce permits in nearby streets '**why not include ours**'?
- When again they have already re-thought the crossing of children & elderly & put double yellow in the areas of concerns '**why do we need double yellow lines outside our home**'?
- This request of double yellow lines is a totally un-necessary provocation, over last 2 years Manor Hill has felt the wrath of the parking restrictions ' we have had our cars scratched our tyres punctured' & tempers have already been heightened all because we have no choice but to use both sides of the Hill for parking, 'but at least we are still able to park' & traffic still passes with little disruption to drivers.
- If any further restrictions need to be introduced maybe 'where there is a driveway' **place white lines to show the drive is active.**
- In such a busy road as Manor Hill 'introduce a **15 or 20 mph zone**' to slow down traffic.
- Issue residents in nearby **Cowfold & Maresfield more permits** giving them the option to park in their own streets.
- Provide hospital staff with either **permits or alternative travel** to encourage them to leave their cars at home.
- Introduce a single yellow line with a **Mon-Friday 9am to 5pm** restriction to discourage long term parking for hospital staff.

There are other options open to the Manor Hill parking saga without passing this request at the detriment to the local residents such as myself & my neighbours.

PLEASE SAY NO!"

Subject:	Citywide amendment Traffic Order: various traffic changes to Controlled Parking Zones (CPZ) and areas outside of CPZ		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
	Email:	charles.field@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: ETSCMM22132	
Ward(s) affected:	Brunswick & Adelaide; Central Hove; East Brighton; Goldsmid; Hangleton & Knoll; Hanover & Elm Grove; Hollingdean & Stanmer; Hove Park; Moulsecoomb & Bevendean; North Portslade; Patcham; Preston Park; Queens Park; Regency; Rottingdean Coastal; St Peter’s & North Laine; South Portslade; Westbourne; Wish; Withdean; Woodingdean		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The Parking Infrastructure Team receives a number of requests for alterations to parking restrictions within the Controlled Parking Zones and outside these areas. These requests are most often from residents, but can also be from businesses, local members, 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 Regulation Order. These amendments often help to improve sustainable transport, for example by providing additional motorcycle bays or improved accessibility for disabled people by providing 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 for Transport & Public Realm, 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* and Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 201* with the following amendments:
- a) The proposed removal of disabled parking bays in Prince's Terrace, Stirling Place, Denton Drive and Haig Avenue, are to be removed from the Traffic Order as these bays are still required by local residents.

- b) The proposed double yellow lines in Manor Hill are to be removed from the Traffic Order due to reasons outlined in section 3.4
- c) The proposed motorcycle bay in Stroudley Road is to be removed from the Traffic Order due to reasons outlined in section 3.9.
- d) The proposed double yellow lines at the junction of Brownleaf Road and Abinger Road are to be removed from the Traffic Order due to reasons outlined in section 3.10
- e) The proposed limited waiting in Matlock Road is to be removed from the Traffic Order due to reasons outlined in section 3.11.
- f) The proposed change to parking arrangements in Victoria Road is to be removed from the traffic order due to reasons outlined in section 3.12.
- g) The proposed extension to double yellow lines in Friar Road are to be removed from the Traffic Order due to reasons outlined in section 3.16.
- h) The proposed motorcycle bay in Coleman Street is to be removed from the Traffic Order due to reasons outlined in section 3.17.
- i) The proposed double yellow lines in Tongdean Rise are to be removed from the Traffic Order due to reasons outlined in section 3.18.
- j) The proposed double yellow lines in the access road to Kingsmere, London Road are to be removed from the Traffic Order due to reasons outlined in section 3.19
- k) The proposed double yellow lines in Oakdene Close are to be removed from the Traffic Order due to reasons outlined in section 3.20.
- l) The proposed double yellow lines in Braybon Avenue are to be removed from the Traffic Order due to reasons outlined in section 3.21.
- m) The proposed double yellow lines on Roedean Road from the A259 to the junction of The Cliff and Roedean Crescent are to be removed from the Traffic Order due to reasons outlined in section 3.22.

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 received comments/objections are shown in Appendix B. Also a summary of proposals to be put forward are detailed in Appendix C.

3.2 In particular objections were received in relation to the following proposals:

- a) Manor Road (East Brighton – Controlled Parking Zone H) – proposed relocation of motorcycle bay
- b) Manor Hill (East Brighton) – proposed double yellow lines
- c) Hanover Terrace (Hanover & Elm Grove) – proposed extension to motorcycle bay outside No.34
- d) Graham Close (North Portslade) – proposed double yellow lines
- e) Drove Road (North Portslade) – proposed double yellow lines
- f) Stroudley Road (St Peter's & North Laine – Controlled Parking Zone Y) - proposed motorcycle bay outside No.32
- g) Brownleaf Road/Abinger Road (Woodingdean) – proposed double yellow lines
- h) Matlock Road (Withdean) – proposed limited waiting
- i) Victoria Road (South Portslade) – proposed changes to swap parking restriction & parking bays from one side of the road to the other side
- j) Cromwell Road (Goldsmid) – Controlled Parking Zone O) – proposed disabled parking bay outside No.24
- k) Upper North Street (Regency- Controlled Parking Zone Z) – proposed motorcycle bay outside No.72
- l) Lullington Avenue (Hove Park) – proposed removal of a disabled parking bay
- m) Friar Road (Withdean) – proposed extension to double yellow lines
- n) Coleman Street (Hanover & Elm Grove) – proposed motorcycle bay outside No.75
- o) Access Road to Kingsmere, London Road (Withdean) – proposed double yellow lines

3.3 Letters of support were received in relation to the following proposals:

- a) Salisbury Road (Brunswick & Adelaide – Controlled Parking Zone N) – proposed extension to motorcycle bay outside No.36
- b) Manor Hill (East Brighton) – proposed double yellow lines
- c) Hanover Terrace (Hanover & Elm Grove) - proposed extension to motorcycle bay outside No.34

- d) Graham Close (North Portslade) - proposed double yellow lines
- e) Richmond Parade (Queens Park) – proposed double yellow lines
- f) Challoners Close (Rottingdean Coastal) – proposed extension to double yellow lines
- g) Upper Lewes Road (St Peter's & North Laine) – proposed removal of single yellow lines
- h) Stroudley Road (St Peter's & North Laine – Controlled Parking Zone Y) – proposed motorcycle bay outside No.32
- i) Batemans Road (Woodingdean) – proposed disabled parking bay outside No.19
- j) Brownleaf Road/Abinger Road (Woodingdean) – proposed double yellow lines
- k) Hill Drive (Hove Park) – proposed double yellow lines
- l) Matlock Road (Withdean) – proposed limited waiting
- m) Roedean Road, Cliff Approach, Cliff Road, The Cliff & Roedean Crescent (Rottingdean Coastal) – proposed double yellow lines
- n) Brading Road/Hartington Road (Hanover & Elm Grove) – proposed double yellow lines

Summary of Objections

- 3.4 **Manor Road** - there has been 1 objection to the proposed relocation of a motorcycle bay. This was requested by a resident as the location of current motorcycle bay is not a very safe place as it is right at the end of the road and nearly on the corner. Motorcycles can be knocked down. The proposal will allow motorcycles to park safely and this would encourage a more sustainable method of transport. Therefore, it is proposed to proceed with the relocation of the motorcycle bay.
- 3.5 **Manor Hill** – there have been 2 objections and 1 item of support for the proposed double yellow lines. This was requested by a resident as parking in this location causes an obstruction to cars, buses and larger vehicles. Double yellow lines would make it easier for vehicles to pass. The Road safety Team have commented that this proposal would open the road up and vehicle speeds will increase. At present it is a natural traffic calming measure and has reduced speeds dramatically. If residents with driveways are having problems with vehicles parking over them they can apply for a white return line. Therefore, due to the objections and comments from the Road Safety team we are recommending not to proceed with this proposal.
- 3.6 **Hanover Terrace** – there have been 3 objections and 4 items of support for the proposed extension to a motorcycle bay. This was requested by a resident as the

bay is always full to overflowing with motorbikes. The proposal will allow more motorcycles to park and this would encourage a more sustainable method of transport. Therefore, it is proposed to proceed with the extension of the motorcycle bay.

- 3.7 **Graham Close** - there has been 1 objection and 5 items of support to the proposed double yellow lines. The request has come from residents via their Ward Councillor as vehicles parking in this turning area cause an obstruction for other road users. The proposal would improve visibility and safety for all roads users. Therefore, it is proposed to proceed with the double yellow lines.
- 3.8 **Drove Road** - there has been an objection to the proposed double yellow lines. The request was received from a Ward Councillor to prevent congestion. This road is quite narrow and when vehicles park it is difficult for traffic to pass. The proposal would improve visibility and safety for all roads users. Therefore, it is proposed to proceed with the double yellow lines
- 3.9 **Stroudley Road** - there have been 6 objections and 1 item of support to the proposed motorcycle bay. The request was from a worker in the area as there are no motorcycle bays within the vicinity only disabled parking bays. However following consultation residents were concerned about this proposal due to pollution and noise that this would create in a residential street. Therefore, we are recommending not to proceed with this proposal.
- 3.10 **Brownleaf Road / Abinger Road** – This proposal was previously deferred to investigate further. This proposal was re-advertised and there have been 2 objections and 1 item of support to the proposed double yellow lines. The lines were requested by a resident as cars should not be parking on the junction and these lines would improve safety, pedestrian access and visibility. Due to the comments received we have been in contact with City Clean and they have stated that they have not had a problem at this junction A Ward Councillor is also opposed to this proposal. Therefore, we are recommending not to proceed with this proposal.
- 3.11 **Matlock Road** - there have been 24 objections and 2 items of support to the proposed limited waiting bays. This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time. However following consultation residents were concerned that this would take valuable parking spaces and it was felt that there was already sufficient limited waiting opposite this location. Therefore, we are recommending not proceed with this proposal.
- 3.12 **Victoria Road, Portslade** – there has been a petition of 47 signatures objecting to the proposals and 3 objections to the proposed change to parking layout (swapping the parking to the north and the single yellow lines to the south side). The request was originally received from a Ward Councillor and was accompanied by a petition of 57 signatures supporting swapping the parking to the north side of the road and the single yellow lines to the south side. A number of addresses signed both petitions and some of the parking issues seem to now be resolved by allowing parking for vehicles overnight in the park. Therefore, we are recommending not to proceed with this proposal.

- 3.13 **Cromwell Road** - there has been an objection to the disabled parking bay. This was requested by a resident who has been assessed for the disabled bay on mobility grounds. This bay will allow them to park close to their home and enables them to carry out tasks which might otherwise be very difficult. Although the bay is put in at the request of the applicant anyone with a blue badge is entitled to park in this bay. Therefore it is proposed to proceed with the disabled parking bay.
- 3.14 **Upper North Street** – there have been 2 objections to the proposed motorcycle bay. The request was from a resident in the area, as the nearest is in Regent Hill, which is very impractical for parking motorbikes, because the hill is quite steep and is also a windy section of the road, so some motor bikes have been blown over. Due to the low provision of motorcycle bays in the town centre, this would allow more motorcycles to park, encouraging a more sustainable method of transport. Therefore, it is proposed to proceed with the motorcycle bay.
- 3.15 **Lullington Avenue** – there have been 2 objections to the proposed removal of a disabled parking bay. The requirements for applying for a disabled parking bay are that you have a blue badge, you are the driver of the vehicle or the driver lives at the property. The reason this bay is being removed is that the resident does not have a blue badge (they have not applied for one) and the driver of the vehicle does not live at the property. Therefore, it is proposed to proceed with the removal of the disabled parking bay
- 3.16 **Friar Road** – there has been an objection to the proposed extension to double yellow lines. The request was from a resident in the area as vehicles parked at this junction making it dangerous for motorists, especially when turning left into Friar Road from Ditchling Road. This proposal has been discussed and was felt that extending the double yellow lines would be excessive as there are already 15 metres of double yellow lines, which is quite sufficient. Therefore, we are recommending not to proceed with this proposal.
- 3.17 **Coleman Street** – there has been an objection to the proposed motorcycle bay. This was requested by a resident as there were several motorcycle users in this road. However, this proposal is being withdrawn from the traffic order due to the request of the resident as many of the other motorcyclists have moved away.
- 3.18 **Tongdean Rise** – there have been 3 objections. This was requested by City Clean as refuse vehicles were having difficulties entering this section of Tongdean Rise. This is being withdrawn from the order as the location on the advertised plan and description on the Traffic Order showed the proposed double yellow lines in the wrong location. This proposal will be re-advertised in the November 2011 order and the objections and support received for this order will be included in that report. Residents who have e-mailed or written in have been informed of this.
- 3.19 **Access Road to Kingsmere, London Road** – there has been a petition with 43 signatures from the Kingsmere Residents Association objecting to the proposed double yellow lines. This was requested by City Clean as the refuse vehicles are having problems gaining access to the bin stores because of parked cars on the bend near the entrance. However following consultation residents were concerned that this would result in further congestion of the estate causing

obstruction that would impact on emergency services. Therefore, we are recommending not to proceed with this proposal.

- 3.20 **Oakdene Close** – This was requested by a Ward Councillor and a PCSO to prevent obstruction from parked vehicles. The Ward Councillor had a meeting on 15th June 2011 with residents of Oakdene Close along with two PCSOs. They reached a conclusion that it would be better to have a further look at the lining and withdraw the proposal from this Traffic Order and advertise a new proposal on the next Traffic Order.
- 3.21 **Braybon Avenue** - This was requested by a resident as at the junction with Greenfield Crescent there was a visibility black spot and over the year there had been several accidents. The proposed location was incorrect and the resident apologises that he had not clearly stated the correct location. Therefore this proposal has been withdrawn. The correct location will be investigated and advertised in our next Traffic Order.
- 3.22 **Roedean Road** – The Double Yellow lines throughout Roedean Road were advertised alongside a Coach park proposal to allow alternative parking for coaches.

An officer met with representatives of the local resident association who wanted the double yellow lines throughout Roedean Road. The reason for this was that they felt the coaches caused a safety issue on the road with a lack of visibility for vehicles passing through. They also explained that there were pedestrian safety issues on the stretch between the Cliff and Roedean Crescent junction down to the traffic lights with Wilson Avenue which were not connected to coach parking but other vehicles parking dangerously.

However, the Coach park proposal is not being taken forward at this time so the proposal for double yellow lines from the A259 to the junction of The Cliff and Roedean Crescent needs to be removed from the Traffic order as there are now no alternative arrangements for coaches and there are concerns about coaches displacing into surrounding roads if no arrangements are in place. This displacement may cause increased safety risks due to the coaches possibly moving to smaller residential roads.

The Double Yellow lines from the junction of The Cliff and Roedean Crescent down to the traffic lights with Wilson Avenue will be implemented as this section is a safety issue for pedestrians when vehicles are parking in this location.

4. CONSULTATION

- 4.1 The Traffic Regulation Order was advertised between the 17th June 2011 and 11th July 2011.
- 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 17th June 2011; 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 17th June 2011. 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:* 22/08/11

Legal Implications:

- 5.2 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. 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; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.3 The Council has to follow the rules on consultation promulgated by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are conscientiously taken into account in finalising the proposals.
- 5.4 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the Traffic Orders, then the matter is required to return to Environment CMM for a decision.
- 5.5 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:* 24/08/11

Equalities Implications:

- 5.6 The proposed measures will be of benefit to many road users.

Sustainability Implications:

- 5.7 The new motorcycle bays will encourage more sustainable methods of transport.

Crime & Disorder Implications:

- 5.8 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.9 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

- 5.10 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 are proceeded with 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 the recommendation of officers that these proposals are not taken forward for the reasons outlined in the recommendations.

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:

Appendix A – summary of representations received

Appendix B - Plans showing the proposals

Appendix C – Summary of proposal put forward

Documents in Members' Rooms

None

Background Documents

None

Who	Road / Ward	Object / Support	Contents	Comments/Recommendations
Resident	Controlled Zone N – Brunswick & Adelaide	Support	<u>Proposed extension of Motorcycle Bay in Salisbury Road</u> – Support 100% as when the communal waste bins were brought in, Salisbury Road lost one of its motorcycle parking bays.	
Resident	Controlled Zone H - East Brighton	Object	<u>Proposed relocation of Motorcycle Bay in Manor Road</u> – Object to the proposed new location of Motorcycle bay. The reasons are that the current permit holder bay is in constant use. Residents surrounding the proposed motorcycle bay are all car owners and parking a car away from your property will have a high risk of car burglary and vandalism. Having a motorcycle bay close too or in front of your property could create disturbing noise especially during the night. Believe that the location of proposed motorcycle bay is unsuitable and not reasonable, and will not benefit most of the residents.	<u>Motorcycle Bay</u> – This was requested by a resident as the location of current motorcycle bay was not a very safe place as it is at the end of the road and right near the corner so motorbikes can be easily knocked over. Motorcycle bays will also encourage more sustainable methods of transport.
Resident	East Brighton	Support	<u>Proposed Double yellow lines in Manor Hill</u> – Support the double yellow lines as at the moment it's very difficult for cars, buses and long vehicles to move as on both sides vehicles are parked. It will be much better when the double yellow lines are marked.	

Item 31 Appendix A

Resident	East Brighton	Object	<p><u>Proposed Double yellow lines in Manor Hill</u> – Strongly Object as since the input of permit parking in this area residents struggle to park close to their homes and if yellow lines are introduced they would simply have nowhere to park. One resident is fortunate enough to have a driveway for their cars, however they possibly could do with a white line to show other car users it is a drive. Residents across the road are mostly elderly and disabled and many of them receive carers 2 or 3 times daily ‘where would these guys park’? Feel totally pushed out by this whole parking saga, as unable to benefit from the use of permits and now appear to be pushed out of the area by yellow lines. It is a busy road, but buses and cars have passed without to much trouble for the past year.</p>	<p><u>Proposed Double yellow lines</u> – This was requested by a resident as parking in this location causes an obstruction to cars, buses and larger vehicles. Double yellow lines would make it easier for vehicles to pass.</p>
Resident	East Brighton	Object	<p><u>Proposed Double yellow lines in Manor Hill</u> – Object to the idea of double yellow lines in Manor This will add to the problem rather than help. Worried about what will happen when/if this happens as there is never any spaces, and would reconsider parking permits being introduced as this will help with the problem. Many other residents around Manor Hill park here, so residents have to contend with Hospital, Cowfold and Maresfield residents so adding double lines will just cause more agro.</p>	<p><u>Proposed Double yellow lines</u> – This was requested by a resident as parking in this location causes an obstruction to cars, buses and larger vehicles. Double yellow lines would make it easier for vehicles to pass.</p>

Item 31 Appendix A

Resident	Controlled Parking Zone O – Goldsmid	Object	<p><u>Proposed Disabled Parking Bay outside 24 Cromwell Road, Hove</u> – Object to the creation of a disabled parking bay outside No.24 Cromwell Road for the following reasons 1) All of the houses in this part of Cromwell Road are multiple occupancy, and this disabled parking bay will benefit one resident only, but disadvantage many. 2) This part of Cromwell Road has recently lost 2 parking spaces due to the addition of 2 communal refuse bins, 3) No.20 Cromwell Road has just been converted to a 6 unit multiple occupancy. This will make parking much more difficult then it already is. 4) Parking in this area is already difficult.</p>	<p><u>Disabled Parking Bay</u> – This was requested by a resident who has been assessed for the disabled bay on mobility grounds.</p>
Resident	Hanover & Elm Grove	Support	<p><u>Proposed Extension of Motorcycle Bay in Hanover Terrace</u> – Fully Support the extension of Motorcycle bay. Widening the bay by 1 or 2 spaces would actually increase available space for cars to park as well as cutting down on the damages to bikes.</p>	
Resident	Hanover & Elm Grove	Support	<p><u>Proposed Extension of Motorcycle Bay in Hanover Terrace</u> – In full support of the extension to the parking bay for motorcycles.</p>	
Resident	Hanover & Elm Grove	Support	<p><u>Proposed Extension to Motorcycle Bay in Hanover Terrace</u> – Complete support to the proposed extension of the Motorcycle Parking Bay in Hanover Terrace.</p>	

Item 31 Appendix A

Resident	Hanover & Elm Grove	Support	<u>Proposed Extension to Motorcycle Bay in Hanover Terrace</u> – Approve the plan to extend an area of motorcycle parking in Hanover Terrace. It will be a safe place for motorcycles to park.	
Resident	Hanover & Elm Grove	Object	<u>Proposed Extension to Motorcycle Bay in Hanover Terrace</u> – Object to the proposed motorcycle bay extension in Hanover Terrace. Main objection is the noise from a revving bike engine. During the winter the current bike bay is a particular nuisance as people leave their bikes running for a bit before they ride them. This happens often in the early morning before 6am. If you remove a parking space then there will be more competition for parking, making the parking situation more difficult.	<u>Extension to Motorcycle Bay</u> – This was requested by a resident as the bay is always full to over flowing with motorbikes. Motorcycle bays will also encourage more sustainable methods of transport.
Resident	Hanover & Elm Grove	Object	<u>Proposed Extension to Motorcycle Bay in Hanover Terrace</u> – Object to the proposed extension to motorbike bay on Hanover Terrace. Object to the constant disturbance of bikes being started up and left to run while riders get ready to leave. Or worst still if a sports bike owner decides to sit in the bay and rev their bike it is incredibly loud. This has been known to be as early as 5.00am and as late as 1.00am. Another key to consider is that on occasions the dustbin lorry catch one of these bikes as the street is so narrow, they have even ended up on the floor,	<u>Extension to Motorcycle Bay</u> – This was requested by a resident as the bay is always full to over flowing with motorbikes. Motorcycle bays will also encourage more sustainable methods of transport.

Item 31 Appendix A

Resident	Hanover & Elm Grove	Object	by adding more capacity to this bay this is going to increase the risk of access being obstructed, not to mention damage to the bikes. <u>Proposed Extension to Motorcycle Bay in Hanover Terrace</u> – Object to the proposed extension of the motorbike bay outside 34 and 35 Hanover Terrace. Modern motorbikes seem to require several minutes of idling time before pulling off and there is quite a camber in the road. Also modern bikes have a high pitched engine sound which is particularly disturbing. The noise and fumes are a daily disturbance.	<u>Extension to Motorcycle Bay</u> – This was requested by a resident as the bay is always full to over flowing with motorbikes. Motorcycle bays will also encourage more sustainable methods of transport.
Resident	Hanover & Elm Grove	Object	<u>Proposed Motorcycle Bay in Coleman Street</u> – Oppose this proposal. It would have an adverse effect on the flexibility of the parking situation in this road for the majority of residents and visitors. If there was to be a specific motorcycle space available, it would surely be better at the end of the road where it is more easily accessible and less hindrance. If it is merely to provide convenience to one resident for a reason other than disability then surely this is unfair.	<u>Extension to Motorcycle Bay</u> – This was requested by a resident as there were several motorcycle users in this road. This will be withdrawn from the traffic order due to the request of the resident as many of the other motorcyclists have moved away.
Resident	Hanover & Elm Grove	Support	<u>Proposed Double yellow lines at the Junction of Hartington Road and Brading Road</u> – Support this proposal. There has been a huge increase in parked traffic in this area in the last few years and it is often difficult to see sufficiently well to enter and exit Brading Road Safely.	

Item 31 Appendix A

Resident	Hove Park	Object	<p><u>Proposed Removal of Disabled Parking Bay outside 31 Lullington Avenue</u> – Object to the removal of this bay as the resident of this property is suffering from deteriorating health and has submitted an application for disability living allowance. Once this is accepted will advise them to apply for a disabled permit to make access much easier. It seems the removal of the bay whilst health issues are being looked into seems strange. Understand that the Council have received complaints that the disabled bay is there, but these people are not privy to this person's health status and therefore their opinions should carry no weight.</p>	<p><u>Removal of Disabled Parking Bay</u> – The requirements to applying for a Disabled Parking Bay are that you have a blue badge, you are the driver of the vehicle or the driver lives at the property. The reason this bay is being removed is that the resident does not have a blue badge (they have not applied for one) and the driver of the vehicle does not live at the property.</p>
Resident	Hove Park	Object	<p><u>Proposed Removal of Disabled Parking Bay outside 31 Lullington Avenue</u> – Object to the removal of the disabled parking bay on the following Grounds: 1) Resident suffers with deteriorating health and in light of these illnesses have been advised to contact the Disability Living Allowance team as it was considered they now fall into the category of being disabled. Still awaiting the decision/outcome. 2) A relative drives them every where as unable to walk long distance.</p>	<p><u>Removal of Disabled Parking Bay</u> – The requirements to applying for a Disabled Parking Bay are that you have a blue badge, you are the driver of the vehicle or the driver lives at the property. The reason this bay is being removed is that the resident does not have a blue badge (they have not applied for one) and the driver of the vehicle does not live at the property.</p>

Resident	North Portslade	Support	<u>Proposed Double yellow lines in Graham Close</u> – Fully support the proposed parking restriction	
Resident	North Portslade	Support	<u>Proposed Double yellow lines in Graham Close</u> – Fully support these proposed yellow lines	
Resident	North Portslade	Support	<u>Proposed Double yellow lines in Graham Close</u> – When a vehicle is parked in what was originally intended as a turning circle, it is a challenge to manoeuvre without a mishap. Fully Support the proposed restrictions.	
Visitor	North Portslade	Support	<u>Proposed Double yellow lines in Graham Close</u> – Fully support the proposed restriction. If cars are parked at the top of the close in - what must surely have originally been intended as a turning circle only – this makes it extremely difficult to manoeuvre without causing damage to surrounding vehicles.	
Visitor	North Portslade	Support	<u>Proposed Double yellow lines in Graham Close</u> – In favour of this proposed restriction on parking in this corner of Graham Close. The proposal if carried will make it much easier to negotiate this difficult corner.	
Resident	North Portslade	Object	<u>Proposed Double yellow lines in Graham Close</u> - This is a small close with not a lot of parking places for the amount of houses that are here and the plans for double yellow lines to be put in place is absolutely unfair. Although the properties have driveways they are shared and	<u>Double Yellow Lines</u> - The request has come from residents via their Ward Councillor as vehicles are parking in this turning area and causing an obstruction for other

Item 31 Appendix A

			only fit one car into to the space available. A lot of houses have two cars therefore parking spaces are required. There has never been a problem with cars being parked in the top of the close there is still plenty of space to turn vehicles.	road users.
Resident	North Portslade	Object	<u>Proposed Double yellow lines in Drove Road -</u> Disappointed to see that the three parking spaces currently on Drove Road at the junctions with Southdown Road will be disposed of. These are valuable parking spaces for residents at the bottom of Southdown Avenue. Agree that the unrestricted parking further up Foredown Road causes some difficulties to passing traffic during the daytime but do not feel these parking spaces cause the same difficulties and obstruction. Appreciate if the reasoning of this objection could be considered.	<u>Double Yellow Lines – The</u> request was received from a Ward Councillor to prevent congestion. This road is quite narrow and when vehicles park it is difficult for traffic to pass.
Residents	Queens Park	Support	<u>Proposed Double yellow lines in Richmond Parade –</u> Support the planned double yellow lines.	
Resident	Controlled Parking Zone Z – Regency	Object	<u>Proposed Motorcycle Bay in Upper North Street –</u> Object to the proposal to create a motorcycle parking bay on Upper North Street. The reasons are as follows: 1) There remains an acute shortage of residents car parking spaces on Upper North Street, a situation that will be made worse by the loss of another space. 2) Question the need for a motorcycle bay on this road as	<u>Motorcycle Bay –</u> The request was from a resident in the area, as the nearest Motorcycle bay is in Regent Hill, which is very impractical for parking motorbikes, because the hill is quite steep and is also a wind tunnel, so some motor bikes

Item 31 Appendix A

			<p>know of no one who has a motorbike or moped.</p> <p>3) For those visiting the area on motorbikes there is already plenty of space in the motorbike parking at the bottom of Spring Street. 4) Upper North Street, though close to Western Road is a quite residential area which now has quite a number of young families living on it.</p> <p>Motorcycles and mopeds make considerably more noise than cars, particularly when starting up. 5) Brighton and Hove Council consider motorbikes to be environmentally friendly, the majority of motorbikes have engines as large as those in a typical small family car, yet they are almost exclusively used by just one person.</p>	<p>have been blown over.</p> <p>Motorcycle bays will also encourage more sustainable methods of transport.</p>
Resident	Controlled Parking Zone Z – Regency	Object	<p><u>Proposed Motorcycle Bay in Upper North Street –</u></p> <p>Object to the proposed change from a car parking space to a motorcycle space on Upper North Street. I object for the following reasons: 1) There are already insufficient parking spaces in the street. Very few houses have driveways so residents rely on on-street parking. It is already very difficult to find a space and this will make it even harder.</p> <p>2) There are motorcycle spaces close by on Spring Street. 3) Noise – the proposed parking space is next to the already noisy Windmill pub. The prospect of customers firing up motorbikes would be an additional noise nuisance.</p>	<p><u>Motorcycle Bay</u> – The request was from a resident in the area as the nearest is in Regent Hill, which is very impractical for parking motorbikes, because the hill is quite steep and is also a wind tunnel, so some motor bikes have been blown over.</p> <p>Motorcycle bays will also encourage more sustainable methods of transport.</p>

Resident	Rottingdean Coastal	Support	<u>Proposed Extension to Double yellow lines in Challoners Close</u> – Support this proposal as the existing lines are not long enough to keep the corner free from obstruction	
Resident	Rottingdean Coastal	Support	<u>Proposed Extension to Double yellow lines in Challoners Close</u> – Support the proposal to extend the existing double yellow lines. Experienced many missed refuse and recycling collections as a result of inconsiderate and irresponsible parking at the bottom of the road.	
Roedean Residents Association	Rottingdean Coastal	Support	<u>Proposed Double yellow lines in Roedean Road, Roedean Crescent, Cliff Approach, Cliff Road and The Cliff</u> – Support all these proposals	
Resident	St Peters & North Laine	Support	<u>Proposed Removal of Single Yellow Lines in Upper Lewes Road</u> – Looks like a really sensible solution to what has become a real problem locally	
Resident	St Peters & North Laine	Support	<u>Proposed Removal of Single Yellow Lines in Upper Lewes Road</u> – Fully Support this proposal.	
Resident	Controlled Zone Y – St Peters & North Laine	Support	<u>Proposed Motorcycle Bay in Stroudley Road</u> – Fully support the proposal	
Resident	Controlled Zone Y – St Peters &	Object	<u>Proposed Motorcycle Bay in Stroudley Road</u> – Understand a motorcycle bay is proposed for Stroudley Road. Motorcycle bays, unlike	<u>Motorcycle Bay</u> – The request was from a worker in the area as there are no motorcycle

Item 31 Appendix A

	North Laine		motorcars make a lot of noise coming and going day and night. The bedrooms of the properties in Stroudley Road are all built in the front which makes the proposal of a motorcycle bay a huge nuisance and annoyance to all concerned. Would suggest that the bay is put near the station where all the other transport and parking arrangements are situated, and not in a residential street.	bays within the vicinity only disabled parking bays. Motorcycle bays will also encourage more sustainable methods of transport.
Resident	Controlled Zone Y – St Peters & North Laine	Object	<u>Proposed Motorcycle Bay in Stroudley Road</u> – Concerns about the increase in traffic, increase risk to the Bellerby’s students and noise which will be caused by the proposal.	<u>Motorcycle Bay</u> – The request was from a worker in the area as there are no motorcycle bays within the vicinity only disabled parking bays. Motorcycle bays will also encourage more sustainable methods of transport
Resident	Controlled Zone Y & St Peters & North Laine	Object	<u>Proposed Motorcycle Bay in Stroudley Road</u> – Object to the placement of motorcycle bays outside Nos. 30 & 32 Stroudley Road. This is a relatively new street and considered to be Residential. Great Progress has been made with the Language School, Juries Inn and the CCK Church, in terms of nuisance and noise issues. A motorcycle bay on this side of Stroudley Road is a major step backwards in this respect.	<u>Motorcycle Bay</u> – The request was from a worker in the area as there are no motorcycle bays within the vicinity only disabled parking bays. Motorcycle bays will also encourage more sustainable methods of transport

Item 31 Appendix A

Resident	Controlled Zone Y & St Peters & North Laine	Object	<u>Proposed Motorcycle Bay in Stroudley Road –</u> Object to this proposal. The noise from students returning to Bellerby's College at night is bad enough. To add the noise of motorcycles coming and going all day would be unbearable. Sound echo all along Stroudley Road and this proposal would create a very definite nuisance.	<u>Motorcycle Bay –</u> The request was from a worker in the area as there are no motorcycle bays within the vicinity only disabled parking bays. Motorcycle bays will also encourage more sustainable methods of transport
Resident	Controlled Zone Y & St Peters & North Laine	Object	<u>Proposed Motorcycle Bay in Stroudley Road –</u> Object to the proposal. The noise from motorcycles can be much louder and more disturbing than the noise of parking cars. The heights of the college and house on Stroudley Road results in noise being amplified as it bounces off the buildings. There is already available free parking for motorcycles at the Brighton Station car park, would provide motorcycle owners with better protection from the elements and more security due to the presence of cameras and more foot traffic. If an additional space is necessary, please locate it on the western side of Bellerbys college, as there is less likelihood of the college users being disturbed by noise at late hours, and equally there is much less foot traffic on that side of the college, that the risk of a road traffic accident would be considerably lower than the residential side, which has more children and elderly	<u>Motorcycle Bay –</u> The request was from a worker in the area as there are no motorcycle bays within the vicinity only disabled parking bays. Motorcycle bays will also encourage more sustainable methods of transport.

Resident	Controlled Zone Y & St Peters & North Laine	Object	persons.	
			Proposed Motorcycle Bay in Stroudley Road – Object to the proposed motorcycle parking in Stroudley Road as this will present problems: The noise created could be considerable and would be most disturbing for residents. Occasionally motor bikes do pass, and the noise is great. If there is a parking bay, then there will be more motor bikes on the road, probably racing down and round the back of the college, doing a circuit of Stroudley Road, and then coming down Billinton Way. This noise will be unpredictable, and highly disturbing. It does not seem fair that this extra noise should be made in a residential street. There will also be significant safety issues. The roads around here are already becoming much busier and more hazardous, and having motor bikes using the street would add to the issues of safety. Crossing Stroudley Road could become tricky and also Billinton Way. This request does not even seem necessary as there is parking for motorbikes at the station. Know that motor bikes are a more sustainable	Motorcycle Bay – The request was from a worker in the area as there are no motorcycle bays within the vicinity only disabled parking bays. Motorcycle bays will also encourage more sustainable methods of transport.

			form of transport than cars, but motorcycles are far noisier than cars and also create more concerns about safe crossing of roads, as they are almost invariably driven faster than cars and rapidly accelerated.	
Road Safety Team	South Portslade	Object	<p><u>Proposed Change to Parking Layout in Victoria Road (Swapping the parking to the north side and the single yellow lines to the south side)</u> – Currently working on a Safer Routes to School scheme in Victoria Road. The team will be improving the roundabout at the junction of Trafalgar/Victoria Road in order to encourage children to walk on the north side of Victoria Road in order to get to Benfield School. Currently parents who have children at both St Peters and Benfield or live south of Victoria Road/Bampfild St walk up Trafalgar and cross into Victoria Road. It is ludicrous for us to encourage parents to walk on the north side of Victoria if parking will flip from one side of the road to the other.</p>	<p><u>Change to Parking in Victoria Road</u> The request was received from a Ward Councillor and was accompanied by a petition of 57 signatures supporting Swapping the parking to the north side of the road and the single yellow lines to the south side. This would increase the overall parking capacity for local residents and visitors to Victoria Park.</p>
Resident	South Portslade	Object	<p><u>Proposed Change to Parking Layout in Victoria Road (Swapping the parking to the north side and the single yellow lines to the south side)</u> – Objection & Observations as follows: 1) No front garden so park on the south side like many of the residents. 2) Parking bays on south side are used night and day. 3) By putting the parking</p>	<p><u>Change to Parking in Victoria Road</u> The request was received from a Ward Councillor and was accompanied by a petition of 57 signatures supporting Swapping the parking to the north side of the</p>

Item 31 Appendix A

			<p>bays on the north side and single yellow line on the south side will increase vandalism, increase car damage from overhanging trees and affect the safe use by school children. The changes would also mean crossing a busy road more frequently.</p>	<p>road and the single yellow lines to the south side. This would increase the overall parking capacity for local residents and visitors to Victoria Park.</p>
Resident	South Portslade	Object	<p><u>Proposed Change to Parking Layout in Victoria Road</u> [<u>Swapping the parking to the north and the single yellow lines to the south side</u>] – Object to the proposed parking changes in Victoria Road. The objections are as follows: 1) A danger crossing the road late at night or in winter darkness with traffic to get to your property. Also getting out of the car surrounded by the darkness of the park in winter or late at night would be very intimidating for women on their own. 2) It would be very dangerous for young children trying to cross the road to get back to their houses. 3) The darkness of the park would shield the people tampering with residents cars. People are more likely to do damage to residents cars if parked on the other side. 4) There is never a patrol by Traffic Wardens or Police to enforce the parking restriction as it stands now, especially at the weekend when football or Cricket is being played in the park. Cars park virtually the whole length of the park side, sometimes mounting the pavement,</p>	<p><u>Change to Parking in Victoria Road</u> The request was received from a Ward Councillor and was accompanied by a petition of 57 signatures supporting Swapping the parking to the north side of the road and the single yellow lines to the south side. This would increase the overall parking capacity for local residents and visitors to Victoria Park.</p>

			blocking the pedestrians/prams/wheelchairs user, forcing them into the road. 5) If people park on both sides (legally or otherwise), the road is not wide enough for traffic each way and could block the emergency services. 6) The Council fails to maintain the trees within the park; this is going to cause more damage to residents cars through tree sap. Residents constantly have to duck to walk under the pathway avoiding the trees.	
Resident	South Portslade	Object (Petition 47 signatures	<p><u>Proposed Change to Parking Layout in Victoria Road [Swapping the parking to the north and the single yellow lines to the south side]</u> – Residents in opposition to parking amendments proposed: as outlined below: 1) No provision has been made for safe pedestrian crossing points, as the area has an incredibly high footfall of infants to four schools in the immediate area. 2) Victoria Park accommodates a children's play area, is heavily accessed by parents and infants, children's sporting activities, afterschool and weekend sporting clubs, no provision has been made for safe crossing areas. 3) The amendment to single yellow lines outside residential homes (south side) does not facilitate ease of safe, entry and exit into homes. 4) The amendment to single yellow lines outside</p> <p><u>Change to Parking in Victoria Road</u> The request was received from a Ward Councillor and was accompanied by a petition of 57 signatures supporting Swapping the parking to the north side of the road and the single yellow lines to the south side. This would increase the overall parking capacity for local residents and visitors to Victoria Park.</p>	

			<p>residential homes, many of these are occupied by owners with small infants whom do not have a driveway and park their vehicles outside their home, they will have to accommodate crossing a busy road with No safe crossing point and No residential parking provision. 5) This road is of industrial class as it accommodates overuse of HGV vehicles that service the industrialised sites, alongside a routine weekend bus route that facilitates a temporary train service. 6) Traffic is pushed closer to the residencies of Victoria Road; speed bumps pose a noise issue, making this of prevalence and observance. 7) No provision has been made for residential parking and No restriction times to parking on the north side is proposed. The area is heavily industrialised by car dealerships who will unquestionably abuse 'open parking' to facilitate freeing commercial space for own commercial gain not for the proposals purpose of easing congestion to the perimeters of the immediate area.</p>	
Resident	Withdean	Object	<p><u>Proposed extension to Double yellow lines in Friar Road</u> – Object to this proposal. Already have difficulty parking because the teachers from Varndean School and Employees from Little Earthworms Nursery, park in this road. This is a direct result of the last lot of parking restriction placed in Ditchling Road. The restriction just</p>	<p><u>Extension to Double yellow lines</u> - The request was from a resident in the area as cars parked at this junction making it dangerous for motorist, especially those turning left into Friar Road from Ditchling Road.</p>

Item 31 Appendix A

			<p>pushed everyone around the corner into Friar Road and made the situation worse. If the yellow lines are extended: 1. Non residents who park here for work will simply park a bit further down Friar Road and this could make the situation worse as the road narrows. 2) Both corners of Friar Road/Ditchling Road already have double yellow lines and parents use these to drop off children right at the corner, which is extremely dangerous. In fact extending the yellow lines will make it easier for even more parents to do this as there will be no parked cars and, as they do now, these parents will ignore the yellow lines. 3) People who use the park & play area opposite will continue to park in Friar Road exacerbating the situation. The reason given for the proposal is "To prevent obstruction to all road users". Not aware that the legal parking has caused obstruction to all road users. In fact the only thing that does cause obstruction to all road users is the No.56 bus service. The best way to prevent obstruction is to get the bus company to reroute the No.56 bus. Not only is Friar Road far too narrow for a bus and there is no need for the abysmal service the No.56 offers.</p>	<p>This proposal would prevent objection to all road users.</p>
--	--	--	---	---

Resident	Withdean	Support	<u>Proposed Double yellow lines in Hill Drive</u> – Glad to hear of the proposal to place double yellow lines on the corner of Hill Drive and Shirley Drive.	
Resident	Withdean	Support	<u>Proposed Limited Waiting in Matlock Road</u> – In favour of the proposed as parking is becoming a significant problem in Matlock Road. By placing 2 hour restrictions would prevent many of the commuters or people working in central Brighton from parking here	
Resident	Withdean	Support	<u>Proposed Limited Waiting in Matlock Road</u> – Support the application for restricted parking in Matlock Road. At this end of the road there is a café, chemist, doctor's surgery and a dental surgery, on the opposite side there is a news agent/post office and a general store. Customers/Patients at present find it hard to park and this restriction will certainly ease the situation.	
Resident	Withdean	Object	<u>Proposed Limited Waiting in Matlock Road</u> – The latest proposal is to provide parking for the local facilities i.e. the shops and café. As it is the people using the café are taking up any available spaces on Matlock Road on a constant basis, by giving them spaces this is taking spaces from the residents. Why should the café get its own spaces when residents are struggling everyday to park? There is a massive	<u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.

Resident	Withdean		parking problem with commuters parking their cars everyday while there is at least thirty empty spaces around Preston station which they could use, but someone decided to make it a meter zone so no one ever parks there any more.	
		Object	<p><u>Proposed Limited Waiting in Matlock Road</u> – Object to the recent proposal to add parking restrictions on Matlock Road that would see the introduction of 2 hourly parking restrictions outside the café and chemist. This proposal is not in the interests of the residents of Matlock Road and its surrounding streets. The parking situation on these roads is already congested and residents don't deserve to have this restriction adding to their existing parking woes. The reason behind this particular proposal has come about because of the wider problems in the area since the council introduced parking restrictions near Preston Park Station. The proposed hours of 8am to 8pm Monday to Sunday are flawed and unfair. The shops and café are not even open for those hours so to even contemplate weekend restrictions is absurd. The doctors and dentist are not even open weekends, the chemist closes at 1pm on Saturday and the other facilities close before 8pm during the week and significantly before 8pm at the weekend.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>

Item 31 Appendix A

Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road</u> –The parking situation for residents in Matlock/Tivoli area is already very difficult. The proposed change will add to these difficulties. There are already time limited spaces outside the convenience stores/Post Office. Any further restrictions will make it even more difficult for residents in the area to park than is already the case.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road</u> – Object to the proposed 2hr parking in Matlock Road. Object on the following grounds 1) It will reduce long term parking spaces for local residents, particularly on Saturday and Sunday, when residents are more likely to be at home and wanting to park all day. It is now extremely difficult to park at any time in and around Matlock Road because of displacement parking from nearby roads and this is already likely to increase as Tivoli Crescent is about to be included in a residents parking scheme. 2) Matlock Road is in a residential area and NOT a commercial area. It is therefore unfair that views of commercial enterprise are being given precedence over the view of local residents. 3) The reason given for the proposal is “to provide parking for nearby facilities”. However such parking is unnecessary, as there is already a half</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>

			hour limited parking bay, which takes 4 cars and also two 24 hr bays for disabled people outside the G.P.'s surgery. 3) The proposal will disadvantage residents but not advantage any shops or facilities except the café. Customers and patients visiting the shops, doctors and dentists do not need to park for a long period of time and all but the newsagents and grocers shop are closed on Saturday afternoon and all day Sunday.	
Resident	Withdean	Object	<u>Proposed Limited Waiting in Matlock Road – Object to this proposal. Feel residents should have priority over the commercial needs in this case. The days and times of the proposed restriction are wrong. Monday to Friday from 9am to 5pm is when the commercial facilities operate. These times operate satisfactorily across the road at present.</u>	<u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.
Resident	Withdean	Object	<u>Proposed Limited Waiting in Matlock Road – Object to the 2hour parking bay proposed outside Abacus Café. Parking in Matlock Road is already difficult enough without the loss of a further 4 parking spaces. The parking restrictions running from 8am to 8pm for 7 days a week are also ludicrous especially as none of the “facilities” for which, the parking is designed are not open all that time. The suggested parking restrictions show scant regard for the local</u>	<u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.

Item 31 Appendix A

			community and a lack of forethought on behalf of the council. With Tivoli Crescent being granted residents parking the situation will become even worse than it currently is. The only facility likely to benefit is the café and the biggest losers will again be the residents of Matlock Road.	
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road –</u> Object to the proposed 15 metres parking bay in Matlock Road on the following grounds: 1) In this residential area there are already both a restricted bay and two general disabled bays, the former of which could be re-designated 2 hours. 2) Residents already find it impossible to park in the road on account of: i) Users of Preston Park Station, Bhasvic Students and people who work on Dyke Road, who park in Matlock Road since nearby resident schemes were introduced and ii) People in nearby resident schemes who own more than one car but only buy one permit, park their vehicles in Matlock Road for extended periods. 3) Most of the businesses in question do not even open on Sunday. Parking problems will be made worse if a further 4 spaces are lost, along with the proposed parking zone in Tivoli Crescent.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>

Item 31 Appendix A

Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road -</u> Extremely concerned about the proposal for limited parking in Matlock Road. The parking in this area is at saturation point and with residents parking soon to be introduced in Tivoli Crescent, there will be even more vehicles trying to park in this road. At present residents have to think carefully about taking the car for journeys at night as it is almost impossible to park when they get back. There is already restricted 2 hour parking outside the post office, and also some disabled bays outside the Doctor's Surgery.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road – I</u> object to this proposal for the following reasons: 1) There is no need as no one spends that amount of time in the café. 2) Residents of Matlock Road will have less space to park, already Tivoli Crescent residents park in Matlock Road making it impossible to park as Tivoli Crescent never has spaces, and this has created a knock on effect with Matlock Road bearing the brunt of it. 3) There is half hour parking and disabled bay already why take away precious spaces with limited 2 hour parking.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road -</u> Object to the creation of extra 2 hour limited parking spaces in Matlock Road. There is certainly not enough free parking spaces at the</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the</p>

Item 31 Appendix A

			moment, even before removing an equivalent of a further 4 spaces near to the shops. Resident from nearby controlled zones are already parking long term in Matlock Road and often residents cannot find any spaces within a reasonable walking distance to their properties.	local shops and facilities to park for a limited time.
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road – Express disappointment with the continued incompetent way the council is making decisions about parking in Matlock Road.</u></p> <p>Parking has become an increasing concern with the irrational way that the council have made decision which impact on parking and purely pushed the parking issue further and further out of town until it impacted Matlock Road.</p> <p>Amazingly with evidence that 90% of residents in Matlock Road want permit parking the council continue to ignore their wishes and see to compound the problem further by appeasing the café business with parking outside that will cause further problems to residents.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>
Residents	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road – Object to the proposed 2 hour limited parking for 4 parking spaces in Matlock Road.</u> This will not be a benefit to the local community. The parking in the area has got even worse since the introduction of resident permits in Reigate Road and meters outside the railway station. This has</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>

			increased parking traffic on Dyke Road, Tivoli Crescent, Matlock and Maldon Road. The local Doctor's and Dentists have sufficient short term and disabled parking. The Newsagent, Matlock Stores and Café's trade is in the main foot traffic. Over 90% of Matlock Road residents have petitioned for a permit parking scheme, which has for some reason been ignored.	
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road -</u> Complete and utter objection to the proposed new 2 hour parking bay in Matlock Road. There is already half-hour and disabled parking bays. A further reduction in the number of parking spaces would cause great inconvenience to almost all residents in Matlock Road. Do not believe that the views of any commercial enterprise should be given precedence over the views of local residents.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road –</u> Object to the proposal to create a limited 2 hour parking bay outside the café. Feel very strongly that this will very much be to the detriment of residents living in the road. Parking in Matlock and Maldon Road is already at bursting point and residents struggle to park their cars in the road. To create a further restricted parking area, where there are also residents living in flats above the shops who have cars and wish to</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>

			<p>park in the road will only continue to exacerbate the problem further. As there are no parking restrictions in Matlock Road, visitors to the shops, services and café can park freely in the adjacent roads and surely do not need more dedicated parking. Also object to the timeframe requested (8am -8pm 7 days per week) as the only businesses open on the weekend are the chemist and beauticians, which open until lunchtime on a Saturday and then remain closed until Monday/Tuesday and then the newsagents/post office and convenience store, which open all day Saturday and a half day on Sunday. Although the café advertises that it is open both Saturday and Sunday, quite often it is closed a lot earlier than advertised. In any case the parking problems are normally eased a little on Saturday afternoon and Sunday in the road (compared to weekdays).</p>	
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road –</u> Object to the proposed parking bay in Matlock Road. It is nigh on impossible to find a parking space in the street, a situation that has risen over recent years because of the introduction of parking schemes in nearby streets. The proposal is to be in operation from 8am to 8pm, 7 days a week. This is not a fair reflection of the opening times of any of the businesses in Matlock Road</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>

Resident	Withdean	Object	and will be a source of great frustration to residents arriving home from work trying to park in the street. The shop facilities are already adequately served with parking bays and disabled bays.	
		Object	<u>Proposed Limited Waiting in Matlock Road – Strongly Object</u> to the proposed 4 parking spaces in Matlock Road operating 7 days a week from 8am to 8pm. This area should be allocated to residents, not allowing the café to acquire 4 parking spaces. There are already disabled parking outside the surgery and 30 minute parking outside the Post Office. Any visitors arriving in cars should find whatever parking spaces there are, if they can find one, not the residents having to give up spaces for the cafes clients.	<u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.
Resident	Withdean	Object	<u>Proposed Limited Waiting in Matlock Road – Object</u> to the planned 2 hour parking bay on Matlock Road. There has been a considerable increase in permit only parking in surrounding roads. This further restriction will only make matters worse. Illegal parking on double yellow lines at junctions, double parking etc. are already a danger to local residents and this measure will only further increase the road safety problems in this very busy area. The planned bay is poorly conceived with limited understanding	<u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.

Item 31 Appendix A

			of the parking issues already present in Matlock Road. There are already half hour and disabled bays providing adequate service for doctors, chemist, and shops.	
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road -</u> Object to the planned 2 hour parking on Matlock Road. There has been a considerable increase in permit only parking in surrounding roads. This further restriction will only make matters worse. Illegal parking on double yellow lines at junctions, double parking etc. are already a danger to local residents and this measure will only further increase the road safety problems in this very busy area. The planned bay is poorly conceived with limited understanding of the parking issues already present in Matlock Road. There are already half hour and disabled bays providing adequate service for doctors, chemist, and shops.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time.</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road -</u> Object to the proposed parking bay outside the café on Matlock Road. Residents of Matlock Road are already experiencing horrendous parking problems due to the parking restrictions brought into effect in nearby street. There are already parking restriction in force near the café, two disabled parking bays and half hour restrictions outside the post office and shop.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time</p>

Item 31 Appendix A

Ward Councilors	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road –</u> Oppose the proposed limited waiting in Matlock Road. This road is made up of mainly terraced houses and currently residents experience very great difficulties when trying to drop off passengers or shopping neat to their homes. Parking has become almost impossible for residents in this road. Any further provision of limited waiting will only exacerbate existing problems.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road –</u> Object against the creation of approximately 4 parking spaces in Matlock Road to be operational 7 days per week from 8am to 8pm. There are parking problems in this particular area and road. There is already disabled parking out side the surgery, 30 minute parking spaces outside Matlock Road Post office in addition to which the Council has already approved parking restrictions coming into effect in nearby Tivoli Crescent, but totally ignoring residents wishes in both in Matlock Road and Maldon Road. Residents will not be involved in this scheme merely being squeezed out from their own roads. Where are they supposed to park?</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time</p>
Residents	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road –</u> Object to the request for parking bay to be installed in Matlock Road. Residents in Matlock</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable</p>

Item 31 Appendix A

			<p>Road already have difficulties finding parking spaces. This has been cause by the previous ineffectual decision to introduce parking permit near Preston Park station, which has had a ripple effect on the surrounding street. Instead of commuters paying to park by Preston Park Station they now park in Tivoli Crescent, so residents in that street then park in Matlock Road. Tivoli Crescent has now reached an agreement with the Council to have permit parking, something that was denied to residents in Matlock Road despite a petition being submitted with overwhelming support. To effectively remove 4 further parking spaces seems totally unnecessary when there are already half hour and disabled bays available for the limited number of commercial properties on the road.</p>	<p>visitors and customers using the local shops and facilities to park for a limited time</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road – Object to the parking bay on Matlock Road.</u> Everything is just fine as it is.</p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the local shops and facilities to park for a limited time</p>
Resident	Withdean	Object	<p><u>Proposed Limited Waiting in Matlock Road – Residents really struggle to park due to numerous cars being parked in Matlock Road by commuters who use Preston Park station and</u></p>	<p><u>Limited Waiting in Matlock Road</u> This was requested by a business in the area to enable visitors and customers using the</p>

Item 31 Appendix A

			residents of adjacent street. Please think very carefully before making things even more difficult.	local shops and facilities to park for a limited time
Residents Association	Withdean	Object (Petition 43 signatures)	<p>Proposed double yellow lines in the access road to <u>Kingsmere, London Road</u> – Object to the proposed double yellow lines. If yellow lines were to be installed, the direct result would be a loss of spaces.</p>	<p>Double yellow lines in <u>Kingsmere, London Road</u> – This was requested by City Clean as the refuse vehicles are having problems gaining access to the bin stores because of parked cars on the bend near the entrance.</p>
Resident	Withdean	Object	<p><u>Proposed double yellow lines in Tongdean Rise</u> – Concerned that the double yellow lines will cause parking problems for residents of Tongdean Rise and their guests, especially as Tongdean Lane residents park along this road on a daily basis due to having no on-street parking. Object to the yellow lines and insist that if the road needs to be widened for larger vehicles, that some of the grass verge is removed instead of imposing the parking restriction</p>	<p>Double yellow lines in <u>Tongdean Rise</u> – This was requested by City Clean as refuse vehicles were having difficulties entering this section of Tongdean Rise. This has been withdrawn from the order as the location on the advertised plan and description on the Traffic Order was incorrect. This proposal will be re-advertised in the November 2011 order and the objections and support received for this order will be included in that report. Residents who have written in have been informed of this.</p>

Item 31 Appendix A

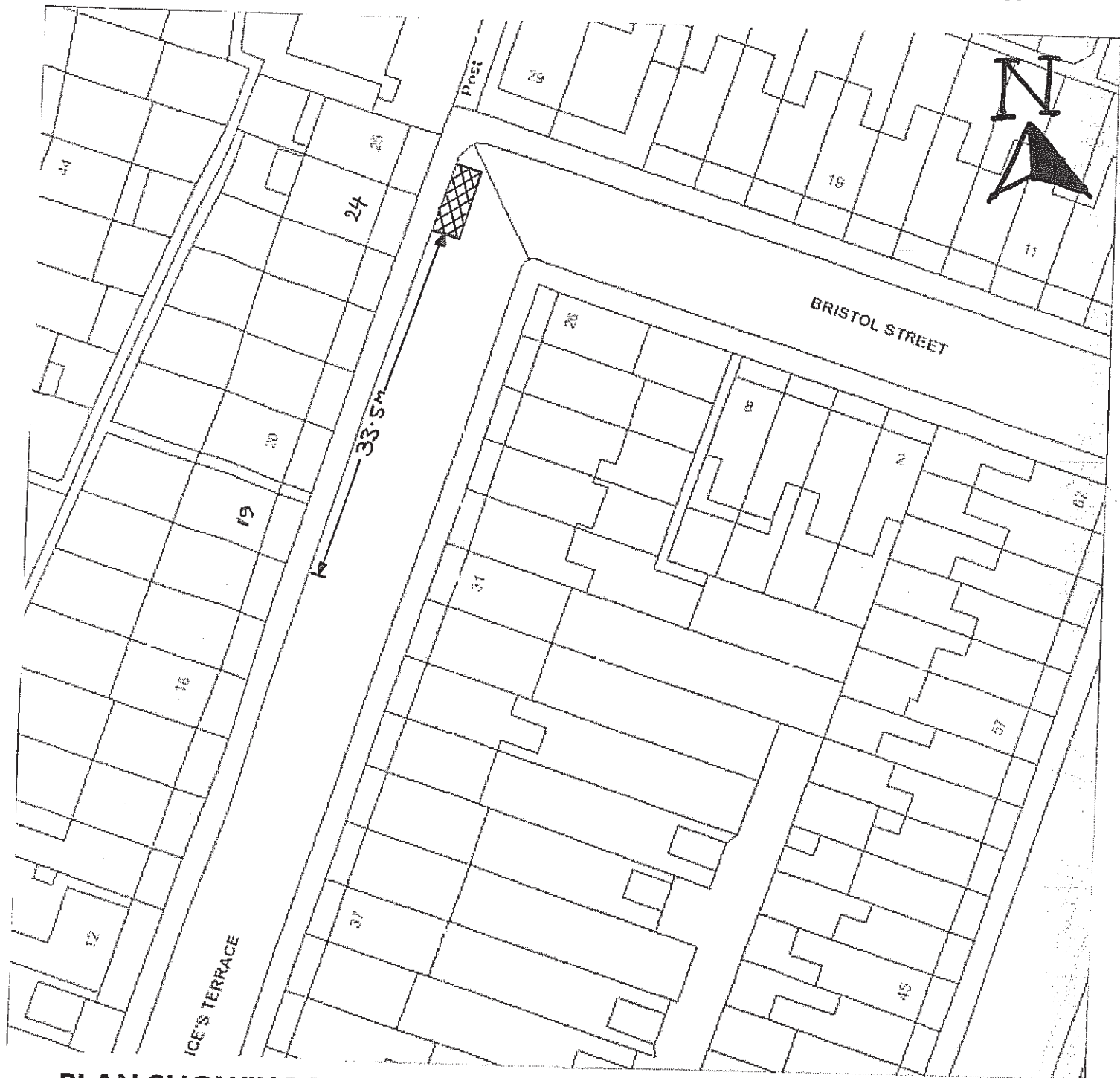
Resident	Withdean	Object	<p><u>Proposed double yellow lines in Tongdean Rise – Object in the strongest possible terms to this proposed change and must insist that yellow lines are not painted. This part of Tongdean Rise is a narrow residential cul de sac with a total of 13 houses on this section of the road which has sufficient width for two passing vehicles. There is no “passing traffic” as such, as the road is only used to access these houses. At times, as is the case in many narrow roads, large delivery vehicles have difficulty negotiating access, and the size of the council refuse and recycling vehicles means that they also have to be careful when carrying out their collections. These issues are inherent in what is a small residential access road, and have existed since the road was developed. The residents of Tongdean Rise have always accepted the restrictions of the road and enjoy the tranquility and freedom from through traffic here.</u></p>	<p><u>Double yellow lines in Tongdean Rise – This was requested by City Clean as refuse vehicles were having difficulties entering this section of Tongdean Rise. This has been withdrawn from the order as the location on the advertised plan and description on the Traffic Order was incorrect. This proposal will be re-advertised in the November 2011 order and the objections and support received for this order will be included in that report. Residents who have written in have been informed of this.</u></p>
Resident	Withdean	Object	<p><u>Proposed Double yellow lines in Tongdean Rise – It was agreed that the road would be clear of vehicles in this section of the road on Mondays (Tuesdays if it is a Bank Holiday) or a narrower dustcart could be used following a meet in December 2005. As this is an access only road there is no through traffic and only residents come into the rise. Residents of Tongdean Lane</u></p>	<p><u>Double yellow lines in Tongdean Rise – This was requested by City Clean as refuse vehicles were having difficulties entering this section of Tongdean Rise. This has been withdrawn from the order as the location on the advertised</u></p>

Item 31 Appendix A

			also parking up the slip road in the rise so there is a limited parking in this area. Any visitors will also have problems parking if there are double yellow lines as the displaced vehicles will take up the free spaces down the rise. These yellow lines will cause total havoc for the sake of 10 minutes each week. It seems the problem has arisen since new residents moved in and were not aware of how things worked in the area. Now they are aware there is no justification what so ever to penalise everyone in the rise by placing yellow lines in the road.	plan and description on the Traffic Order was incorrect. This proposal will be re-advised in the November 2011 order and the objections and support received for this order will be included in that report. Residents who have written in have been informed of this.
Resident	Woodingdean	Support	<u>Proposed Double yellow lines at the Junction of Abinger Road and Brownleaf Road - Support this plan.</u>	
Resident	Woodingdean	Object	<u>Proposed Double yellow lines at the junction of Abinger Road and Brownleaf Road – Object to the proposed plans for double yellow lines.</u> Never experienced a problem with or have seen any heavy vehicles including City Clean refuse vehicles experience any difficulty manoeuvring this junction. The Brighton and Hove City Council website state that a TRO (Traffic Regulation Order) is costly and takes time, concerned that costs and time is being spent on problems that do not exist. Aware that the plans have been submitted once before, received written objections and were not accepted. What has	<u>Double yellow lines:</u> - The lines were requested by a resident as cars should not be parking on the junction and these lines would improve safety, pedestrian access and visibility. This proposal was previously advertised in 2009 and was deferred at an Environment Cabinet Member Meeting.

Item 31 Appendix A

Resident	Woodingdean	Object	<p>changed? There have not been any accidents and public safety has not been compromised and heavy vehicles are able to perform their duties without difficulty, due to the reality that there is not a parking issue on Brownleaf Road at the junction of Abinger Road.</p> <p><u>Proposed Double yellow lines at the junction of Abinger Road and Brownleaf Road</u> – Object to the proposed double yellow lines. Have never seen any issues with cars parking on the junction/roadsides concerned. Looking at traffic movements at the junction ask that the following be taken into consideration: a) Abinger road is a minor road on the estate and in reality is only used by residents of that road. Never used as a “rat run”. b) Abinger Road and Brownleaf Road have little heavy load traffic and there has never been any problem of vehicles not being able to negotiate the junction safely. If the issue is purely for safety purposes then suggest that what is really needed is a “give way or even a stop line”.</p>	<p>Double yellow lines: – The lines were requested by a resident as cars should not be parking on the junction and these lines would improve safety, pedestrian access and visibility. This proposal was previously advertised in 2009 and was deferred at an Environment Cabinet Member Meeting.</p>
Resident	Woodingdean	Support	<p><u>Proposed Disabled Parking Bay in Batemans Road</u> – Approve of the Disabled Parking Bay on Batemans Road being made legal.</p>	



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

24/25 PRINCE'S TERRACE, BRIGHTON

KEY:-  PROPOSED REMOVAL OF DISABLED PARKING BAY

REASON:- TO REMOVE DISABLED PARKING BAY AS NO LONGER REQUIRED BY RESIDENTS IN THE VICINITY

SCALE : NOT TO SCALE REFER ONLY TO MEASUREMENTS

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

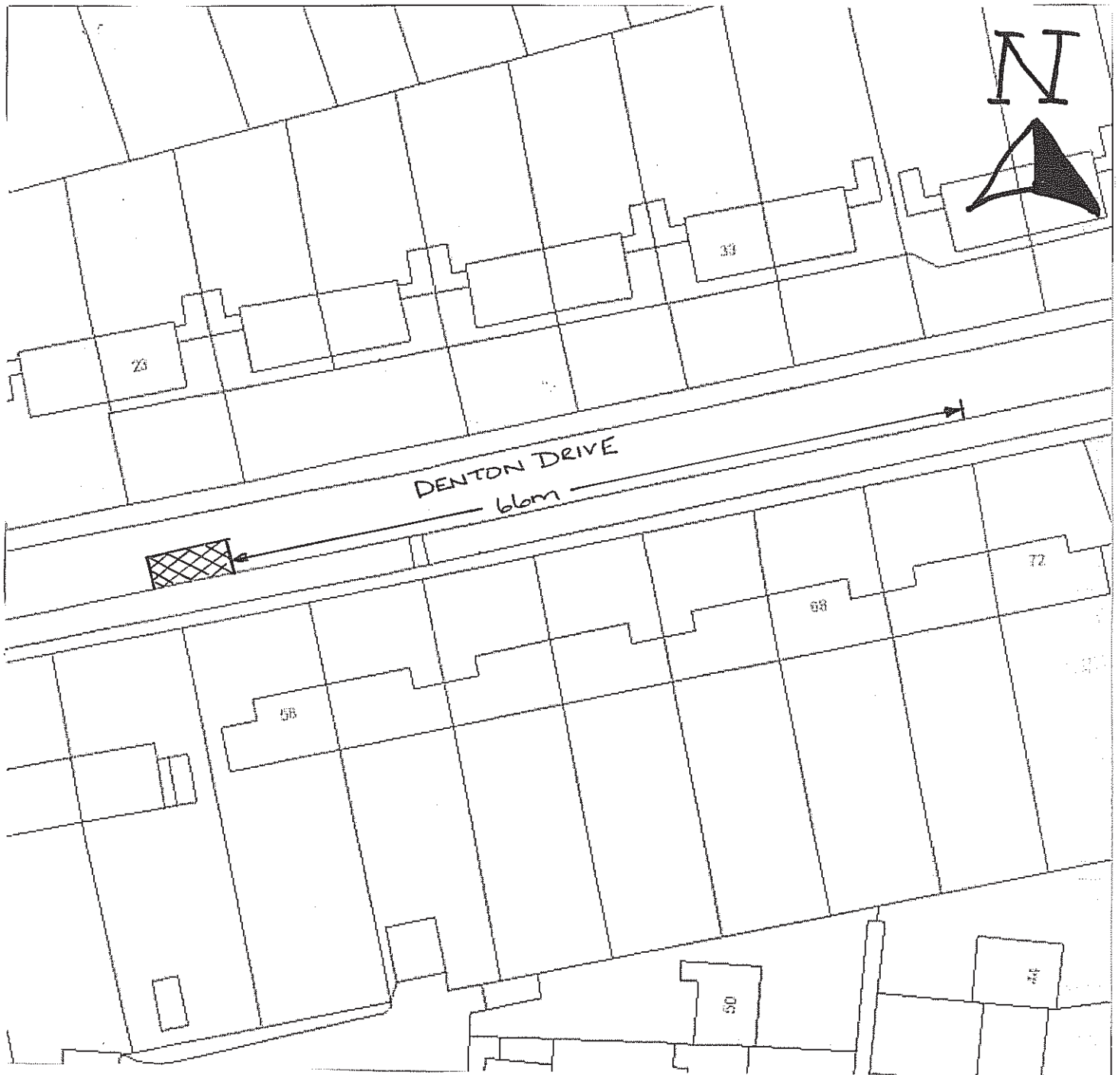
11/13 STIRLING PLACE, HOVE

KEY:-  PROPOSED REMOVAL OF DISABLED PARKING BAY

REASON:- TO REMOVE DISABLED PARKING BAY AS NO LONGER REQUIRED BY RESIDENTS IN THE VICINITY

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



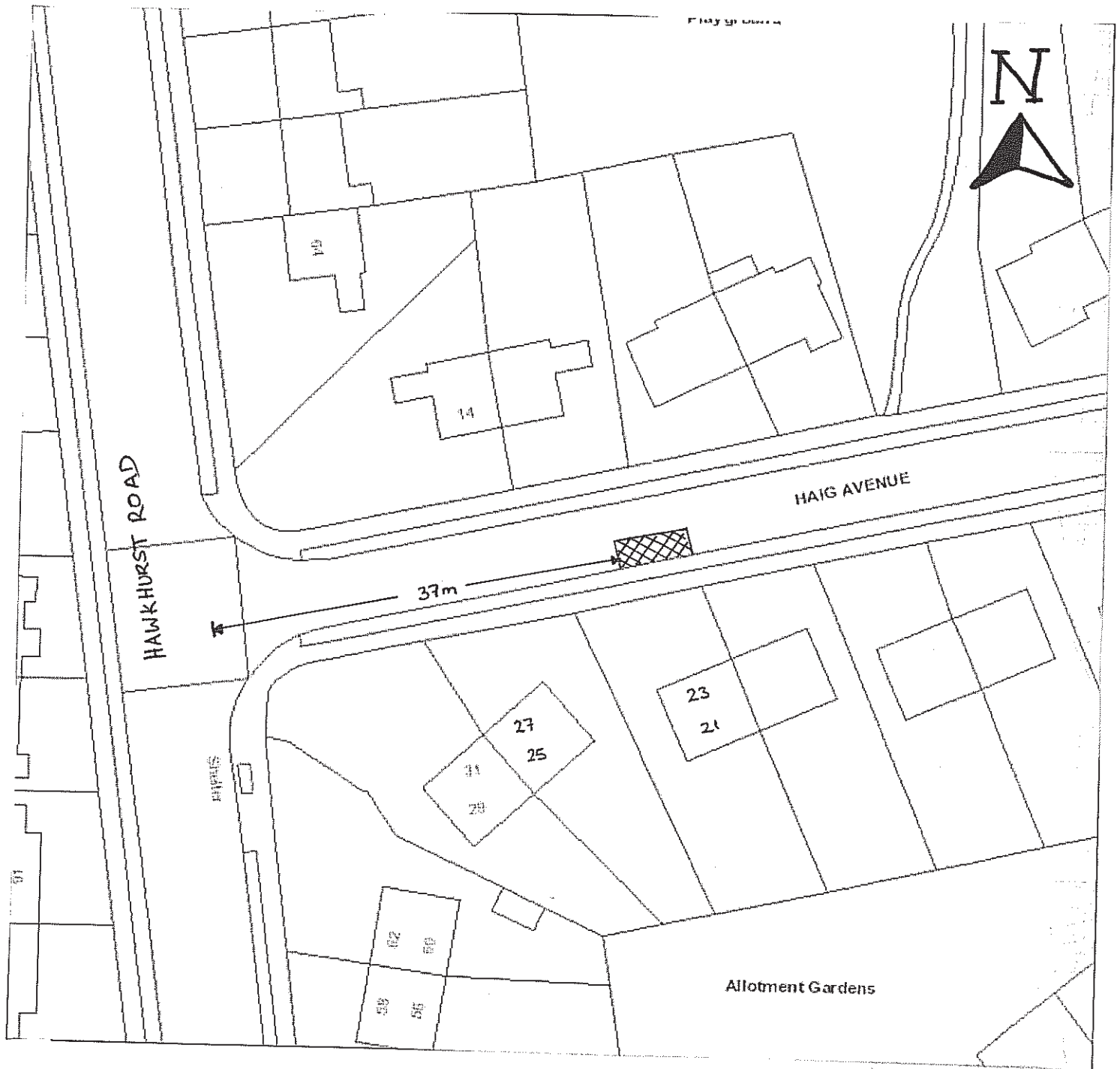
**PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION
(OPPOSITE) 23 DENTON DRIVE, BRIGHTON**

KEY:-  PROPOSED REMOVAL OF DISABLED PARKING BAY

REASON:- TO REMOVE DISABLED PARKING BAY AS NO LONGER REQUIRED BY RESIDENTS IN THE VICINITY

SCALE : NOT TO SCALE REFER ONLY TO MEASUREMENTS

reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright . Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

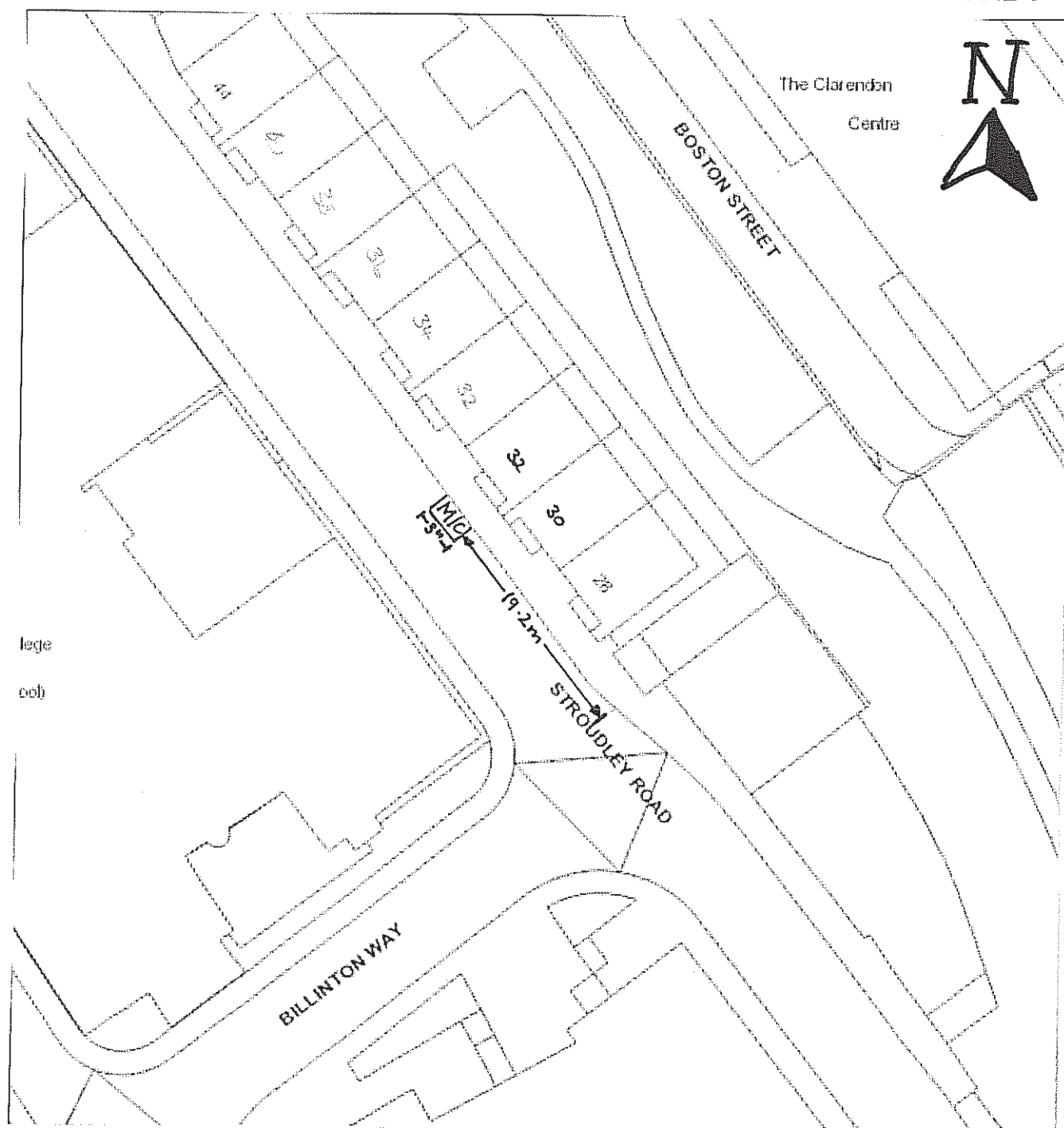
23 HAIG AVENUE, BRIGHTON

KEY:-  PROPOSED REMOVAL OF DISABLED PARKING BAY

REASON:- TO REMOVE DISABLED PARKING BAY AS NO LONGER REQUIRED BY RESIDENTS IN THE VICINITY

SCALE : NOT TO SCALE REFER ONLY TO MEASUREMENTS

reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

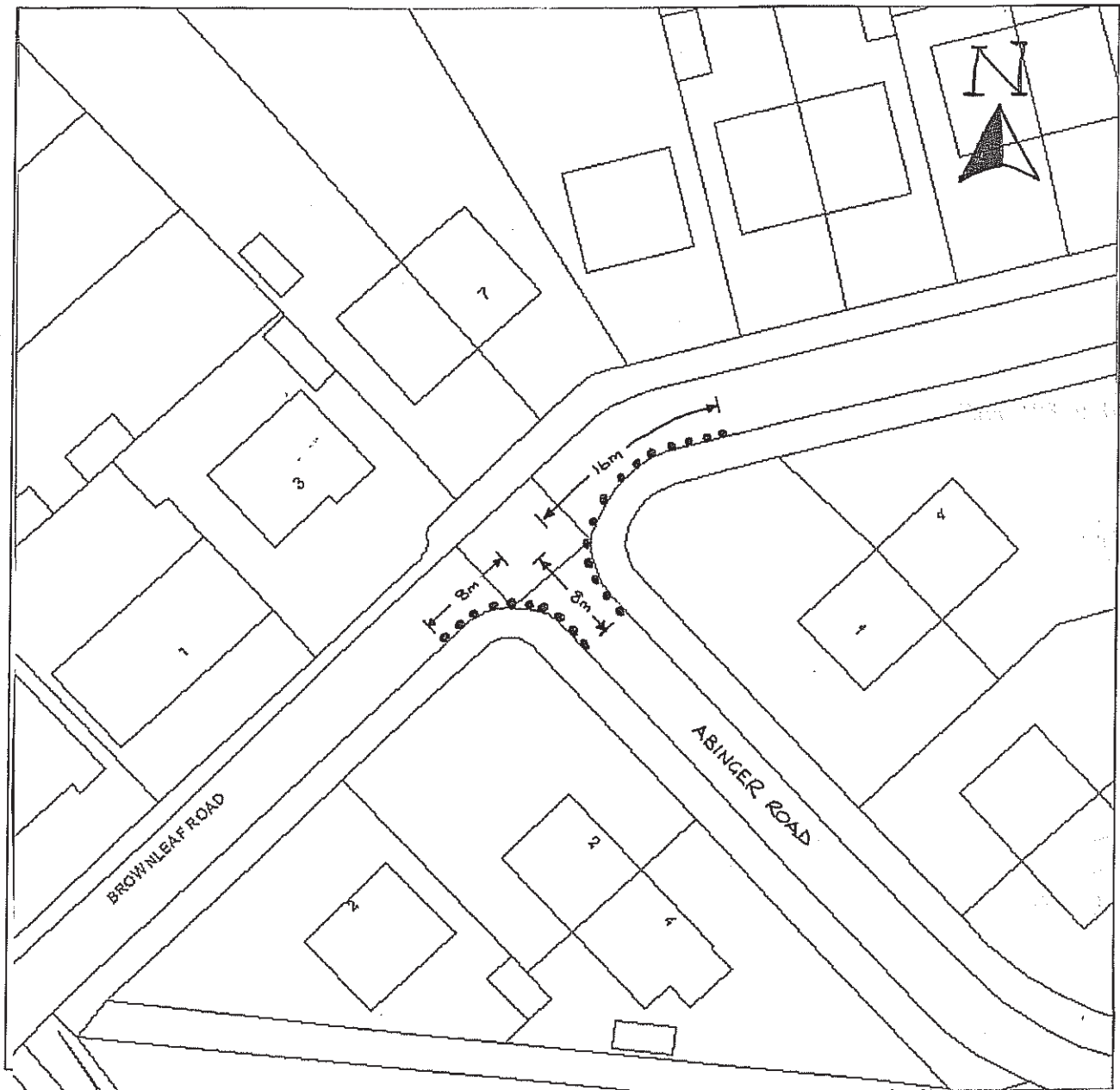
STROUDLEY ROAD, BRIGHTON

KEY:-  PROPOSED MOTORCYCLE BAY

REASON:- TO PROVIDE MOTORCYCLE PARKING FOR RESIDENTS AND VISITORS IN THE VICINITY

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright . Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.

WOODINGDEAN**PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION****BROWNLEAF ROAD/ABINGER ROAD, BRIGHTON**

KEY:- PROPOSED DOUBLE YELLOW LINES

REASON:- TO IMPROVE SAFETY FOR BOTH PEDESTRAINS AND VEHICLES IT HELPS TO PREVENT OBSTRUCTION TO ALL VEHICLES BUT INPARTICULAR LARGER VEHICLES SUCH AS THE CITY CLEAN 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



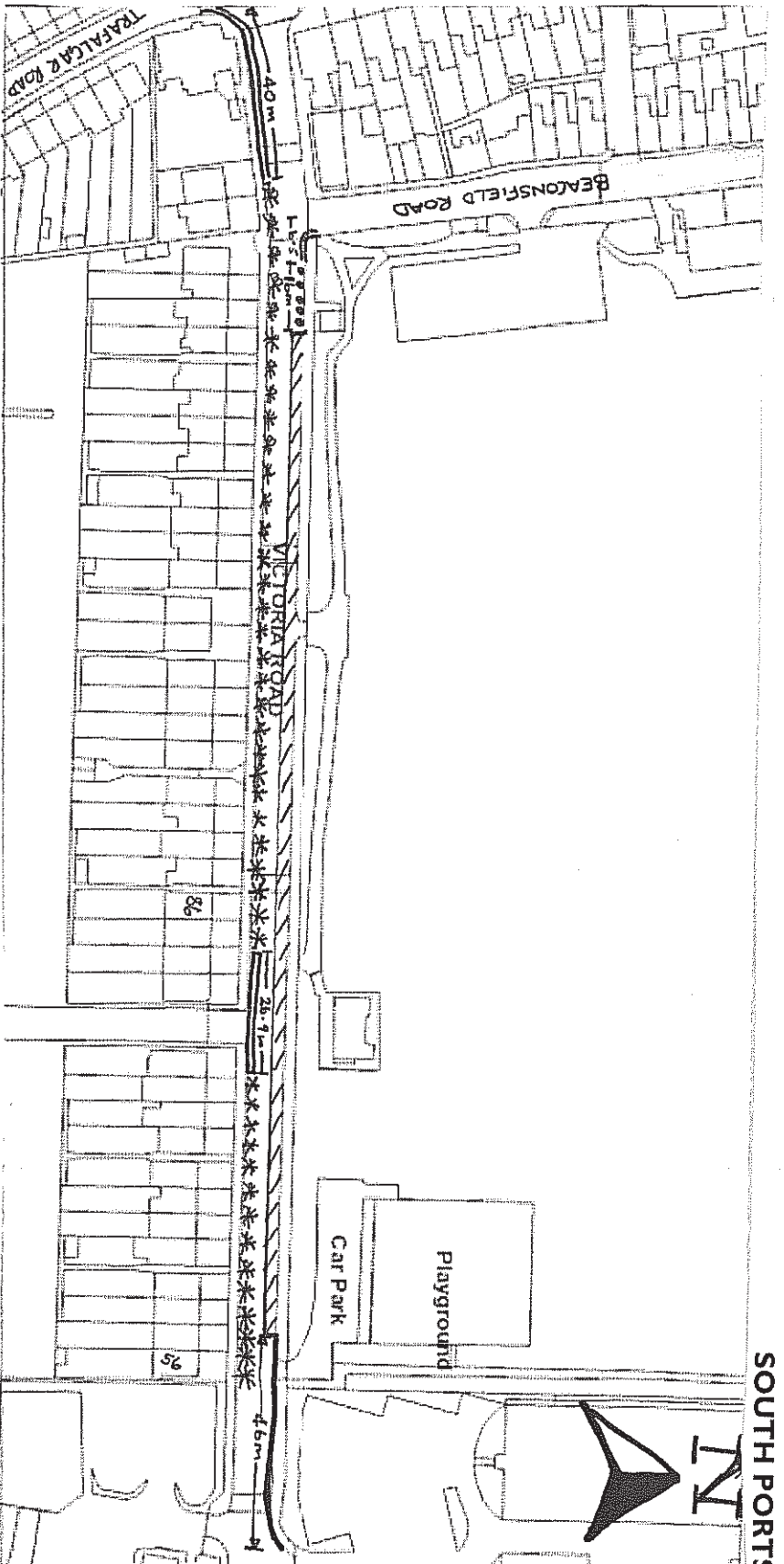
PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION
MATLOCK ROAD, BRIGHTON

KEY:- LIMITED PROPOSED LIMITED WAITING 2 HOURS (NO RETURN WITHIN 1 HOUR)
 MONDAY TO SUNDAY 8AM TO 8PM

REASON:- TO PROVIDE PARKING FOR NEARBY FACILITIES





SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION VICTORIA ROAD, PORTSLADE

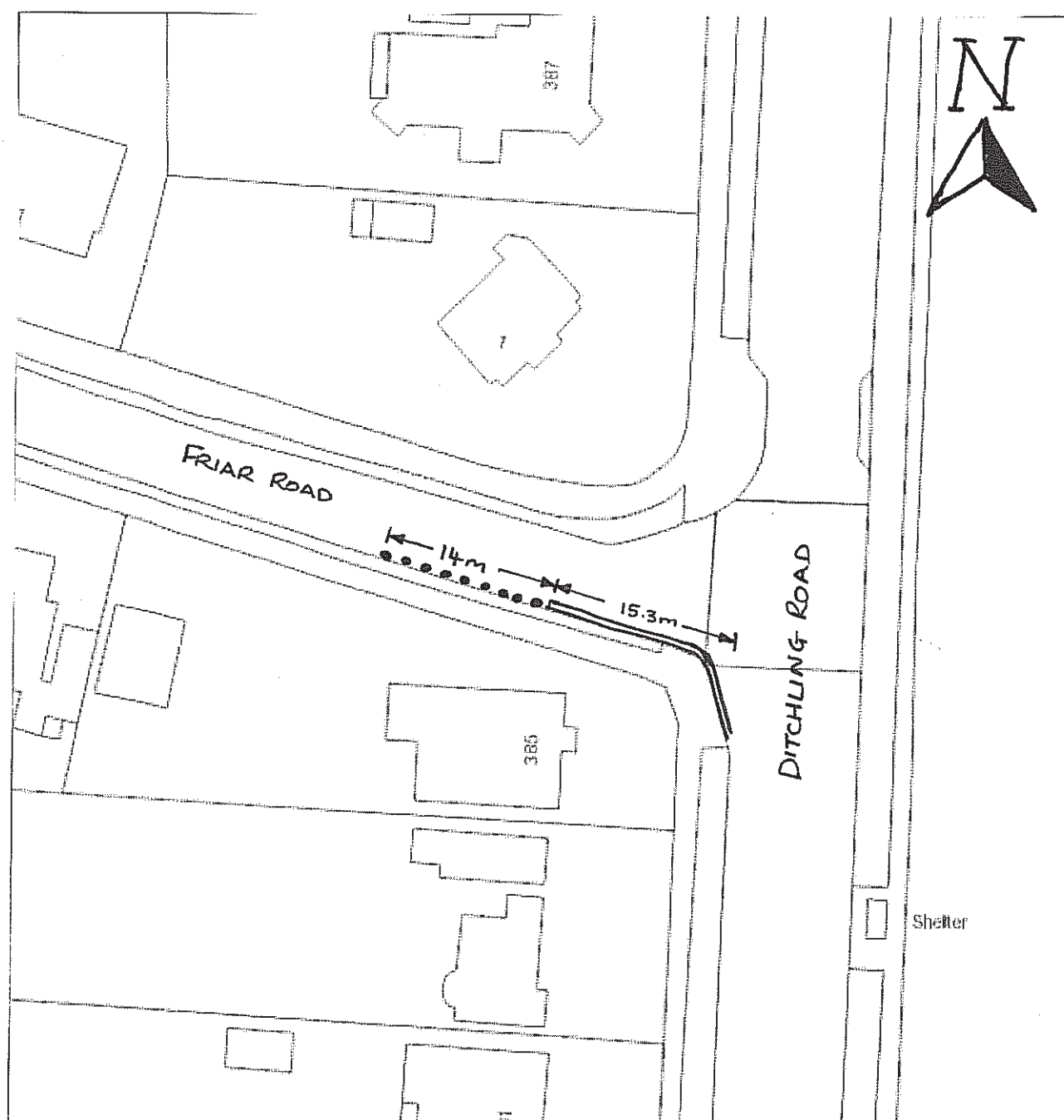
KEY:-

-  PROPOSED PARKING BAYS
-  PROPOSED SINGLE YELLOW LINE MON - SAT 8AM -6PM
-  PROPOSED DOUBLE YELLOW LINES
-  EXISTING DOUBLE YELLOW LINES

REASON:- TO PROVIDE EXTRA PARKING FOR RESIDENTS AND VISITORS IN THE VICINITY

SCALE : NOT TO SCALE REFER TO MEASUREMENTS ONLY

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence: LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

FRIAR ROAD, BRIGHTON

KEY:- PROPOSED DOUBLE YELLOW LINES
 === EXISTING DOUBLE YELLOW LINES

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS

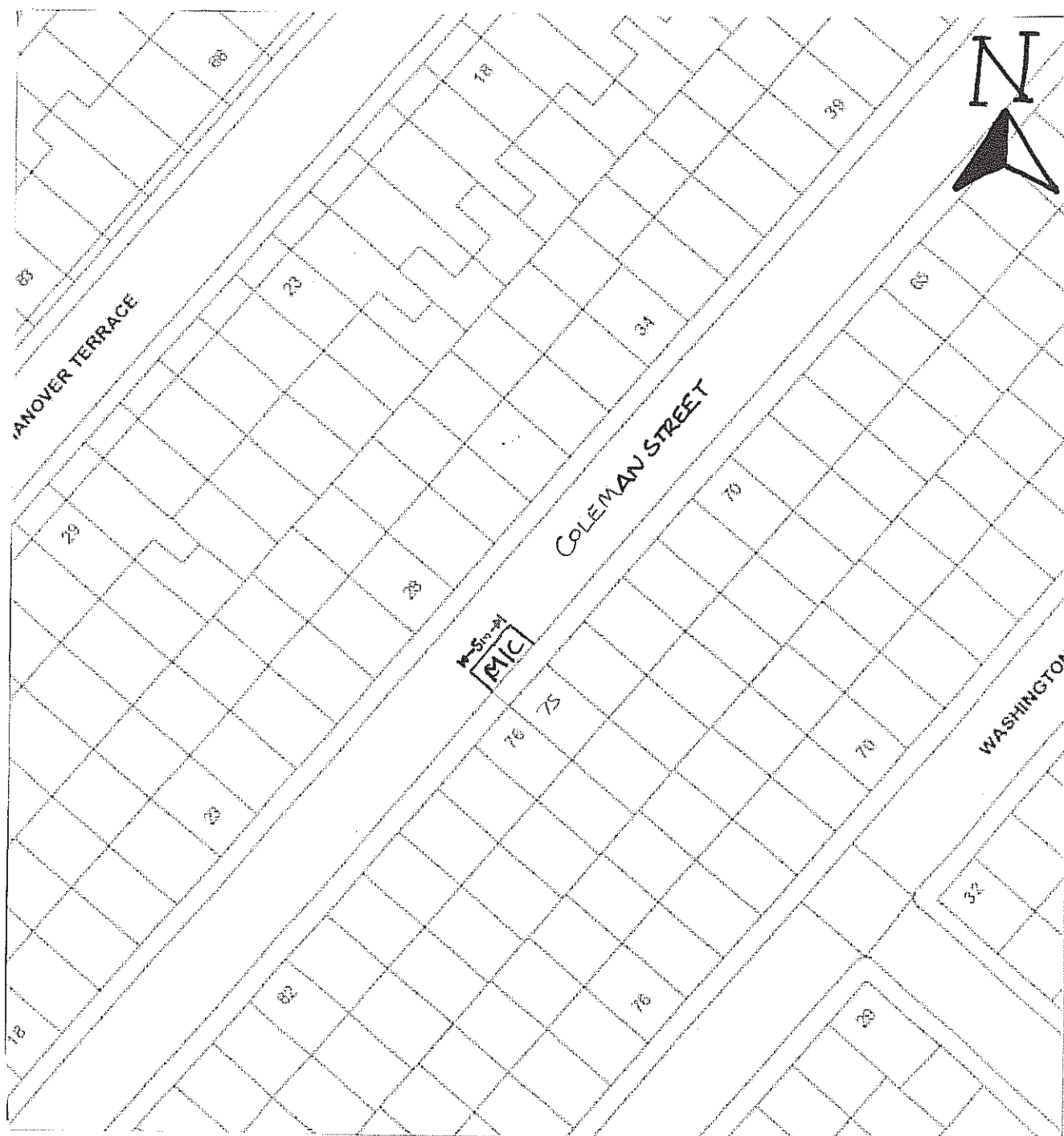
SCALE : NOT TO SCALE REFER ONLY TO MEASUREMENTS

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



Brighton & Hove

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright . Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



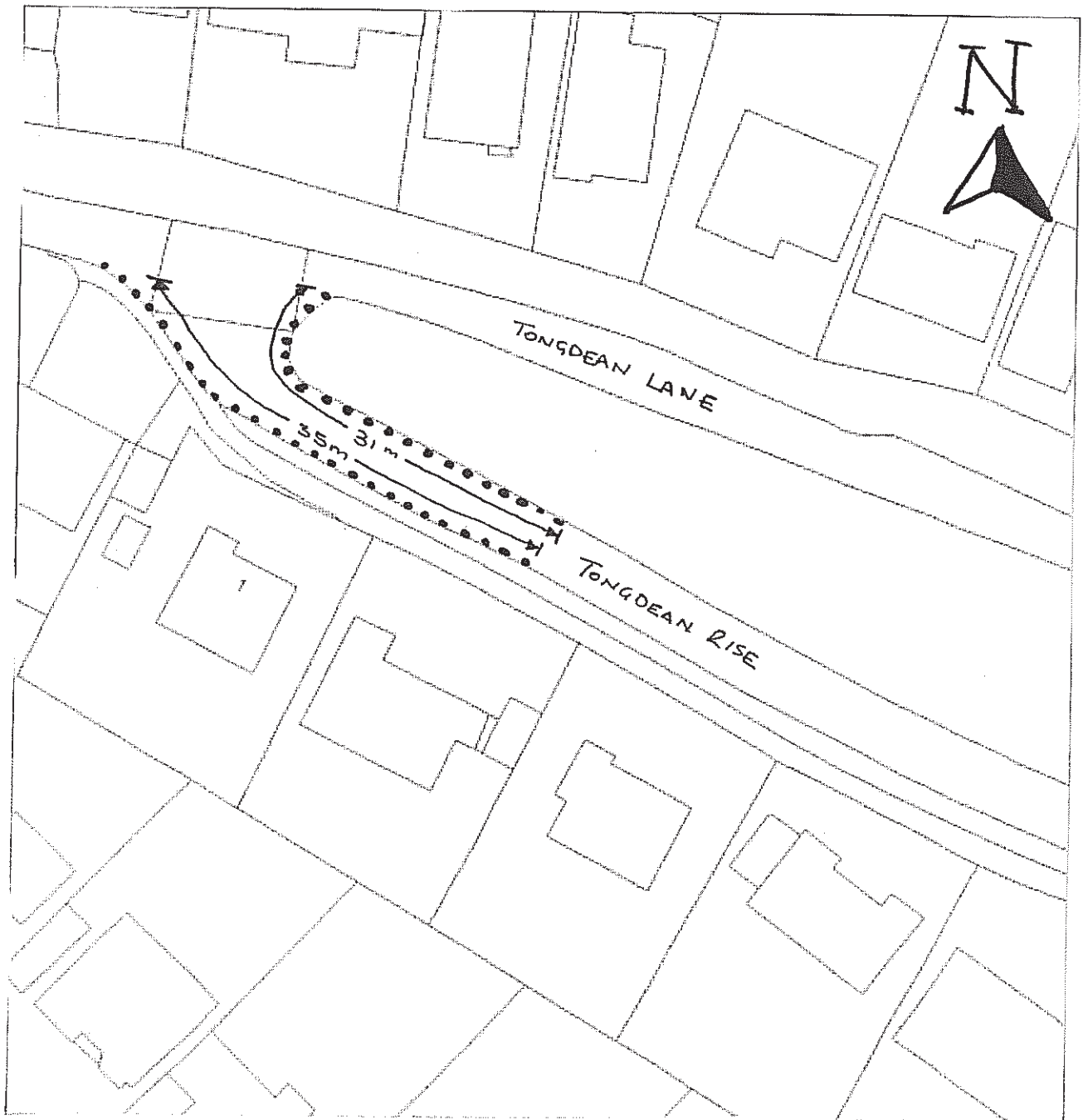
PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION
COLEMAN STREET, BRIGHTON

KEY:- M/C PROPOSED MOTORCYCLE BAY

REASON:- TO PROVIDE MOTORCYCLE PARKING FOR RESIDENTS AND VISITORS IN THE VICINITY

SCALE : **NOT TO SCALE REFER ONLY TO MEASUREMENTS**

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright . Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

TONGDEAN RISE, BRIGHTON

KEY:- PROPOSED DOUBLE YELLOW LINES

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS

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



Brighton & Hove

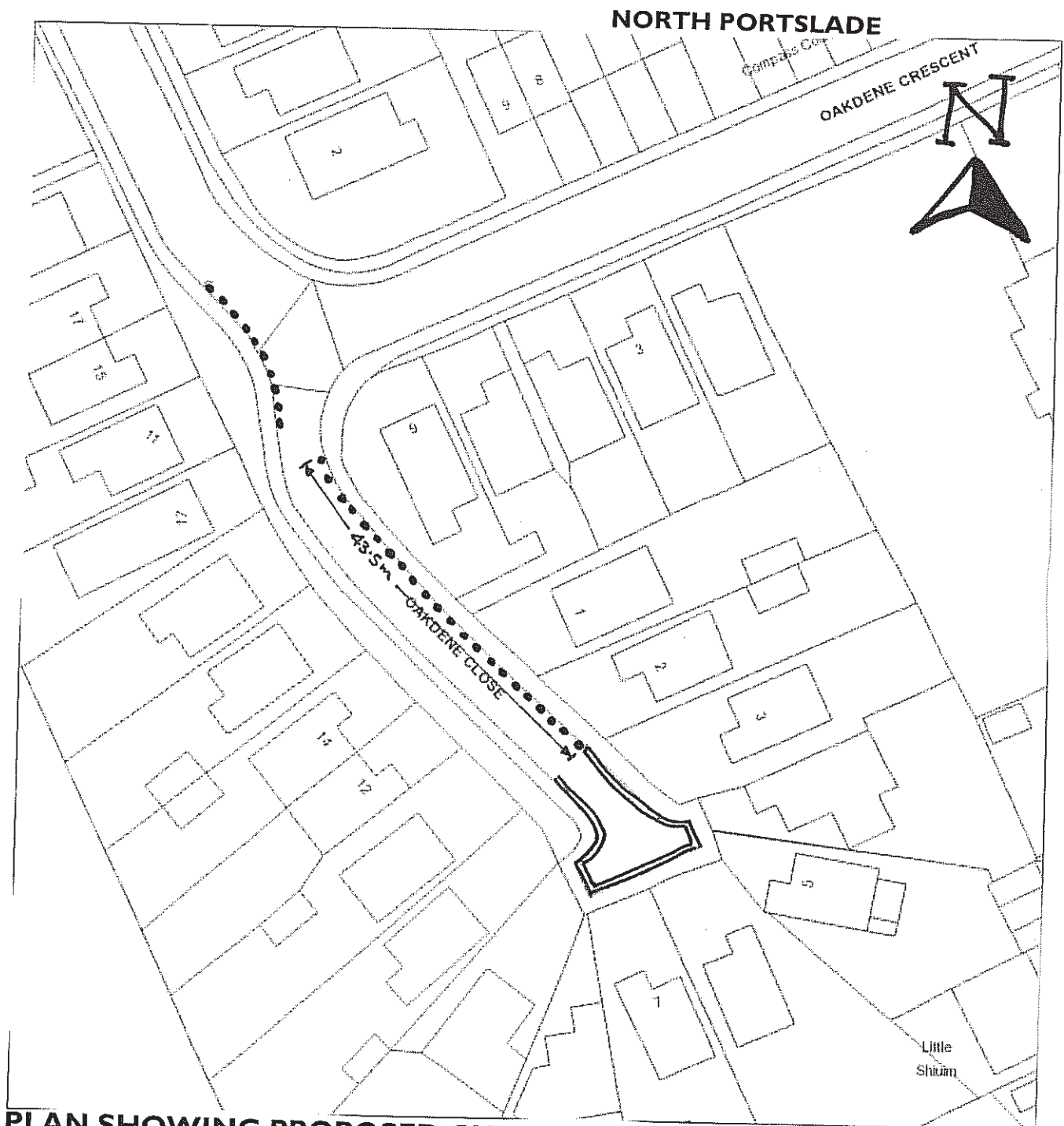
Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



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



Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council, Licence : LA09068L, 2003.



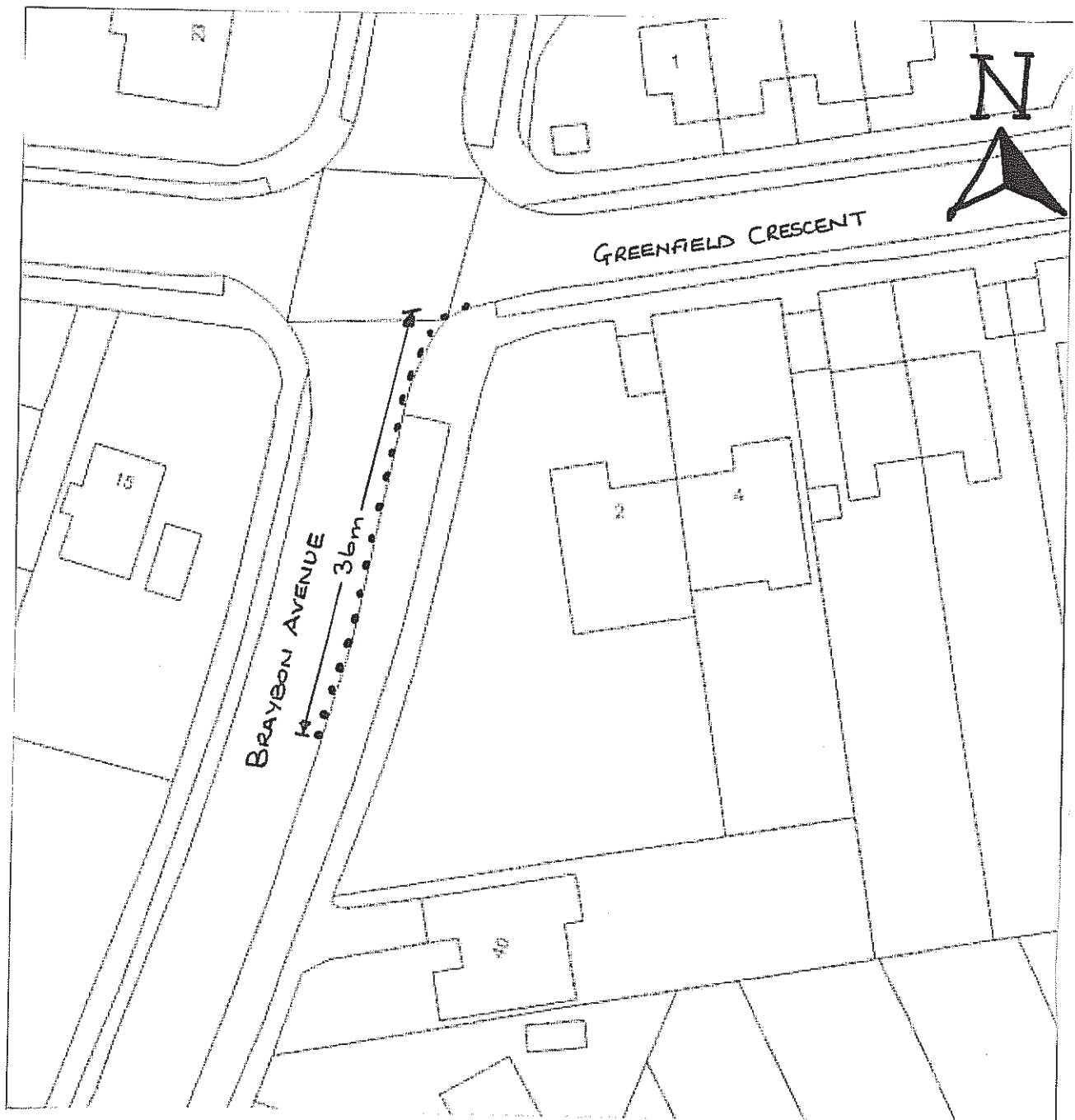
OAKDENE CLOSE, PORTSLADE

KEY:- PROPOSED DOUBLE YELLOW LINES
 ===== EXISTING DOUBLE YELLOW LINES

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS

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



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION

BRAYBON AVENUE, BRIGHTON

KEY:- PROPOSED DOUBLE YELLOW LINES

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS

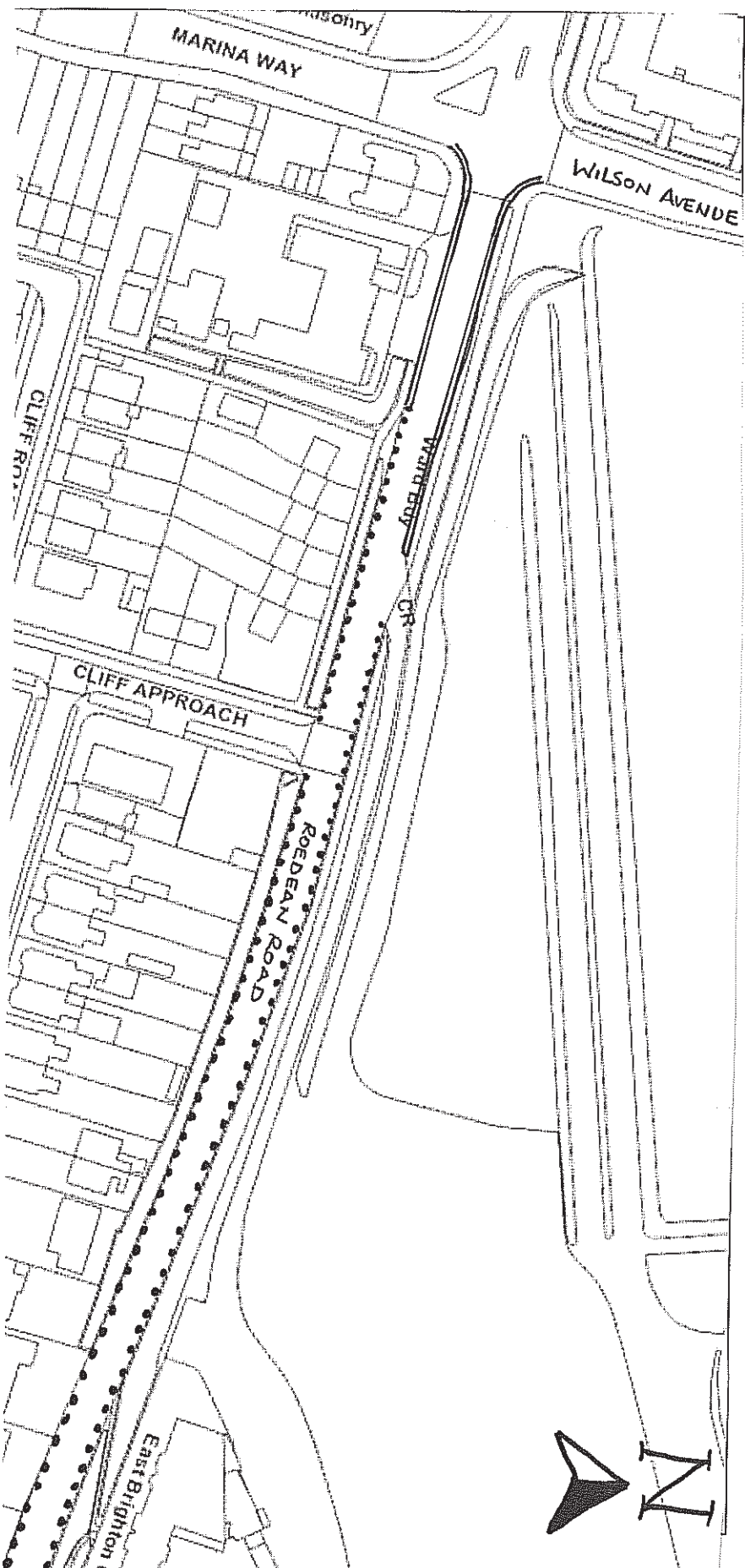
SCALE : NOT TO SCALE REFER ONLY TO MEASUREMENTS

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



Brighton & Hove

Reproduction from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright . Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION ROEDEAN ROAD, BRIGHTON

KEY:- 

EXISTING DOUBLE YELLOW LINES

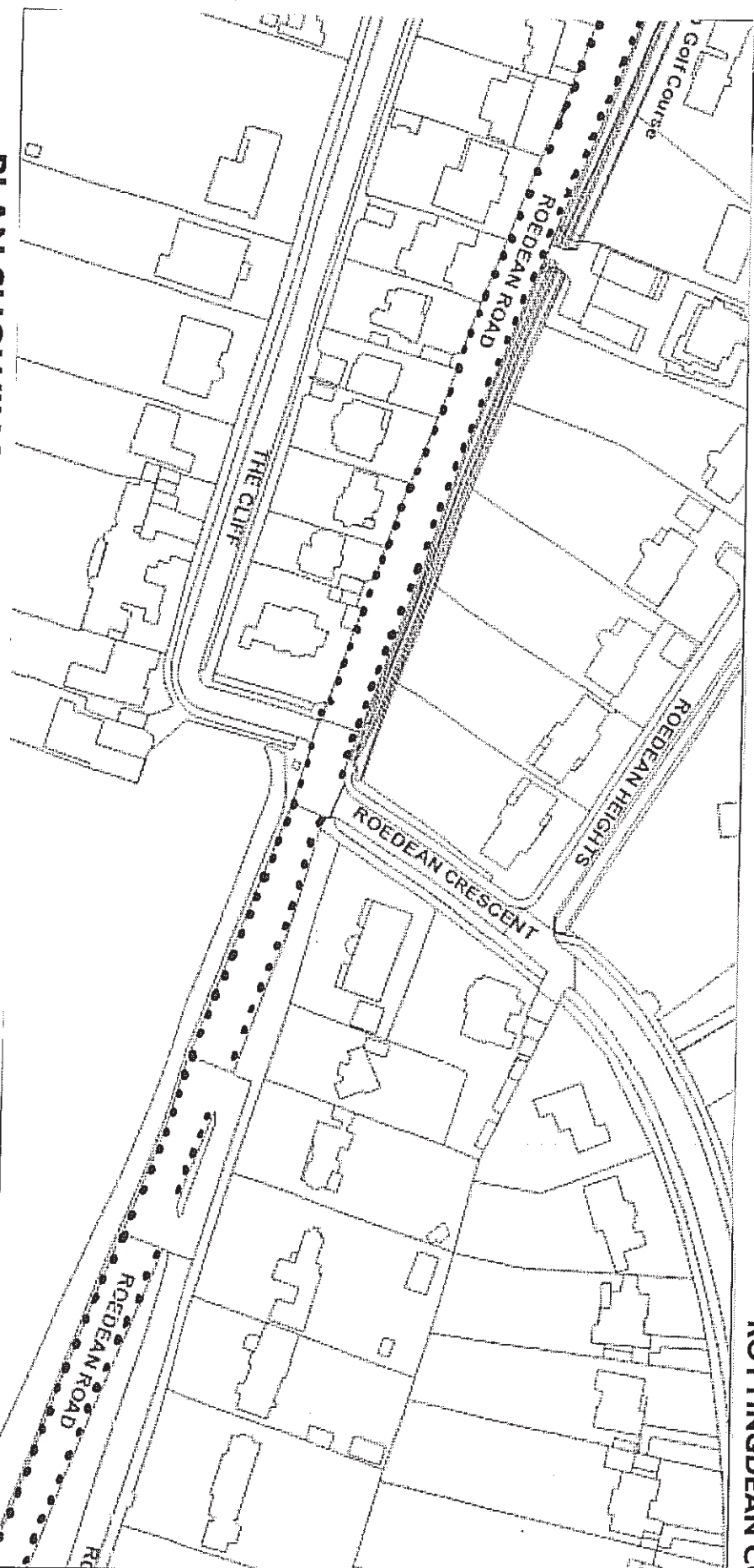


PROPOSED DOUBLE YELLOW LINES

★ (THERE ARE 3 OTHER PLANS ATTACHED SHOWING PROPOSED DOUBLE YELLOW LINES IN OTHER SECTIONS OF ROEDEAN ROAD)

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS
SCALE : NOT TO SCALE

reproduction from the Ordnance Survey mapping with the Permission of the
controller of H.M. Stationery Office. © Crown Copyright. Unauthorised
reproduction infringes Crown copyright and may lead to prosecution or Civil
proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



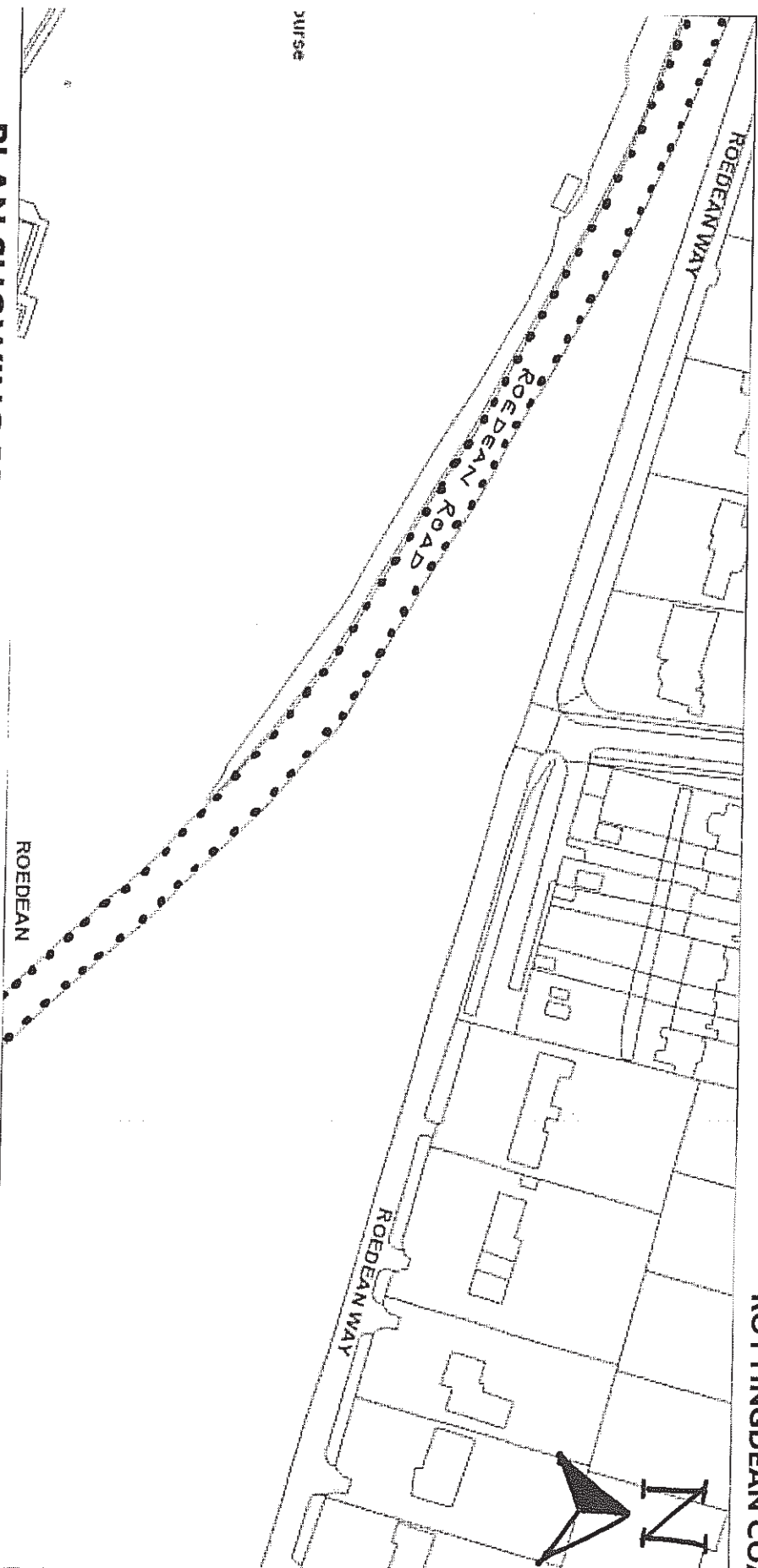
PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION ROEDEAN ROAD, BRIGHTON

KEY:- PROPOSED DOUBLE YELLOW LINES

★ (THERE ARE 3 OTHER PLANS ATTACHED SHOWING PROPOSED DOUBLE YELLOW LINES IN OTHER SECTIONS OF ROEDEAN ROAD)

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS
SCALE : NOT TO SCALE

reproduction from the Ordnance Survey mapping with the Permission of the controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



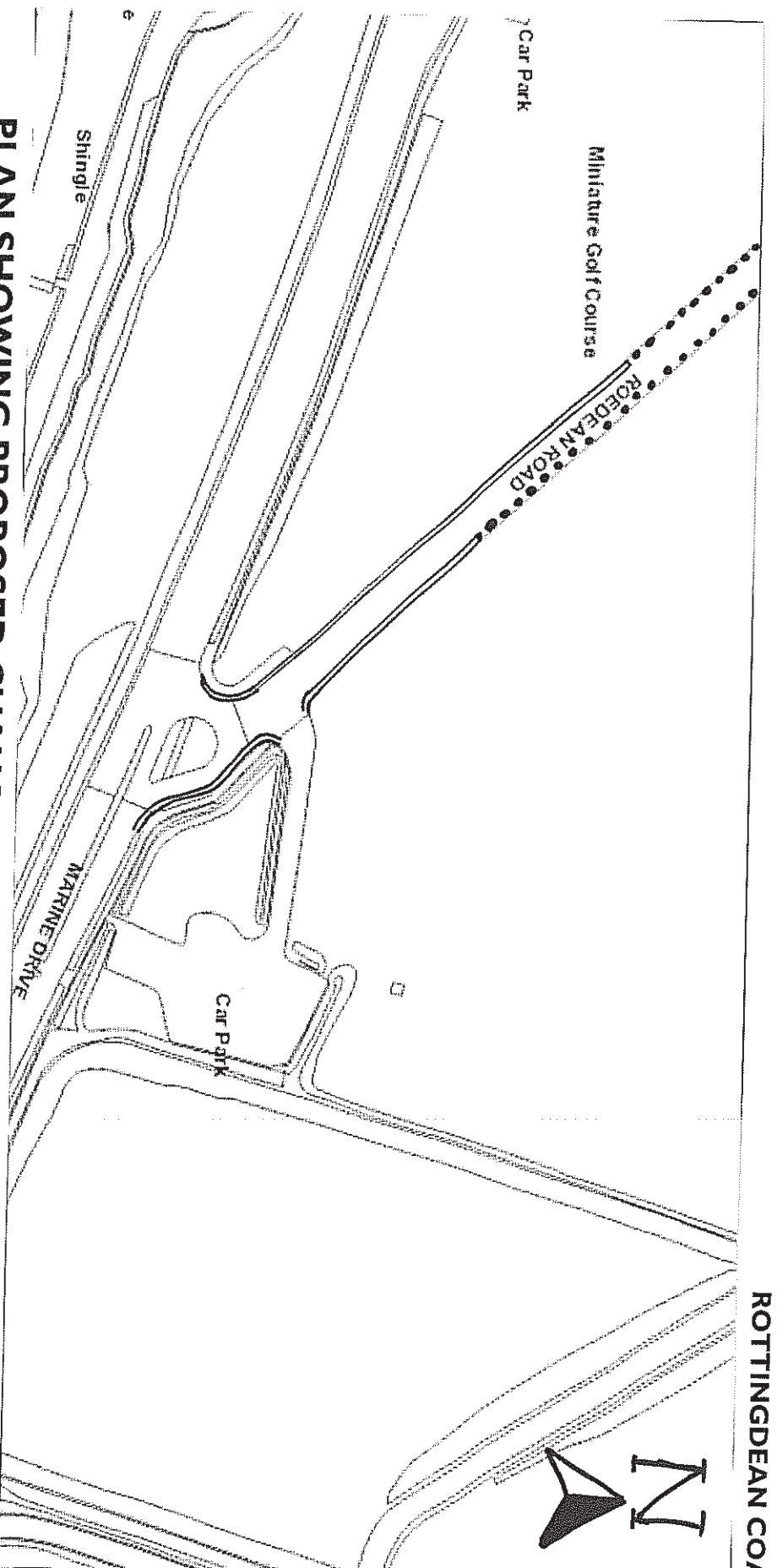
PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION ROEDEAN ROAD, BRIGHTON

KEY:- PROPOSED DOUBLE YELLOW LINES

★ (THERE ARE 3 OTHER PLANS ATTACHED SHOWING PROPOSED DOUBLE YELLOW LINES IN OTHER SECTIONS OF ROEDEAN ROAD)

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS
SCALE : NOT TO SCALE

Reproduction from the Ordnance Survey mapping with the Permission of the controller of H.M. Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION ROEDEAN ROAD, BRIGHTON

KEY:- 

EXISTING DOUBLE YELLOW LINES



PROPOSED DOUBLE YELLOW LINES



(THERE ARE 3 OTHER PLANS ATTACHED SHOWING PROPOSED DOUBLE YELLOW LINES IN OTHER SECTIONS OF ROEDEAN ROAD)

REASON:- TO PREVENT OBSTRUCTION TO ALL ROAD USERS
SCALE : NOT TO SCALE

Production from the Ordnance Survey mapping with the Permission of the Controller of H.M. Stationery Office. © Crown Copyright. Unauthorised production infringes Crown copyright and may lead to prosecution or Civil proceedings. Brighton & Hove Council. Licence : LA09068L, 2003.



Brighton & Hove

PROPOSALS PUT FORWARD

Proposal	CPZ/Ward	Support	Objections
No Loading Monday to Saturday 9am to 6pm in Camelford Street	Controlled Parking Zone C – Queens Park	0	0
Relocation of Motorcycle bay in Freshfield Road	Controlled Parking Zone C – Queens Park	0	0
Disabled Parking Bay to be Made Legal opposite Nos.4/5 Ivory Road	Controlled Parking Zone C – Queens Park	0	0
Relocation of Motorcycle Bay in Manor Road	Controlled Parking Zone H – East Brighton	0	1
Removal of Disabled Parking Bay outside Arundel Lodge Arundel Road	Controlled Parking Zone H – East Brighton	0	0
Disabled Parking Bay to be Made Legal outside No.13 Chesham Road	Controlled Parking Zone H – East Brighton	0	0
Removal of Disabled Parking Bay outside Nos. 24/25 Prince's Terrace	Controlled Parking Zone H – East Brighton	0	0
Disabled Parking Bay to be Made Legal outside Hamilton Lodge School, Walpole Road	Controlled Parking Zone H – East Brighton	0	0

Motorcycle Bay in Cowfold Road (southern end)	Controlled Parking Zone H – East Brighton	0	0
Disabled Parking Bay to be made legal outside No.92 Lansdowne Place	Controlled Parking Zone M – Brunswick & Adelaide	0	0
Changing Shared Parking Bays to Permit Holders Only Bays in Connaught Road	Controlled Parking Zone N – Central Hove	0	0
Removal of Disabled Parking Bay outside No.43 Connaught Terrace	Controlled Parking Zone N – Central Hove	0	0
Extension to Motorcycle Bay Outside Salsbury Court, Salsbury Road	Controlled Parking Zone N – Brunswick & Adelaide	1	0
Removal of Shared Parking Bay outside Nos.7/9 Davigdor Road	Controlled Parking Zone O – Goldsmid	0	0
Disabled Parking Bay to be made legal outside No.24 Cromwell Road	Controlled Parking Zone O – Goldsmid	0	1
Relocation of Disabled Parking Bay outside No.54 Osmond Road	Controlled Parking Zone O – Goldsmid	0	0
Removal of Disabled Parking Bay outside No.27 Carlisle Road	Controlled Parking Zone R – Westbourne	0	0
Disabled Parking Bay to be made legal outside Nos. 10/12 Langdale Road	Controlled Parking Zone R – Westbourne	0	0

Disable Parking Bay to be made legal outside No.61 Montgomery Street	Controlled Parking Zone R – Westbourne	0	0
Removal of Disabled Parking Bay outside No.68 Payne Avenue	Controlled Parking Zone R – Wish	0	0
Disabled Parking Bay to be made legal near to No.1 Pembroke Crescent	Controlled Parking Zone R – Westbourne	0	0
Removal of Disabled Parking Bay in Poynter Road	Controlled Parking Zone R – Hove Park	0	0
Disabled Parking Bay to be made legal outside No.57 Berriedale Avenue	Controlled Parking Zone W – Wish	0	0
Double Yellow Lines and Shared Parking Bays (for a period of 2hrs no return within 4 hrs) Mon-Sun 9am to 8pm in Belmont Street	Controlled Parking Zone Y – St Peter's & North Laine	0	0
No Loading At Any Time in Trafalgar Street (junction with St George's Place & York Place)	Controlled Parking Zone Y – St Peter's & North Laine	0	0
No Loading Mon-Sat 8-930am, 12-2pm, 4.30-6pm and No Loading At Any Time in Queens Road	Controlled Parking Zone Y – St Peter's & North Laine	0	0
Disabled Parking Bay to be made legal outside Windlesham House, Windlesham Road	Controlled Parking Zone Y – Regency	0	0
Motorcycle Bay outside No.32 Stroudley Road	Controlled Parking Zone Y – St Peter's & North Laine	1	6
No Loading Mon-Sat 8-930am, 12-2pm, 4.30-6pm & No Loading Mon-Sat 8am-9.30am	Controlled Parking Zone Z – St Peter's & North Laine	0	0

Changing Exclusive Pay & Display to Shared Parking (for a period of 2hrs no return within 4hrs) Mon-Sun 9am-8pm in Bedford Place	Controlled Parking Zone Z - Regency	0	0
Extension to Permit Parking Bay in Bedford Square	Controlled Parking Zone Z – Regency	0	0
Motorcycle Bay outside Nos. 71/72 Upper North Street	Controlled Parking Zone Z – Regency	0	2
Double yellow lines in Manor Hill between Maresfield Road and Cowfold Road	East Brighton	1	2
Double yellow lines west side of Peel Road	East Brighton	0	0
Double yellow lines at the junction of Whitehawk Crescent and Whitehawk Close	East Brighton	0	0
Disabled Parking Bay to be made legal outside No.4 Coolham Drive	East Brighton	0	0
Disabled Parking Bay to be made legal outside 105 Queensway	East Brighton	0	0
Double yellow lines on the east side and removal of double yellow lines in turning area in Storrington Close	Hangleton & Knoll	0	0
Removal of Disabled Parking Bay outside No.90 Hallyburton Road	Hangleton & Knoll	0	0
Disabled Parking Bay to be made legal outside No.25 Hangleton Close	Hangleton & Knoll	0	0
Removal of Disabled Parking Bay outside No.91 Holmes Avenue	Hangleton & Knoll	0	0
Removal of Disabled Parking Bay outside No.12 Wilfrid Road	Hangleton & Knoll	0	0

Extension to Disabled Parking Bay outside No.63 Wilfrid Road	Hangleton & Knoll	0	0
Double yellow lines on the junction of Brading Road and Hartington Road	Hanover & Elm Grove	1	0
Removal of Disabled Parking Bay outside No.65 Carlyle Road	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay outside No.57 Down Terrace	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay opposite No.56 Southover Street	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay outside No.64 Southover Street	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay outside No.54 Totland Road	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay outside No.21 Washington Street	Hanover & Elm Grove	0	0
Proposed Motorcycle bay outside No.75 Coleman Street	Hanover & Elm Grove	0	1
Extension to Motorcycle Bay outside No.34 Hanover Terrace	Hanover & Elm Grove	4	3
Double Yellow lines at the junction of County Oak Avenue and Service Road to Shops	Hollingdean & Stanmer	0	0
Removal of Disable Parking Bay outside No.59 Barnett Road	Hollingdean & Stanmer	0	0
Removal of Disabled Parking Bay outside No.64 Beatty Avenue	Hollingdean & Stanmer	0	0

Removal of Disabled Parking Bay opposite 23 Denton Drive	Hollingdean & Stanmer	0	0
Removal of Disabled Parking Bay outside No.12 Ditchling Gardens	Hollingdean & Stanmer	0	0
Disabled Parking Bay to be made legal outside No.144 Ditchling Road	Hollingdean & Stanmer	0	0
Removal of Disabled Bay in Hutton Road (rear of No.86 Burstead Close)	Hollingdean & Stanmer	0	0
Disabled Parking Bay to be made legal outside Nos. 251/255 Selsfield Road	Hollingdean & Stanmer	0	0
Extension to double yellow lines at the junction of Bishops Road and The Droveaway	Hove Park	0	0
Double yellow lines in Hill Drive from the junction with Shirley Drive	Hove Park	1	0
Extension to double yellow lines in Hove Park Way from the junction with The Droveaway	Hove Park	0	0
Limited Waiting for 3hrs no return within 1 hour Mon-Sat 9am-6pm in Woodland Parade, Woodland Drive	Hove Park	0	0
Disabled Parking Bay to be made legal outside 11 Milcote Avenue	Hove Park	0	0
Disabled Parking Bay to be revoked outside 31 Lullington Avenue	Hove Park	0	2
Double yellow lines at the junction of Hillside and The Avenue	Moulsecocomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside No.23 Auckland Drive	Moulsecocomb & Bevendean	0	0

Disabled Parking Bay to be made legal outside Nos. 59/61 Buller Road	Moulsecoomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside No.17 Nesbitt Road	Moulsecoomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside No.73 Riley Road	Moulsecoomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside Nos.17/19 Ringmer Drive	Moulsecoomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside No.97 Staplefield Drive	Moulsecoomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside No.2 Sullington Close	Moulsecoomb & Bevendean	0	0
Double yellow lines in Drove Road	North Portslade	0	1
Extension to double yellow lines in Foredown Road at the junctions with Village Close	North Portslade	0	0
Double yellow lines in Graham Close	North Portslade	5	1
Double yellow lines in Mile Oak Gardens at the junction with Ridgeway	North Portslade	0	0
Extension to double yellow lines outside Nos.70/72 Mile Oak Road	North Portslade	0	0
Extension to double yellow lines in Oakdene Crescent at junction with Mile Oak Road	North Portslade	0	0
Removal of Disabled Parking Bay outside No.14 Chrisdory Road	North Portslade	0	0
Disabled Parking Bay to be made legal outside No.71 Drove Crescent	North Portslade	0	0

Disabled Parking Bay to be made legal outside No.7 Oakdene Crescent	North Portslade	0	0
Removal of Disabled Parking Bay opposite No.74 Valley Road	North Portslade	0	0
Disabled Parking Bay to be made legal outside No.135 Valley Road	North Portslade	0	0
Double yellow lines in Old Boat Walk, Buttercup Walk and Clovers End	Patcham	0	0
Double yellow lines in Patchdean (southern arm)	Patcham	0	0
Removal of Disabled Parking Bay outside No.55 Carden Hill	Patcham	0	0
Disabled Parking Bay to be made legal outside No.19 Greenfield Crescent	Patcham	0	0
Removal of Disabled Parking Bay outside No.69 Florence Road	Preston Park	0	0
Disabled Parking Bay to be made legal outside No.46 Florence Road	Preston Park	0	0
Removal of Disabled Parking Bay outside No.16 Hythe Road	Preston Park	0	0
Removal of Disabled Parking Bay outside No.84 Osborne Road	Preston Park	0	0
Removal of Disabled Parking Bay outside No.3 Sandgate Road	Preston Park	0	0
Disabled Parking Bay to be made legal outside No.49 Sandgate Road	Preston Park	0	0
Disabled Parking Bay to be made legal outside	Preston Park	0	0

No.12 St Andrew's Road			
Change to the time of the Loading Bays from Mon-Sat 8am to 6pm to Mon-Sat 6am-6pm in Ditchling Road (near Hythe Road)	Preston Park	0	0
Double yellow lines in Richmond Parade	Queens Park	1	0
Disabled Parking Bay to be made legal outside Ebenezer Apartments Ashton Rise	Queens Park	0	0
Disabled Parking Bay to be made legal outside No.44 Freshfield Street	Queens Park	0	0
Extension to double yellow lines in Challoners Close	Rottingdean Coastal	2	0
Double yellow lines in Roedean Road (Entire length both sides)	Rottingdean Coastal	1	0
Double yellow lines in The Cliff	Rottingdean Coastal	1	0
Double yellow lines in Roedean Crescent at junction with Roedean Road	Rottingdean Coastal	1	0
Double yellow lines in Cliff Approach, Cliff Road	Rottingdean Coastal	1	0
Removal of Doctor's Bays outside Nos.69-75 Longridge Avenue	Rottingdean Coastal	0	0
Double yellow lines at the junction of Symbister Road & Gordon Road	South Portslade	0	0
Changing Parking to North side and Single yellow line to the South side of Victoria Road	South Portslade	0	3 & 1 Petition (48 Signatures)

Removal of Disabled Parking Bay outside No.29 dean Gardens	South Portslade	0	0
Removal of Disabled Parking Bay outside No.25 Foredown Drive	South Portslade	0	0
Disabled Parking Bay to be made legal outside No.19 St Michael's Road	South Portslade	0	0
Loading Bay At Any Time in St Aubyns Road (near to No.1)	South Portslade	0	0
Removal of Single yellow lines in Upper Lewes Road	St Peter's & North Laine	2	0
Removal of Disabled Parking Bay outside No.17 Jesmond Road	Wish	0	0
Double yellow lines on access road to Kingsmere Flats, London road	Withdean	0	1Petition (43 Signatures)
Double yellow lines in Curwen Place	Withdean	0	0
Extension to double yellow lines in Friar Road at junction with Ditchling Road	Withdean	0	1
Extension to double yellow lines in Hillcrest at junction with Fairview Rise	Withdean	0	0
Double yellow lines and No Loading at any time outside Preston Park Station, Station Road	Withdean	0	0
Double yellow lines in Tongdean Rise at the junction with Tongdean Lane	Withdean	0	3
Extension to double yellow lines in Westdene Drive at junction with Millicroft & Hillcrest	Withdean	0	0
Limited Waiting for a period of 2 hours no return	Withdean	2	24

within 1 hour Mon-Sun 8am-8pm outside Nos.12/14 Matlock Road				
Disabled Parking Bay to be made legal outside No.25 Dene Vale	Withdean	0		0
Removal of Disabled Parking Bay outside No.24 Surrenden Road	Withdean	0		0
Removal of Disabled Parking Bay outside No.30 Surrenden Road	Withdean	0		0
Relocation of Disabled Parking Bay outside No.15 Tivoli Road	Withdean	0		0
Disabled Parking Bay to be made legal outside No.9 Withdean Crescent	Withdean	0		0
Double yellow lines at the junction of Crescent Drive South & Shipley Road	Woodingdean	0		0
Double yellow lines at the junction of Brownleaf Road & Abinger Road	Woodingdean	1		2
Limited Waiting for 1 hour (no return within 1 hour) Mon-Sat 9am-6pm outside Nos. 10-16 Warren Way	Woodingdean	0		0
Disabled Parking Bay to be made legal outside No.19 Batemans Road	Woodingdean	1		0

Subject:	Speed Limit Review (A&B Class Roads)		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Phil Clarke	Tel: 29-3705
	Email:	philip.clarke@brighton-hove.gov.uk	
Key Decision:	No		
Ward(s) affected:	Hangleton & Knoll; Hove Park; Moulscoomb & Bevendean; Hollingdean & Stanmer; Rottingdean Coastal; South Portslade; Woodingdean		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 On 15th December 2005 the Secretary of State for Transport formally requested that all local authorities undertake a review of the speed limits on the A & B Class roads for which they have highways authority responsibility. The undertaking of this review was included within the Brighton & Hove City Council Local Transport Plan 2006/7-2010/11 (LTP2). This review has now been completed.
- 1.2 The potential for reduction in speed limits in accordance with the recommendations of the Review will support our strategic priorities and in particular improve the environment while growing the economy by facilitating safer use of more sustainable transport modes and reducing congestion on some of the City's busiest thoroughfares.
- 1.3 This report seeks to:
 - Present the report and recommendations in respect of the Review of A&B Class Roads within the City.
 - To seek Cabinet Member Approval to consult by advertising the relevant Traffic Regulation Order Amendments and depending upon that consultation, to subsequently implement those recommendations identified as suitable for progressing independently to the work being undertaken in relation to wider use of 20mph limits

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm notes the Officer recommendations from the City Speed Limit Review as set out in Appendix A.
- 2.2 That the Cabinet Member for Transport & Public Realm approves the recommendations to proceed with speed limit reductions as set out in Appendix A, reference numbers 3,5,6,7,8 and 17, and approves the advertising of the necessary Traffic Regulations Order(s).

3. RELEVANT BACKGROUND INFORMATION:

- 3.1 The Council is committed to providing transport choice and reducing road casualties through a joint programme of road safety engineering measures alongside education, training and publicity initiatives to address identified issues. The setting of appropriate speed limits in accordance with Department for Transport Circular 1/2006 has formed part of the package of measures used at suitable locations.
- 3.2 The Review took into account a number of factors. These included collision data for the period 1st January 2005 to 30th November 2008, Speed Survey Data which was considered in line with Department for Transport Circular 1/2006 and also Site Visits to establish physical aspects of the roads. A video of each road reviewed was also taken which enabled office based analysis using a checklist to highlight specific design criteria and properties. This facilitated the review taking into consideration DfT Circular 1/2006 in its fullest context as well as The Design Manual for Roads and Bridges.
- 3.3 The review resulted in 17 recommendations contained within Appendix A. This report has been considered by officers and elected members and it has been decided to implement six of those recommendations this year, as indicated in Appendix A (reference numbers 3,5,6,7,8, and 17). Implementation will follow the usual statutory procedure, including advertising the relevant Traffic Orders and considering any unresolved objections at a future Cabinet Member Meeting. The other recommendations will be considered in conjunction with the new work being undertaken to scope the wider use of 20mph limits within the central area of the City. This will provide a more cohesive approach to speed limit reviews across the remainder and bulk of the highway network.
- 3.4 The reduction of speed limits should help to reduce collisions and reduce the severity of those that do occur.
- 3.5 It is intended to carry out periodic reviews of any changes in speed limit after implementation in order to monitor effectiveness and compliance.

4. CONSULTATION:

- 4.1 The Speed Limit Review was the subject of a Special Scrutiny Panel.
- 4.2 Any alteration to speed limits requires the advertising of the relevant Traffic Regulation Order.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The approximate cost of advertising the Traffic Regulation Order Amendments and subsequent implementation of the recommendations contained within this report is £22,000

- 5.2 There is a budget of £330,000 set aside for Road Safety Schemes within the Local Transport Plan capital allocation for 2011-12. This will be used to cover the costs of consultation and implementation.

Finance Officer Consulted: Karen Brookshaw Date: 16/08/11

Legal Implications:

- 5.3 The Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders relating to speed limits. The appropriate statutory procedures regarding advertisement and consultation must be followed.
- 5.4 The measures set out in the report are consistent with the Council's statutory duties to promote road safety and prevent accidents.

Legal Officer consulted: Carl Hearsum Date: 01/06/11

Equalities Implications:

- 5.5 There are no direct equalities implications

Sustainability Implications:

- 5.6 None

Crime & Disorder Implications:

- 5.7 None

Risk and Opportunity Management Implications:

- 5.8 The report contains no risks and supports the recommendations of the Scrutiny panel.

Corporate / Citywide Implications:

- 5.9 None

6. REASONS FOR REPORT RECOMMENDATIONS:

- 6.1 To facilitate the implementation of some of the recommendations of the A&B Class Road Speed Limit Review, subject to available funding.

SUPPORTING DOCUMENTATION

Appendices:

Appendix A: Summary of recommendations within the A&B Class Road Speed Limit Review with officer recommendations.

Documents in Members' Rooms:

1. The City Speed Limit Review (A&B Class Roads)

Background Documents:

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

Reference Number	Road	Existing	Proposed	Details	Officer Recommendations
1	A23	30	20	Gloucester Street to Preston Circus	Accept
	A259			Existing speed limit to remain	Accept
2	A2023	30	20	Nevill Rd In the vicinity to Hove Park School	Accept
3	A2023	30	20	In the vicinity to Blatchington Mill School	Accepted in principle, but recommend that 20mph limit should commence/terminate at a point approx 75m north of j/w Court Farm Rd with existing 30mph limit in place from that point to j/w Hangleton Rd owing to probable police objections to the whole road becoming 20mph, on the basis of the school location. For consistency and in order to address the safety issues in the road outside the school, it is recommended that the speed limit for the entire length of Court Farm Road also be reduced to 20mph.
4	A2038	50	30	King George VI Extent of 30mph limit extended	Already done
5	A293	60	50	Hangleton Link Northern section of A293	Accepted, but would recommend implementing 50mph limit from the A270 up to the roundabout j/w Fox Way/Hangleton Lane and leave the road north of that roundabout to j/w A27 as National Speed Limit (60mph) on the basis of probable police objection
6	A293	30	20	Trafalgar Rd/Church Rd In the vicinity of St	Accept include route between junctions with A259 to A270
7	A270	40	30	Old Shoreham Rd B2194 to Foredown Drive	Accepted, but would recommend extending the suggested reduced 30mph limit from Foredown Drive to j/w Lockes Hill to provide consistency of limit between major junctions.
8	A270	40	30	Lewes Road - Moulsecombe Avenue to Natal	Accept
9	A2010	30	20	Queens Road A259 to Church Street	Accept, but would recommend extending this revised reduction to 20mph up to the j/w North Road for consistency
10		30	20	Buckingham Place 300m before Seven Dials	Accept
11	B2066	30	20	Western Road to Montpelier Road	Accept
12	B2118	30	20	St James's St - A23 to Upper Rock gardens	Accept
	B2137			Arundel Road existing speed limit to remain	Accept
13	B2121	30	20	Dyke Road - 300m either side of Seven Dials	Accept
14	B2122	30	20	Montpelier Rd - 300m either side of Seven Dials	Accept
15	B2120	30	20	Davigdor Road - 300m before Seven Dials	Accept
	B2185			Grand Avenue/The Drive existing speed limit to remain	Accept
16	B2194	30	20	New church Road to A270	Recommend leaving as 30mph on basis of width, nature of use and certain police objection. Unsuitable for reducing to 20mph as does not meet DfT criteria Circular 1/2006
	B2119			Trafalgar Street existing speed limit to remain	Accept
17	B2123	40	30	Falmer Road - 40mph limit to be removed between Woodingdean and Ovingdean	Accept, on basis of location of Longhill School Safety Zone and sub radii bends for 40mph limit. Citing these reasons should allay potential police concerns

Accepted but will implementation will be considered as apt of wider review into use of 20mph limits

Accepted and will be progressed in accordance with CMM report 4th October 2011

Subject:	Speed Limit Review, 20mph Speed Limits		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Len Holloway	Tel: 292184
	Email:	len.holloway@brighton-hove.gov.uk	
Key Decision:	No		
Ward(s) affected:	Preston Park; Rottingdean Coastal; South Portslade		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 In addition to the Speed Limit Review requested on 15th December 2005 by the Secretary of State for Transport in respect of speed limits on the A & B Class roads, the Council decided to undertake a separate review of the speed limits on the City's other roads. The start of this process was delayed pending an investigation into 20mph speed limits/zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC). The panel produced a report containing 15 recommendations that was taken to Environment CMM on 16th September 2010.
- 1.2 Updates on the review were provided to the Environment Cabinet Member Meetings on 16th September 2010 and 4th November 2010, with a commitment to provide a further update at an Environment CMM in March 2011. Presentation of an update to the March 2011 was postponed until after the Council Elections, at the request of the Environment Cabinet Member.
- 1.3 This report seeks to:
 - Present the Review report and recommendations in respect of the non- A&B Class Roads within the City
 - To provide an update on the non-A&B Class Road Review and seek Cabinet Member approval to consult on the implementation of some of the measures recommended within that report.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm approves that the Central Area and Western Area schemes set out in Appendix 1 be progressed to final design and that the TRO be advertised.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Council is committed to providing transport choice and reducing road casualties through a joint programme of road safety engineering measures alongside education, training and publicity initiatives to address identified issues.

The setting of appropriate speed limits in accordance with Department for Transport Circular 1/2006 and wider use of 20mph zones has formed part of the package of measures used at suitable locations.

- 3.2 The introduction of 20mph zones within the City has been on a data led basis and it is intended to continue to prioritise any implementation of measures to reduce speeds, particularly the potential wider use of 20mph limits and zones, on this basis. By adopting a data-led incremental approach to implementation of any measures, it is easier to target those areas in which the greatest benefit can be potentially achieved. This will also facilitate delivering measures in accordance with the recommendations of the Scrutiny Panel and in an affordable way.
- 3.3 Research has shown that a reduction in speed clearly correlates with a reduction in the severity of collisions and several studies have been carried out to substantiate this. TRL published results of a meta-analysis of these studies (Finch *et al*, 1994), concluding from the wealth of underlying data that, on average, each 1 mph reduction in mean traffic speed is associated with a 5 per cent reduction in accidents.
- 3.4 The Review undertook a pilot study to test the review methodology in three demographically different areas of the City with a view to implementing any recommendations in order to assess the effect of 20mph speed limits, as opposed to zones. The difference between a limit and a zone is that a zone includes traffic calming measures intended to make the speed limit self-enforcing. The three areas in the pilot study were:
 - **Eastern Area**, vicinity of Saltdean Primary School selected because it lends itself to the creation of a small area which would encompass the local commercial centre.
 - **Central Area**, vicinity of Stanford Infant and Stanford Junior Schools, centrally located within an area subject to numerous complaints from local residents regarding safety, with a supporting collision history. This would be a medium sized scheme, including the surrounding residential streets.
 - **Western Area**, Portslade in the vicinity of Peter Gladwin Primary, St Nicholas C of E Junior and Portslade Infant Schools. A large area encompassing all three schools and a substantial residential area with some supporting collision history.
- 3.5 Of the above three areas that were the subject of a pilot study, it is proposed to proceed to consultation on implementing the Central and Western Area schemes. It is not proposed to proceed with the eastern area scheme as it is felt the area is too small and effectively an island site. It would therefore be unlikely to give a good indication of its effectiveness or provide any real cost benefit. This decision will be reviewed if a wider city wide implementation is considered and the area may be incorporated within a more substantial future scheme
- 3.6 A periodic review will be carried out to gauge the effectiveness of the measures used on the central area and western area schemes on an annual basis.
- 3.7 The total cost of implementing the schemes within the three pilot areas is

Approximately £80,000.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Any alteration to speed limits requires the advertising of the relevant Traffic Regulation Order.
- 4.2 In addition, although not a legal requirement, in respect of the proposed introduction of 20mph speed limits in the vicinity of schools under the pilot study for the non-A&B Class Roads, we propose to carry out an informal consultation with the relevant schools.
- 4.3 Officers will continue to work closely with Ward Councillors.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There is a budget of £330,000 set aside for Road Safety Schemes within the Local Transport Plan capital allocation for 2011-12. This will be used to cover the costs of consultation and implementation.

Finance Officer Consulted: Karen Brookshaw Date: 31/05/11

Legal Implications:

- 5.2 The Council has the power under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders relating to speed limits. The appropriate statutory procedures regarding advertisement and consultation must be followed.
- 5.3 The measures set out in the report are consistent with the Council's statutory duties to promote road safety and prevent accidents.

Legal Officer consulted: Carl Hearsum Date: 01/06/11

Equalities Implications:

- 5.4 There are no direct equalities implications

Sustainability Implications:

- 5.5 None

Crime & Disorder Implications:

- 5.6 None

Public Health Implications:

- 5.7 See 3.3 above.

Risk and Opportunity Management Implications:

- 5.8 The report contains no risks and supports the recommendations of the Scrutiny panel.

Corporate / Citywide Implications:

- 5.9 None

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 None

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To accept the Review report and facilitate the implementation of the Recommendations of the non A&B Class Road Speed Limit Review pilot study, subject to available funding.
- 7.2 The recommendations for which approval is sought in respect of the non A&B Class Review result directly from CMM acceptance of the Scrutiny Report and subsequent undertakings to provide progress updates and the implementation of recommendations.

SUPPORTING DOCUMENTATION

Appendices:

1. Plans of the proposed 20mph limits within the 2 pilot study areas reviewed within the non A&B Class Review.

Documents in Members' Rooms

1. The City Speed Limit Review (non A&B Class Roads- 20mph Speed Limits) Pilot Study Report

Background Documents

1. Local Transport Plan 2006/7-10/11
2. Environment & Community Safety Overview & Scrutiny Committee Report of 'An Investigation into 20mph speed limits/zones'



Highcroft Villas looking east



Dyke Rd looking west



Stanford Road looking north west



Stanford Road looking north

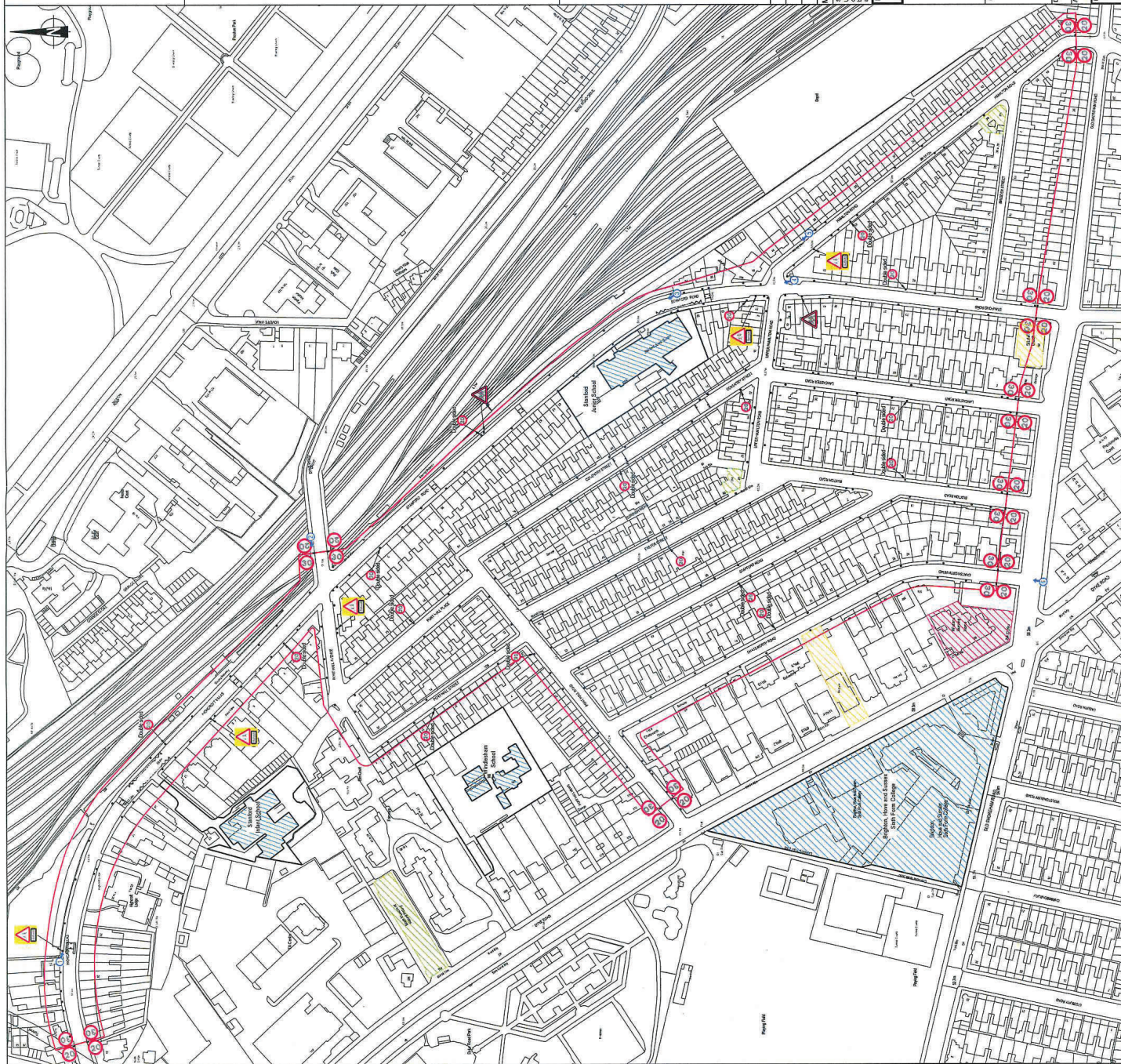


Hamilton Road looking north west



ooking north into Chatsworth Road

Reproduced from based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 7777777777 Year of Publication 7777 Queen/Purchaser of Mapping ?



peterbrett
Offices throughout the UK,
continental Europe, Africa and Asia
www.peterbrett.com
© Peter Brett Associates LLP
READING
0118 950 0761 Fax 0118 959 7498

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 34

Brighton & Hove City Council

Subject:	Parking Annual Report 2010-11		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Paul Nicholls	Tel: 29-3287
	Email:	paul.nicholls@brighton-hove.gov.uk	
Key Decision:	No		
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To note and approve the publication of the third Parking Annual Report 2010/11 on the performance of Parking Services for submission to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm endorses the publication of the Parking Annual Report for 2010/11 under the provisions of the Traffic Management Act 2004.
- 2.2 That the Cabinet Member for Transport & Public Realm authorises the Head of City Infrastructure to produce and publish the report which will 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 decriminalised enforcement of parking is now known as Civil Parking Enforcement. Statutory Guidance issued by the Department for Transport requires the Council to produce and publish an annual report 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). Last year's report was also shortlisted for the award which 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 a wide range of stakeholders including, Sussex Police, East Sussex Fire Brigade, The Traffic Penalty Tribunal, the Secretary of State for Transport, Brighton and Hove Chamber of Commerce and local parking special interest groups. The Parking Annual Report will also be published on the council's website.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The publication of the Parking Annual Report 2010/11 is being used as an opportunity to inform and engage with the public and stakeholders on a range of parking issues.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The full cost of preparing the Annual Parking Report has been met from within existing Parking & Traffic revenue budgets.

Finance Officer Consulted: Karen Brookshaw Date: 01/09/11

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 detailing financial and statistical information on its civil parking enforcement regime. The report must be published within 6 months of the end of the financial year

Lawyer Consulted: Carl Hearsum Date: 30/08/11

Equalities Implications:

- 5.3 The Parking Annual Report will be made available in hard copy format at libraries and at the Parking Information Centre where staff will be able to provide assistance as required, in addition to being published online.

Sustainability Implications:

- 5.4 None identified

Crime & Disorder Implications:

- 5.5 None identified

Risk and Opportunity Management Implications:

- 5.6 None identified

Public Health Implications:

- 5.7 None identified

Corporate / Citywide Implications:

5.8 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, 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 2010/11

Documents in Members' Rooms

None

Background Documents

None

Annual Report 2010/11

Foreword	
1 Overview	
2 Blue Badges	
3 Permits	
4 Signs & Lines Maintenance	
5 Enforcement	
6 Bus Lane Enforcement Update	
7 Challenges representation and appeals	
8 Keeping in touch	
9 Air Quality	
10 Off Street Car Parks	
11 Freedom of Information & Complaints	
12 Financial Information	
Appendix 1	
Appendix 2	
Appendix 3	
Glossary of Terms	

Foreword

It is my pleasure to introduce our third Parking Annual Report. One of the aims of the Parking Annual Report is to provide information to the public about the objectives, priorities and challenges of managing parking in our city.

This year Parking Services has introduced new public engagement platforms in Facebook and Twitter : www.facebook.com/transportandparking and www.twitter.com/bhcc_transport . These are helping improve communication around all types of parking and transport related issues in the city. At the same time, public feedback from these pages is helping us improve the quality of our services and help prioritise issues of concern and provide information directly to the public.

A few short months after the launch of our service to accept appeals online, nearly 40% of people writing to the council about their Penalty Charge Notice now choose to do so online rather than by post. It is of course important that we do not exclude sections of the public from these new channels which is why the “Council Connect” project based in libraries and other council buildings providing volunteers to help guide people through the council’s website goes hand in hand with advances in placing services online.

For the first time, the report explains the work of Parking Services in tackling Blue Badge misuse and fraud. This type of misuse affects some of the most vulnerable members of our community by depriving them access to disabled bays and their blue badge concessions. I was pleased to hear of the successful trial of providing Civil Enforcement Officers with details of stolen and lost Blue Badges directly on their handheld computers which has resulted in the recovery of 53 stolen badges. This joint approach to tackling the problem means that anyone seen displaying a stolen blue badge in Brighton and Hove can expect a visit from Sussex Police.

The number of Penalty Charge Notices issued in Brighton and Hove continues to fall year-on- year from the peak in 2004 when 168,000 Penalty Charge Notices were issued to the year covered by this report when just 109,000 PCNs were issued. This improved compliance and familiarity with the parking regulations helps keep traffic moving.

If you have any questions or comments about our Parking Annual Report please let us know by telephoning our Parking information Centre on 01273 296622, emailing us at parking@brighton-hove.gov.uk or alternatively posting your comments on our [facebook](http://www.facebook.com/transportandparking) or [twitter](http://www.twitter.com/bhcc_transport) pages.

Thank you for taking the time to read our 2010/11 Parking Annual Report

Cllr Ian Davey

Cabinet Member for Transport & Public Realm.

Chapter 1 Overview

Our Parking Policy objectives are to:

- **Reduce congestion and keep traffic moving**
- **Provide access safely 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 continue to increase. Brighton & Hove is also a major tourist destination with eight million visitors annually. Parking plays a vital role in support of the city's Tourism Strategy and managing the city's gateways which are the first arrival point for all those coming to enjoy all that Brighton & Hove has to offer. Balancing the needs of residents, visitors and businesses is key to sustainable economic growth and success.

The table below shows the scale of the parking operation in Brighton & Hove.

Brighton & Hove City Council's parking operation	2008/09	2009/10	2010/11
On street parking spaces	22,031	23,333	25,039
Off street parking spaces	2,490	2,490	2,490
Pay & display only bays	534	903	929
Permit only bays	11,554	11,696	12,830
Shared bays (permit and pay & display)	8,918	9,127	9,553
Disabled bays	464	511	571
Other bays	549	558	618
Number of vehicle removed	1,073	1,268	1,057
Bays suspended during the year	3,735	4,081	4,003
On street Penalty Charge Notices issued	129,837	116,369	109,275
Items of correspondence received	43,472	37,716	35,856
Resident permits issued	19,885	20,783	20,116
Resident Visitor permits issued	345,581	319,820	422,583
Blue Badges on issue	13,000	11,978	13,265

Chapter 2 Blue Badge

Blue Badge Fraud and misuse is a growing problem throughout the country, costing each local authority thousands of pounds each year. The city has seen an increase in people displaying photocopied and fake badges to obtain free parking.

In 2010/11 Transport Operations devoted more resources to tackling this ongoing problem and we have seen positive results from the work we have been doing. In partnership with NSL and Sussex Police we have been working hard to identify and recover these badges and make any lost or stolen badges displayed on street worthless.

Currently only the Police have the legal power to confiscate Blue Badges on display that have been reported as lost or stolen or have been issued to a resident who is now deceased. Working with our partners we wanted to find a quick and efficient way of identifying whether a stolen badge was on display. We wanted to either have the vehicle towed to the pound or request the attendance of Sussex Police immediately to deal with the situation.

All Civil Enforcement Officers now have access to our detailed database with information on all badges that have been reported as lost or stolen, and provides the dates in which the badge holder died, if relevant. This data can be accessed directly from their handheld computers. When a badge is seen displayed in a vehicle they can check immediately if this badge has been reported to us as stolen. If it has been, a Penalty Charge Notice is issued and photographic evidence taken. Once the case has been put together the information is passed on to the police.

Vehicles seen parked in disabled bays with stolen or fake badges will be towed immediately and vehicle owners can usually expect Sussex Police to be at the car pound when they collect the vehicle. Between March and February 2011 Civil Enforcement Officers started to check badges. Now Civil Enforcement Officers check all badges that are on display. The table below shows the level of checks carried out and the rate of fraud/misuse found.

	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Checks carried out	66	31	106	234	197	191	154	171	153	131	131	150	150	1865
Fraud cases	11	8	15	15	17	20	15	18	9	4	5	2	8	147
Fraud %	16%	26%	14%	6%	9%	10%	10%	11%	6%	3%	4%	3%	5%	9%
Misuse cases	1	0	1	1	6	8	11	10	2	3	4	4	9	60

The first 6 months of operation resulted in 93 badges being recovered with nearly 70% resulting in police action. The breakdown is as follows:

Lost	18
Stolen	48
Deceased	18
Altered	4

Fake 4
Photocopy 1

The two graphs below show that during the trial, the percentage of fraud cases has greatly reduced. Publicity in the local press, on the council's Facebook and twitter pages and on our website about the scheme may have led potential fraudsters to think again before using a Blue Badge they are not entitled to.

Overall the number of thefts of Blue Badges in Brighton and Hove has decreased over the past year by 25%.

Inspector Hazzard from Sussex Police has said:

'A significant number of reports that have been sent through to us end up with a disposal, normally a caution so people that are using fraudulent or stolen blue badges are getting a criminal record as a result. If people get to hear about this the market should dry up and this in turn should reduce thefts of badges from vehicles and the number of stolen / fraudulent badges used on the street.'

Operation Bluebird

As in previous years we have also continued with Operation Bluebird, where Civil Enforcement Officers are accompanied on their patrols by Police Community Support Officers where they were looking for fraudulent badges and those people that misuse them.

To help the public assist us in identifying Blue Badge misuse we have created a new email address for reporting suspected fraud & misuse: BlueBadge.fraud@brighton-hove.gov.uk

We have also created a Blue Badge poster which provides details of how people can report any misuse to us. These posters are found in libraries, council public building and doctor's surgeries.

Our [Facebook](#) and [Twitter](#) pages are regularly updated with information on how people can provide information to us and our [website](#) has more detailed information including an [online report form](#).

National Fraud Initiative (NFI)

The purpose of NFI is to recover Blue Badges and permits which should already have been returned to us but have not and are still in use, such as following the death of the Blue Badge holder.

The success rate has been better than expected in 2010/11, the results show that 56 Blue Badges were returned to us as a direct result of the NFI investigations. Of this, 3 badges were cancelled on our system and then confiscated by the police as they were being misused by friends or family of the deceased.

What's next?

Moving forward we plan to continue our work in tackling this problem within the city, working closer with East & West Sussex to share our information to ensure that lost or stolen badges from any of these authorities can be identified easily and the relevant action taken against the driver.

We have recently changed Blue Badge assessments which used to be carried out by the applicant's doctor. We are now using our own medical expert (GP) to carry out assessments on our behalf independently. It's important for the integrity of the scheme that Blue Badges are only issued to those people who are genuinely in need of one and meet the national criteria. Using our own assessor can help us ensure that this is the case. Not all applicants will need a visit from a medical expert, those on the Higher Rate Mobility living allowance or who fulfil other criteria will be automatically issued with a badge, all other applicants may require a visit from our Blue Badge eligibility assessor before an application is approved.

On 14th February 2011 an announcement was made regarding reforming the Blue Badge Scheme. <http://www.dft.gov.uk/topics/access/blue-badge/reform-of-the-blue-badge-scheme/> The Blue Badge Improvement Service (BBIS) will be rolled out across the country in 2012 and will centralise the Blue Badge system. This means that the local authority will continue to assess applicants and process their applications however the information will then be sent to a central database with the badges no longer made and posted out by the Local Authority.

The new system will provide:

- Secure printing, personalisation and distribution of the new Blue Badge;
- A central database of all Blue Badges on issue and key information on badge holders;
- An online eligibility checker and an on-line application form that will be available via [Directgov](http://www.direct.gov)

The benefits of a central data base, on-line applications system and badges being printed and sent from one base are:

- Fraud prevention, checks will be made at the application stage to prevent multiple and fraudulent applications;
- A quicker and easier renewal system for people whose details have not changed
- Quick and easy enforcement checks by Civil Enforcement Officer from anywhere in the country on badges issued by any local authority.

The new badge is due to be issued from 1st January 2012 and will be redesigned to make it easier for local authorities to identify fraudulent badges. We also plan to increase our fraud team so that intelligence, fraud prevention and blue badge misuse can be investigated throughout Sussex. This will include prosecution of anyone abusing the Blue Badge Scheme for their own benefit.

Chapter 3 Permits

New Resident Parking Schemes

London Road Station area residents' parking scheme

The council considered feedback following the final stages of consultation on proposals for a residents' parking scheme in the area around London Road station.

Original proposals were amended, and the scheme reduced in size to take into account the views of local people, as a result of public consultation last year. A traffic order setting out details of the revised scheme was advertised in July 2010 and the council looked at comments made in response to this.

Area A extension – Tivoli Crescent

Following consultation with residents and organisations in Tivoli Crescent, the Environment Cabinet Members meeting of 7th July approved the implementation of proposals for an extension to the Area A parking scheme, giving priority to parking for residents. The changes are due to take effect from 1st August 2011 with permit restrictions in place Monday – Sunday 9am -8pm and on street exclusive pay & display Monday – Sunday 9am – 6pm.

Extension to Area C restrictions

The results of consultation with residents and organisations in the Area C Controlled Parking Zone showed that the majority of returned surveys were in favour of an extension of parking regulations to 7 days per week. The Environment Members Meeting approved the change of restrictions to Area C parking in March 2011 with the changes implemented in the summer.

Permits:

Permit Fraud

We have a team of people working on identifying permit fraud and misuse. With waiting lists of over one year in some areas of the city it is important for us to ensure only those who qualify for a permit are using them and that they are being used in the correct way.

We work with our partners NSL and Sussex Police to identify any fraudulent activity or misuse of permits. From ensuring that permits such as the Traders permit are not misused, to ensuring that only residents of the city staying for a minimum of 5 nights a week have a permit.

Our investigations have resulted in permits such as the Professional Carer Badges being withdrawn due to misuse and some residents who have fraudulently applied for a permit have had all details passed to the police for further investigation. Any resident seen to be using a permit which is either fake or has been stolen can expect a visit from Sussex Police and will be refused any further permits within the city.

We recently met with the company who create our permit paper, to work on a new design, making the permit harder to copy and featuring new security features which will make a fraudulent permit easier to spot by the Civil Enforcement Officers. We expect the new permits to be in use by the end of 2011.

Moving forwards we plan to expand our fraud investigation team which will enable us to focus more on permit and Blue Badge fraud and misuse.

Resident visitor permits

We have now completed the re-design of our resident visitor permit. The redesign includes a step by step process to make it easy to use and to reduce the amount of people making errors on the permit which lead to Penalty Charge Notices being issued.

The chart below shows a year on year comparison of the take up of resident permits for 2009/10 and 2010/11.

Area	Parking Zone	Permits on issue 2010/11	Permits allowed 2010/11	% of scheme taken up 2010/11	No of people on waiting list 2010/11	Permits on issue 2009/10	Permits allowed 2009/10	% of scheme taken up 2009/10	Visitor allowance	No of people on waiting list 2009/10
Preston Park	A	642	642	100%	0	540	540	100%	50	0
St James	C	1311	1477	89%	0	1309	1477	89%	50	0
Kempton*	H	2408	2552	95%	0	1750	1750	100%	50	0
London Road*	J	857	1120	77%	0	165	332	50%	50	0
Brunswick	M	1650	1650	100%	400	1643	1650	100%	50	319
Central Hove	N	4589	4589	100%	113	4536	4589	99%	50	0
Goldsmid*	O	2084	2283	91%	0	1981	2283	87%	50	0
Prestonville	Q	1092	1092	100%	0	1029	1092	94%	50	0
Westbourne	R	3572	4077	87%	0	3381	4077	83%	50	0
Hove Park	T	369	524	70%	0	347	524	66%	50	0
St Luke's	U	265	411	64%	0	275	411	67%	50	0
Westbourne	W	844	1069	79%	0	784	1069	73%	50	0
North Central	Y	1750	1750	100%	385	1750	1750	100%	25	249
South Central	Z	1150	1150	100%	362	1150	1150	100%	25	207
Total	N/A	22,583	24,386	93%	1,034	20640	22694	N/A	N/A	N/A

* scheme extended

Number of other permits issued in 2009/10 and 2010/11

(Visitor and hotel permits shows actual permits sold, not permits 'on issue')

Permit type	Total 2008/09	Total 2009/10	Total 2010/11
Business	1222	1257	1353
Car Club	47	75	63
Carer	117	128	132
Dispensation	446	453	411
Doctor	130	157	132
Electric Vehicle	n/a	n/a	18
Resident	19,885	20,640	22,583
Professional Carer	1933	1916	1861
Schools	98	98	137
Trader	599	649	623
Visitor permits sold	315581	319820	476,067
Hotel permits sold	30602	22285	37,656

Chapter 4 Signs & Lines Maintenance

The Parking Infrastructure team deals with the maintenance and installation of new street signage throughout the city, as well as the installation of new and maintenance of existing parking signs outside of the controlled parking zone. This generally comes from requests / comments from members of the public and through observations / checks made by CEOs and officers. New signage was also erected on all the existing advisory disabled bays within the Hollingdean and Stammer ward as well as signage for all new installed disabled bays within the Special Parking Area. (SPA)

As well as this there has been significant general lining maintenance including remarking of yellow lines, amendments and installation to various parking restrictions, installation of disabled bays and white return lines. Again this generally comes from requests / comments from members of the public and through observations / checks made by CEOs and officers.

Parking Infrastructure spend was just under £460,000 for lining and signing maintenance/works and Traffic Regulation Order costs this year. The breakdown for this was as follows:

Signing	£245,288
Lining	£177,563
Traffic Regulation Orders	£35,761
Total	£458,612

Chapter 5 Enforcement:

The city's enforcement contractor employs 74 Civil Enforcement Officers (CEO's)

Flexible enforcement

In January 2011 we introduced flexible parking enforcement. This meant that CEOs do not have set days and times when they have to visit a street. We felt that the CEOs were best placed to know which streets needed the most enforcement. We also looked at reports of the enforcement IT system and carried out parking compliance checks on street and were able to send CEOs to specific areas of the city. We also took into account any complaints we received and focused the enforcement in these areas. The flexible enforcement is continually monitored and it enables us to change the beat patterns on a weekly basis making enforcement more efficient and effective.

Removals and Pound

Our removal service used to operate between 7am and 6pm, removing on average, 4 vehicles a day. From January 2011 we introduced a trial for a period of 8 weeks, to relocate vehicles only.

From the beginning of March we returned to removals but with a service operating between 7am and midday, focused on clearing the suspended bays and any vehicles parked dangerously. Facilities are available outside these hours to remove vehicles on an ad hoc basis.

With the reduced removal service we also reduced the opening hours of the Pound. This was reduced from 7am to midnight to 7am to 6pm with a further reduction in opening hours planned to 9am to 6pm. Analysis shows that the majority of motorists claimed their vehicle back between these hours.

Scooter enforcement

We have increased the number of scooter riders enforcing the parking restrictions in Brighton & Hove, so that we now have 3 deployed each day. They focus on enforcement of the yellow lines and the Special Parking Areas of the city. They are able to get around the city much quicker than the foot beats and can attend to urgent issues such as obstruction of residential driveways and dropped kerbs.

Snow enforcement

Whilst the exceptionally heavy snowfalls caught out many, NSL CEOs in Brighton kept the city moving through snow clearance duties. We also kept our website updated on an hourly basis with the latest information for motorists.

It's all part of working in partnership and adding value to the role of a Civil Enforcement Officer for the residents of Brighton and Hove.

CEOs assisting the public 2010

CEO	Incidents on street
691	Witnessed somebody breaking into the hoardings on Madeira Drive by the sewer works. He contacted the police who attended and dealt with the situation
631	Found an apple iPhone on the junction of Porthall Street and Porthall Avenue. He made notes in his pocket book and handed it in on his return to the office. He owner rang his phone before we could hand into Police and he arranged to collect it
549	Spotted a large amount of smoke coming from a building in North Road. He contacted control who rang the fire brigade. Shortly after the fire alarms went off and the building evacuated as the fire brigade arrived.
691	Witnessed an accident on Kings Road between 2 vehicles. He flagged down the Police and assisted 3 women, one from her vehicle. He then provided the Police with a witness statement.
417 & 452	Assisted a lady that had fallen on the Old Shoreham Road and injured her knee. He contacted control who called an ambulance and waited with her still the ambulance arrived.
417 & 524	Were in Madeira Drive and witnessed a number of vehicles swerving to avoid a large number of breeze blocks in the road. They stopped and removed these from the highway to prevent an accident.
416 & 437	Assisted a man who was knocked off his bike by a car in Church Road.
640	Witnessed a man smashing car windows he contacted control who in turn contacted the Police. A full description of the man was given leading to an arrest.

Code Reds and Yellows

The Civil Enforcement Officers have two codes for their security, code yellow will be called if the motorist/member of the public has been abusive and the code red is called if the motorist/member of the public has been threatening or wanted to start a fight. During the period January 2011 and April 2011 over 60 codes have been called. Approximately 50% of these are code red and the others code yellow. The police are called if a code red is called and the CEO feels threatened in anyway. The police follow up any complaints from the Contractor and will prosecute if an incident is proven.

Partnership Working

We work in partnership with many organisations in the city for event management and to discuss specific problems or issues on request. These include:

- Local Action Groups focusing on parking enforcement
- Elm Grove
- Tarner
- Hollingbury
- Goldsmid
- The Brighton Fringe Festival
- The Brighton Marathon
- Kemp Town Carnival Association

The Brighton Marathon.

The Brighton marathon took place on Sunday 10th April 2011. There were over 10,000 entries and over 8,000 ran. We think that due to the hot weather some competitors did not take part.

The number of charities who have brought places in the 2011 Brighton Marathon has increased dramatically following the success of the inaugural event. There are now 230 charities involved in year two, which is an increase from the 156 involved in 2010. We arranged 191 parking suspensions and due to the effective signage we did not remove any vehicles to the City Car Pound.

Sussex Police.

Joint operations throughout the year including Operation Bluebird to identify Blue Badge misuse.

DVLA – Untaxed vehicles

All vehicles recorded as being untaxed are reported to the DVLA as a matter of course.

Abandoned Vehicles

We are responsible for the removal of Abandoned Vehicles from the highway. We have Key Performance Indicators relating to this which are to remove abandoned vehicles :

Within 24 hours from reporting by the Highways Department

Within 2 hours from reporting by the Highways Department for any burnt out vehicles

From April 2010 to March 2011 approx 80 abandoned vehicles were removed all within the set timescales. By removing the vehicles as soon as authorisation has been given also reduces the risk of them becoming the target of other crime.

Penalty Charge Notice statistics 2008/9, 2009/10 and 2010/11 as at 1 July 2011

	2008/09			2009/10			2010/11		
	Total Penalty Charge Notices (PCN)	On Street	Off Street	Total Penalty Charge Notices	On Street	Off Street	Total Penalty Charge Notices	On Street	Off Street
Number Of higher level PCN	90,796	90,761	35	81,203	79,367	1,827	76,615	76,435	180
Number of lower level PCN	39,041	37,431	1,610	35,166	34,385	781	33,733	30,857	2,876
Total number of PCNs issued	129,837	128,192	1,645	116,369	113,761	2,608	109,275	106,292	2,983
Number of PCNs paid	90,805	89,628	1,177	82,781	81,298	1,483	78,995	77,139	1,856
Number of PCNs paid at discount	59,026	58,085	968	68,730	67,517	1,213	63,441	61,920	1,521
Number of PCNs against which a representation was made (including Transfer of liability)	40,991	40,959	32	39,790	39,982	808	35,856	34,503	1,353
Number of PCNs cancelled as a result of representation or informal challenge	15,885	15,676	209	15,310	14,906	404	16,207	15,311	896

No of PCNs written off for other reasons	2,259	2,239	20	2,126	2,101	25	3,204	3,145	59
Number of Postal PCNs issued	N/A	N/A	N/A	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	N/A	N/A	N/A
Number of vehicles removed	1,073	1,073	0	1,268	1,268	0	1,057	1,057	0

Chapter 6 Bus Lane Enforcement Update

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. The number of Bus Lane Penalty Charge Notices has increased from 6,737 in 2009/10 to 7694 in 2010/11 as a result of a full year of increased hours of enforcement.

Local Authority	Appeals received	Penalty Charge Notice (PCN's) issued	Rate of appeal per PCN	Not contested by council	Allowed by adjudicator	Total allowed including not contested by council	Refused by Adjudicator incl. Out of time and withdrawn by appellant	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%
All Areas Apr 09 - Mar 10	634	172,390	0.37%	237 37%	175 28%	412 65%	187 29%	0
All Areas Apr10 - Mar 11	1,410	321,607	0.43%	586 41%	256 18%	842 60%	484 34%	44 3%
Brighton & Hove Apr 08 - Mar 09	82	5,702	1.44%	29 27%	15 18%	37 45%	45 55%	0
Brighton & Hove April 09 - Mar 10	74	6,737	1.1%	44 59%	13 18%	57 77%	10 14%	7 9%
Brighton & Hove Apr 10 - Mar 11	75	7964	0.94%	13 17%	25 33%	38 51%	36 48%	0

Month	BLE PCNS issued
Apr-10	424
May-10	543
Jun-10	670
Jul-10	915
Aug-10	690
Sep-10	758
Oct-10	822
Nov-10	669
Dec-10	522
Jan-11	648
Feb-11	614
Mar-11	689
TOTAL	7964

Chapter 7 - Challenges representation and appeals

Service Level Standards

The Parking Services team implemented service level standards for its customers during 2010-11. It aims to achieve the following:

Response to general letters	2 days
Permits renewals	5 days
Queuing time	10 mins
Service Time	5 mins
Blue Badge renewals	sent by 20 th of the month it expires

We will strive to meet these challenging standards through new initiatives and strong team work. As of September 2011 we will publish our performance against the service level agreement and also publish what we plan to do if we are not meeting the standards set for our customers.

Response times

Our response times have fluctuated throughout the year due to periods of low staffing levels but we are now in a position to report the following response time:

Either

Work Type	Approx current response time (working days) 2009/10	Approx current response time (working days) 2010/11
Web challenges	N/A	5 days
Web representations	N/A	10 days
Web Bus Lane Enforcement	N/A	1 day

Paper challenges	14 days	6 days
Paper representations	5 weeks	10 days
Paper Bus Lane Enforcement	1 day	1 day
Removals	7 days	3 days

Online Appeals

The introduction of online appeals has seen our response times fall from 5 weeks to 10 days. We are responding to the majority of online appeals via email, this means that we are able to make cost savings on postage and stationery. It also reduces the amount of time it takes for us to receive an appeal, save the person making an appeal the cost of a stamp, envelope etc and is usually more convenient for them as a 24 hour service.

We have been delighted with the fast take up of online appeal, since its introduction in February 2011 this has steadily increased to 37%. We believe that part of this dramatic increase is due to the revamp of the council's website to include the 'do it now' sections which have helped highlight the new service.

	Web	incoming paper challenges	incoming paper Reps	incoming paper Bus Lane Reps	total	% Web
Apr-10	0	2522	298	81	2901	0
May-10	0	2408	399	73	2880	0
Jun-10	0	2742	353	56	3151	0
Jul-10	0	2766	326	113	3205	0
Aug-10	0	2590	289	122	3001	0
Sep-10	0	2563	265	155	2983	0
Oct-10	0	2146	264	107	2517	0
Nov-10	0	2025	272	77	2374	0
Dec-10	0	1601	239	52	1892	0
Jan-11	0	1976	331	181	2488	0
Feb-11	312	1968	166	85	2531	12
Mar-11	640	1249	141	70	2100	30
Apr-11	938	1518	168	89	2713	35

May-11	1175	1761	159	84	3179	37
Jun-11	972	1839	176	55	3042	32
Average 2730						Average 29

The next service developments are to be able to respond by email directly from our database which means that the process will be more efficient improving response times significantly.

Telephone System

We have found that changes to our telephone system options have reduced the amount of calls that we are receiving and that customers are able to find information in their own time, by directing them to pre recorded messages while they wait. They are then put straight to the team or report line that they need by selecting the relevant option.

Appeals to the adjudicator

Local Authority	Appeals	PCNs issued	Rate of appeal per PCN	not contested by council	Rate of appeal per PCN	Total allowed including not contested by council	refused by Adjudicator including out of time and withdrawn	Awaiting decision incl. Other
All councils Apr 08-Mar 09	12,424	4,000,221	0.31%	4170 34%	3572 29%	7742 62%	4325 35%	357 3%
All councils Apr 09 -Mar 10	14,269	4,245,998	0.34%	3,880 27%	4,188 29%	8,068 57%	5,804 41%	397 3%
Brighton & Hove Apr 08 - Mar 09	811	129,837	0.62%	245 30%	292 36%	537 66%	254 31%	20 2%
Brighton & Hove Apr 09 - Mar 10	671	116,369	0.58%	162 24%	217 32%	379 56%	288 43%	4 1%

Brighton & Hove Apr 10 - Mar 11	722	109,275	0.66%	127	216	343	336	4
				18%	30%	48%	47%	1%

Overall Brighton and Hove City Council contested and won more cases at the Traffic Penalty Tribunal than the national average. We were also one of the first councils to participate in the Traffic Penalty Tribunal's online appeal system. The table above shows year on year improvement in the council's success rate at the Traffic Penalty Tribunal as adjudicators' decisions are noted and acted upon including providing feedback to CEOs if appropriate.

Parking Service Team of the Year – Commendation Awarded

The Parking Services Team was short listed to the final 6 in the British Parking Associations annual award and our achievements were recognised by receiving a commendation.

Highlights of the award entry include:

1. The development of online appeals.
2. Improvements within the Parking Information Centre to include comfortable seating area for form filling and a call forward system
3. Civil Enforcement officers working within the community attending a talk at a nursery schools and when the adverse weather struck in Brighton & Hove helping with the gritting of central areas.

Customer Survey

Since September 2010 a customer survey has been available to permit holders on the council's main consultation portal and also through our web pages. This survey is ongoing however an example of questions being asked is:

How would you like to renew your permit?

	% Total	% Answer	Count
Number of Responses	91.03%	-	71
By post	8.97%	9.86%	7

In person	16.67%	18.31%	13
Online	65.38%	71.83%	51
[No Response]	8.97%	-	7
Total	100.00%	100.00%	78

It is important to remember that not all of the participants are permit holders so they results compared to our customer surveys completed in our Parking Information Centre vary.

In 2010-11 as a result of the current survey we will aim to:

- Improve postal response times for permits renewals and new applications we receive in the post
- Serve the majority of customers within 10 mins
- Research the feasibility of online permits
- Look at our processes to see whether we can make them more efficient and easier for the customer

Chapter 8 - Keeping in touch

Over the past year we have been looking at different ways we can interact with residents and visitors to the city, to ensure that as much information is out there as possible and it is easy to access for everyone.

Leaflets

We have now finished completing our new range of information leaflets which can be found on the website, in local libraries, council buildings and the tourist information centre. We wanted to produce these leaflets to make information regarding parking within the city more accessible to everyone.

- Blue Badge
- Guide to permits
- Guide to parking
- Loading/unloading
- Car parks
- Bus lanes

Social Media

The last year has seen us opening our [twitter](#) and [facebook](#) pages. Parking services have teamed up with the rest of the transport department and both pages were started at the early part of 2011. We have seen a positive response from these. The pages have received a growing number of visitors, with residents and visitors to the city regularly contacting the department using social media and providing feedback on our services.

Social Media is also a great way for the department to update its followers on policy changes, useful information as well as events and campaigns in the city. We expect our social media pages to continue to grow.

Website re-design

We have recently launched our new look [parking website](#) which makes the site easier to navigate, includes photos and links to external sites and provides a much easier and more convenient way of finding information. The website also has a number of new [Do it Now](#) options such as appealing or paying a Penalty Charge Notice online and providing feedback to the department. Brighton and Hove was shortlisted for the Government Website of the Year award at the Good Communications Awards for its work in this important area. You can check out our new website at www.brighton-hove.gov.uk/parking

Customer Surveys

We have also conducted customer surveys within the Parking Information Centre. Although the level of response has not been high these generally show higher levels of satisfaction when compared to previous surveys as shows in our last annual report.

Your Views

Our new website now has a simple **form** which enables you to contact us with your feedback or suggestions regarding the service that we provide you. We strive to always provide the best service we can and we always welcome feedback whether it be positive or negative. Our social media sites facebook and Twitter have also been a great new way for residents and visitors to the city to contact us with their views.

Chapter 9 - Air Quality

In 2011 we released our second Air Quality Action Plan (AQAP) on the website. The action plan includes a comprehensive set of measures and recommendations aimed at improving air quality in Brighton.

Diffusion tube monitors in the city showed an increase in outdoor Nitrogen Dioxide (NO₂) concentrations during the past year (2010). Monitoring records suggest that average Nitrogen Dioxide concentrations were higher in 2010 than in 2008 and higher than 2009 in some streets. The continuous analysers at Preston Park and at Hove Town Hall recorded a small increase in levels during 2010 compared to previous years.

Councillor Ian Davey, cabinet member for transport and the public realm, said: "This report shows how serious the problems with traffic related air pollution are in the city. Far from improving; air quality in some areas are clearly getting worse. "Addressing the cause of these problems is a priority for this administration. We are delighted that the success of the bid to the government's Local Sustainable Transport Fund has given us £4 million to spend in the Lewes Road corridor which gives us an opportunity to make a quick start in one of the worst affected areas."

Together with external partnership and council funds, plus support from the local community, the Lewes Road Corridor project will be worth approximately £6 million over four years. Work is expected to begin this year. The council is also linking air quality into the city's Local Transport Plan and has joined with Sussex partners to initiate a low emission strategy pilot to address the problem county-wide. This will promote initiatives such as electric vehicle use and contribute to local planning policies.

There has been progress in providing travel choice in the city; however a number of other measures require implementation if the EU and English limits for Nitrogen Dioxide are to be met. Brighton & Hove's second Air Quality Action Plan follows a 12-week public consultation and includes reference to key documents published during the past year.

During 2010 concentrations remain above the NO₂ legal limit at worse-case roadside locations in Central Brighton and Portslade. A similar situation is recorded in many cities around Europe. Since 2007 some local road links have shown evidence of a decline in total traffic tallies. However in general the increase in ambient NO₂ in Brighton & Hove is likely to be due to the following contributory factors:

- An ageing vehicle fleet on the road
- A higher proportion of diesel vehicles that show no real performance improvement in emissions of NO and NO₂
- A higher proportion of older petrol vehicles with catalytic converters that perform less well with time
- Higher regional background Nitrogen Dioxide across South East England
- A higher domestic and commercial heating demand during the past two winters; 2009/2010 and 2010/11, and consequently a likely higher total emission from wood burning and gas fired central heating systems

Independent research has recently shown that Controlled Parking Zones can reduce carbon emissions significantly compared to uncontrolled parking areas so parking has an important role to play as part in carbon reduction

Electric vehicles project wins top award

We've won a national award for our electric vehicle charging point scheme in Brighton & Hove.

Our project has won CIVINET's PRISM Award for the most outstanding, ambitious and innovative scheme in the field of sustainable urban mobility in the UK and Ireland.

This is for our electric vehicle charging point scheme, which has created six points available for drivers to use in the city. A further two electric charging points are coming this autumn.

This is supported by a registration scheme for UK residents in partnership with Elektromotive, the charging point supplier. A trial period is underway, offering incentives to encourage drivers to switch to electric vehicles, including free registration, parking and electricity whilst vehicles are recharging.

Brighton & Hove is the only city in the country to have gained funding for such a project from the EU's [CIVITAS Archimedes Project](#); and is working with five other cities in Europe to share best practice, experience and skills. The council has also received further funding for a number of other sustainable transport initiatives, including road safety projects and public transport information for visually impaired people.

For more information about using electric vehicles and the city's charging points visit www.brighton-hove.gov.uk/elec-vehicles

Cycle Parking

New cycle parking has been installed in the city as a result of Brighton & Hove being a [Cycling Town](#). The new parking facilities are blocks of cycle parking with space for ten bikes or more. For more information including a map of the parking bays please see our [website](http://www.brighton-hove.gov.uk/index.cfm?request=c1246634) (<http://www.brighton-hove.gov.uk/index.cfm?request=c1246634>)

Chapter 10- Off Street Car Parks

Brighton & Hove City Council operates 14 of the 27 public car parks across the city, ranging from modern secure facilities to surface sites. Two of these, The Lanes and London Road have been awarded the 'Park Mark' safer parking award.

Phase 2 refurbishment works at The Lanes has recently been completed, which has seen the installation of a new lift and central stair core. A single lobby area with information boards and pay machines offers immediate access to all levels of the car park via the new lift or stairs.

This work has been recognised by the car park being named winner in the Best Refurbishment category of the British Parking Awards, organised by Parking Review magazine. The awards were presented at a ceremony in London.

Works have also included better lighting, a complete redecoration for a brighter look, repairs, safe entrances, better access for less mobile people or those with young children, fire safety improvements and measures to tackle antisocial behaviour.

At the awards ceremony, Cabinet councillor for environment Geoffrey Theobald said: "It is unusual for a local council to beat the private sector car park companies in these awards. As a result of this investment the car park is being used much more and we're getting a better return for the council taxpayer. At the same time it still offers better value for money than many privately-run car parks in the city."

The council have also been granted planning consent to develop a 30 space coach parking facility on the Brownfield Black Rock site at the eastern end of Madeira Drive. This will complement the existing 42 space on-street facility here and provide rest facilities for drivers and a food concession. The additional spaces will help to alleviate problems with coaches parking in Roedean which in turn causes delays to public transport.

Chapter 11 - Freedom of Information (FOI) & Complaints

The Freedom of Information Act 2000 (FOI) came fully into force in January 2005. This means that the general public have even greater access to information held by Brighton & Hove City Council than they had previously. Its provisions affect all public sector bodies from large government departments to small primary schools. The council must respond to all Freedom of Information requests within 20 working days of receiving the request. We are only required to respond with information that we hold, we do not have to create or analyse information.

The table below shows the total number of FOI request received by Parking in 2010/11.

Month	Total number of FOI requests received
April 2010	2
May 2010	9
June 2010	3
July 2010	1
August 2010	2
September 2010	2
October 2010	4
November 2010	5
December 2010	0
January 2011	5
February 2011	4
March 2011	1
Total	38

Item 34 Appendix 1

In May 2010 we saw a large increase in the number of FOI requests received, however 8 of these requests were regarding the consultation for a proposed new parking scheme in the Hannover area. New parking schemes consultations often result in a large number of requests being received with residents and businesses wishing to find out more regarding the scheme and the consultation results. We also received a further 3 requests regarding this area in June 2010.

The table below shows a number of common FOI questions we received

Do Civil Enforcement Officers receive bonuses or incentives based on the number of PCNs they issue?	The council uses the British Parking Association model contract which specifically prohibits the use of incentives and/or bonuses for Civil Enforcement Officers based on number of Penalty Charge Notices issued.
How long the Council expects the meters to operate until they need replacing and the period over which the Council will depreciate their asset value in its accounts together with any associated interest charges	Our P&D machines are generally assumed to have a lifespan of 10 years and the asset value is depreciated accordingly
How many Civil Enforcement Officers does your parking department employ for: 1. on-street and 2. CCTV enforcement (including mobile enforcement)?	1. on street 74 CEOs 2. CCTV - 2 bus lane monitoring officers
What role specific training has been provided to your: 1. on-street and CCTV Civil Enforcement officers since 2006? Please provide the following details:	1. On street City & Guilds training and in house 'Streets ahead' training – certificates awarded to all staff. 2.CCTV all staff received BTEC in CCTV surveillance from TAVCOM Ltd
How many staff are employed in the parking department to deal with representations, and appeals (Notice Processing)?	16
Are these staff employed directly by the local authority or by a contractor?	In house team

Item 34 Appendix 1

<p>If the latter please provide the name of the contractor.</p>	
<p>What role specific training has been provided to your Notice Processing Officers for the last three years? Please provide the following details:</p>	<p>RTA Associates Ltd - Traffic Management Act training. Wide range of in house courses on Data Protection Act, Equalities legislation, effective team working, risk assessments etc. Certificates issued for course achievements</p>
<p>Please detail what constitutes the formal uniform worn by Civil Enforcement Officer's that issue penalty charges under the Traffic Management Act 2004 for parking contraventions that occur both on street and off street within the council's area. Where the uniform displays a council's name please confirm the full name of the council displayed. If the name is abbreviated on the uniform then please state the abbreviation used.</p>	<p>The CEOs in Brighton have a cap with the word 'Civil Enforcement Officer' on it. Their identification number is on their epaulette and the Brighton & Hove logo is on the breast pocket on the jacket. Some of the CEOs have the word Parking Enforcement Officer on the back of their jacket although this is not compulsory</p>

Other popular requests throughout 2010 included the new London Road resident parking scheme, requests regarding the amount of PCNs issued citywide or within a certain area and enquiries regarding the amount of parking permits on issue and/or their cost.

Corporate complaints

Knowing what you think about the service you receive is important to us so that we can build on our successes and make improvements where they are most needed. Your comments, compliments and complaints will be treated in the strictest confidence. If you do make a complaint your right to receive a good quality service will not be affected. Please note appeals against Penalty Charge Notices have to be dealt with under the statutory appeals process. If you are unhappy with our response you can appeal to the Traffic Penalty Tribunal which is independent of the council and whose decision is final.

Comments on a council service can be completed [online](#), by emailing complaints@brighton-hove.gov.uk or calling the freephone number (0500) 291229.

If you are not happy with something we have done, please contact us directly and we will try to resolve any issues as quickly as possible. If something has gone wrong it is often possible to put things right quickly if you let us know. Alternatively we may be able to explain why things have been done a certain way. If you have contacted us and are still not happy with what we have done you can make a formal complaint by using the same contact details as above.

It is always nice to get positive feedback too! If you have any compliments, please let us know!

The table below shows the number of complaints received by Parking Infrastructure and the average time to reply each month.

	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Total
Total number of cases	9	9	8	5	8	8	8	3	3	9	6	6	82
Average time to reply (days)	8	10	6	6	4	20	7	7	5	4	4	7	8

Graphs & Tables

Month	TMA PCN	TMA VOID	Net Total
Apr-10	9370	99	9271
May-10	9528	111	9417
Jun-10	9267	107	9160
Jul-10	10144	122	10022
Aug-10	10375	98	10277
Sep-10	8525	72	8453
Oct-10	9653	91	9562
Nov-10	8350	79	8271
Dec-10	6779	65	6714
Jan-11	9572	99	9473
Feb-11	8925	74	8851
Mar-11	9890	86	9804
TOTAL			109275

Chapter 12 - Financial Information

Detailed Income

Income by source	£ 2008/09	£ 2009/10	£ 2010/11
On street parking charges	8,136,678	8,305,464	9,011,212
Permit income	3,423,926	3,764,444	4,028,584
Penalty Charge Notices (inclusive of bad debt provision)	4,210,984	3,968,402	3,697,823
Other income	10,711	16,427	15,699
Total	15,815,263	16,054,737	16,753,318

Detailed Expenditure

Direct costs of Civil Parking Enforcement	£ 2008/09	£ 2009/10	£ 2010/11
Enforcement	3,614,447	3,588,029	3,587,194
Admin, appeals, debt recovery and maintenance	3,004,859	3,175,184*	3,351,491
Scheme review / new schemes	569,703	776,610	892,716
Capital charges	1,217,660	1,119,727	1,355,570
Total direct costs	8,406,669	8,659,550*	9,186,971
Surplus after direct costs	7,408,594	7,359,187*	7,566,346

*figures show finalised accounts and therefore differ slightly from the provisional figures shown in last year's parking annual report.

Surplus after direct costs is used to contribute towards spending in follow areas of Transport and Highways

Funding for other transport and highways related projects supported by CPE income	£ 2008/09	£ 2009/10	£ 2010/11
Supported bus services	1,103,928	1,229,650	1,160,123
Other public transport services	341,181	360,788	360,724
Concessionary bus fares	5,757,141	6,804,527	6,765,578
Capital investment borrowing costs	3,023,631	3,264,169	3,327,000
Total	10,225,881	11,659,134	11,613,425

In 2010/11 £7,566,346 was raised from CEP income which is classed as 'surplus' (compared to a surplus in 2009/10 of £7,641,064).

The surplus contributes towards the part funding of:

Bus subsidies: Various bus routes were subsidised throughout the city in 2010/11. For further information see http://www.brighton-hove.gov.uk/downloads/bhcc/public_transport/Bus_Service_Review_Details_0711.pdf

Concessionary Bus Fares: Spending on concessionary bus fares rose from £1.91 million in 2005/06 to £5.21 million in 2006/07, £6.8 million in 2009/10. In 2010/11 £6.7 million was spent. Changes to the age eligibility criteria can be found at <http://www.brighton-hove.gov.uk/index.cfm?request=c1220414>

Local Transport Plan Costs:

The borrowing costs of financing a 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 the projects include:

- Quality Bus Partnership Initiative
- Walking facilities (dropped kerbs & tactile)
- Cycle parking
- A23 Sustainable Transport Corridor
- Cycle Route signing
- Travel Plans for Schools
- Pedestrian priority Ship St/Old town
- Traffic control improvements
- Brighton station gateway

- Walking network improvements
- Cycle route Old Shoreham Road
- Pedestrian wayfinding and signing project
- Electric vehicle charging points (Local Transport Plan)
- Cycle priority
- New Road/Church Street junction and crossing
- Electric vehicles
- Madeira Drive structures
- Seafront railings
- Chatham Place rail bridge support
- Bear Road retaining wall
- Dyke Road Drive retaining wall
- Marine Parade retaining wall
- Footways maintenance 2010-11
- Works associated with Falmer Stadium
- Highways Maintenance 2010-11
- MPR (Mixed Priority Route) North Street
- Elm Grove – Local Transport Plan
- Queens Park –Local Transport Plan

Appendix 1

Parking outside schools banned

http://www.theargus.co.uk/news/9124842.Parking_outside_schools_banned_in_Brighton_and_Hove/

Drop in Blue Badge thefts

http://www.theargus.co.uk/news/9144200.Big_drop_in_blue_badge_thefts_in_Brighton_and_Hove_is_welcomed/

Issuing less Penalty Charge Notices

http://www.theargus.co.uk/news/9081147.Traffic_wardens_hand_out_fewer_parking_tickets_in_Brighton_and_Hove/

A letter regarding school enforcement

http://www.theargus.co.uk/archive/2011/01/31/Letters+to+the+Editor+%28argus_letters%29/8823532.There_s_a_reason_for_parking_restrictions_around_schools/

Press releases

Blue Badge thefts down by quarter

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=263645

Improvement to Lanes car park

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=230625

Safer roads outside schools

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=263026

Car park award

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=256829

Transport authority of the year

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=242165

Blue Badge crackdown

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=255625

Blue Badge fraud

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=232786

Appendix 2 –

Parking charges for off-street and other areas operating by Brighton and Hove City Council 2010/11

Car Parks

Lanes Car Park

Time	2010/11
30 mins	Deleted
1 hour	2.40
2 hours	4.80
3 hours	7.00
4 hours	9.00
5 hours	11.00
6 hours	13.00
7 hours	17.00
8 hours	19.00
9 hours	21.00
24 hours	23.00
Evenings 18.00-24.00	4.50
Night 24.00-9.00	7.50
Lost Ticket	23.00

London Road Car Park

Time	2010/11
1 hour	1.00
2 hours	2.00
3 hours	Deleted
4 hours	3.00
6 hours	4.00

9 hours	6.50
12 hours	Delete
24 hours	14.00
Season Ticket – Annual	700.00
Weekly	32.00
Lost Ticket	14.00

Norton Road Car Park

Time	2010/11
1 hour	0.50
2 hours	1.00
3 hours	Deleted
4 hours	2.00
5 hours	3.00
9 hours	4.00
12 hours	4.50
Annual Season Ticket	470.00
Hours of operation	8am-8pm

Rottingdean West Street

Time	2010/11
1 hour	0.50
2 hours	1.00
3 hours	2.00

Rottingdean Marine Cliffs Car Park

Time	2010/11
1 hour	0.50
2 hour	1.00
3 hours and over	2.00
Annual Season Ticket	26.00

King Alfred Car Park

Time	2010/11
1 hour	1.00
2 hours	1.40
3 hours	2.00
4 hours	2.50

Haddington Street Car Park

Time	2010/11
1 hour	0.50
2 hour	1.00
3 hour	1.50

Black Rock Car Park

Time	2010/11
1 hour	1.00
2 hours	2.00
3 hours	3.00
4 hours	4.00
6 hours	Deleted
9 hours	5.00

Regency Square Car Park

Time	2010/11
1 hour	2.00
3 hours	4.50
4 hours	6.50
6 hours	9.50
24 hours	12.50
Evenings 18.00-24.00	4.50
Quarterly Season Ticket	525.00

Annual Season Ticket	1755.00
Lost Ticket	12.50

Trafalgar Street Car Park

Time	2010/11
2 hours	2.50
4 hours	4.00
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

High Street Car Park

Time	2010/11
2 hours	2.00
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

2010/11 permit price

Pemit type	Price 2010/11
Resident 1 year	£108
Resident 3 months	£32

Resident 1 year light touch	£63
Resident 6 months light touch	£37
Resident 1 year full scheme low emissions	£54
Resident 3 months full scheme low emissions	£16
Resident 1 year light touch low emission	£32
Resident 6 months light touch low emission	£19
Resident - Blue Badge full scheme	£5
Resident Blue Badge - light touch	£5
Trader Permit 3 months	£75
Business 1 year	£162
Business 3 months	£51
School 1 year	£82
School 3 months	£25
School 1 year light touch scheme	£40
School 3 months light touch	£25
Visitor full scheme	£2
Visitor light touch	£1
Hotel Zone C	£5
Hotel Zone N	£1.50
Professional Carer Badge (PCB) 1 year	£20
Suspensions per bay per day	£20
Dispensations 1 year	£20
Waivers per day	£3.70
Blue Badge	£2.00

Car Club (start up costs 2 year)	£5

Appendix 3

Cancellations by reason 2010/11

State Description	Total
Adjudicator - Adjudicator allowed	10
Adjudicator - Adjudicator decision consent order	4
Adjudicator - No Contest	34
Appeal - Not Contested	64
Cancelled - Adjudications Allowed	100
Cancelled - Spoiled after issue (PCN not valid)	492
Cancelled - Vehicle Drive Away	1063
Mitigating - Medical Reason	387
Mitigating - Dips\Waiver\PCB	139
Mitigating - First Offence, Discretion Applied	1345
Mitigating - Hotel permit Incorrectly Completed	141
Mitigating - Hotel Permit Valid	74
Mitigating - Special Circumstances	1181
Mitigating - Subsequent PCN Cancel	579
Mitigating - Valid Disabled Badge	665
Mitigating - Valid P&D	4088
Mitigating - Valid Resident Permit	422
Mitigating - Valid Visitor Permit	1048
Processing error - Invalid PCN - CEO error	417
Processing error - Email lost	34
Processing error - Inadequate signing/Lining	187
Processing error - Insufficient evidence	89
Processing error - NTO Rep Out of Time	207
Processing error - Office Issuing error	261
Processing error - Out of Time (initial challenge)	19

Processing error - P & D Machine faulty	274
Processing error - Scanning Issues	5
Processing error - TRO Invalid	6
Processing error Back office	100
Processing error insufficient photographs	46
TRO exempt - Alighting Passenger	79
TRO exempt - Circumstances beyond drivers control	331
TRO exempt - Emergency Work	477
TRO exempt - Handheld Void	605
TRO exempt - Loading/unloading evidence	1765
TRO exempt - Police /emergency Vehicle	33
TRO exempt - Statutory Duties	71
TRO exempt - Test Notice	2
TRO exempt - Vehicle broken down	465
TRO exempt - Vehicle stolen	99
TRO exempt - Window Cleaner	40
Grand Total	17448

Item 34 Appendix 1

			applies where	
	vehicle		a vehicle of a different tax class uses a bay, e.g. a car parked in	
			a motorcycle bay or a coach bay, a coach parked in a motorcycle	
			bay. The bay has to be designated for a specific class of vehicle	
			(not a type of vehicle, like a permit bay)and any vehicle of that class can	
			park there, e.g. any coach can park in a coach bay, any motorcycle can	
			park in a motorcycle bay - no permit is needed	
25	Parked in a loading place or area not designated for that class of vehicle		On street loading bays	5 for cars 10 for commercial
26	Vehicle parked more than 50 cm from the edge of the carriageway and not within a designated parking place		Double Parking	5 Mins
27	Parked adjacent to a dropped footway		If DYL then issue and remove unless blue badge holder in which case	5 Mins
			issue and relocate - Issue as a 01	
			If no yellow lines - providing a complaint from the resident then issue and	
			and remove on code 27	
40	Parked in a designated disabled persons' parking place without clearly displaying a valid disabled persons badge		If a vehicle is seen parked in a disabled parking bay not displaying a valid Disabled Blue Badge, or displaying a badge the incorrect way	Instant
			this could lead to a PCN being issued and the vehicle being relocated	
41	Parked in a parking place designated for police vehicles			Instant
45	Parked in a taxi rank			
46	Stopped where prohibited (on a red route clearway)		This is not used	

Item 34 Appendix 1

47		Stopped on a restricted bus stop/stand				Instant
48		Stopped in a restricted area outside a school				Instant
49		Parked wholly or partly on a cycle track				Instant
55		A commercial vehicle parked in a restricted street in contravention of the overnight Waiting Ban			This is not used	
56		Parked in contravention of a commercial vehicle waiting restriction			This is not used (no overnight waiting restriction)	
57		Parked in contravention of a coach ban			This is not used (no overnight waiting restriction)	
61		A heavy commercial vehicle wholly or partly parked on a footway, verge or land between two carriageways			This is not used	
62		Parked with one or more wheels on any part of an urban road other than a carriageway (footway parking)			This is not used	
99		Stopped on a pedestrian crossing and/or crossing area marked by zig zags				Instant
		On street - Lower level penalty charge parking contraventions				
Code		Description			Notes	
04		Parked in a meter bay when penalty time is indicated			This is not used	
05		Parked after the expiry of paid for time			Parked after the expiry time of the initial paid for ticket from the pay and display machine. If pay and display ticket has a time of 13.00 a PCN can be issued at 13.05	5 Mins
06		Parked without clearly displaying a valid pay and display ticket			If a pay and display ticket has been purchased from the machine, but has not been placed in the vehicle clear to see. Also if no pay and display ticket is purchased, therefore parking with no payment.	5 Mins

Item 34 Appendix 1

		Parked with payment made to extend the stay beyond initial time	Meter feeding' In pay and display bays after the initial payment to park	5 Mins
07			has been made, then purchasing a further pay and display ticket to extend the time to park without moving the vehicle	
			Providing the time in the bay has not been exceeded then we should issue	
08		Parked at an out of order meter during controlled hours	This is not used	
09		Parked displaying multiple pay and display tickets where prohibited	This is not used	
10		Parked without clearly displaying two valid pay and display tickets when required	This is not used	
11		Parked without payment of the parking charge	This is not used	
15		Parked in a residents' parking space without clearly displaying a valid residents' parking permit.	Not for use in England	
19		Parked in a residents' or shared use parking place displaying an invalid permit, an invalid voucher or an invalid pay and display ticket	As for a code 12, this is only for use in resident or shared use bays. It is used where the driver has made some attempt to park correctly and is displaying something which could have been valid or was valid at some time for that bay, for example, a resident permit that has expired	5 Mins
			(depending on what grace period is given for expired permits, e.g 7 days), or a pay and display ticket that has expired by less than 24 hours, or an incorrectly completed voucher.	
22		Re parked in the same parking place or zone within one hour of leaving	On time limited bays (e.g. 3 hour max stay no return 1hour) if the vehicle	Instant
			is parked in the same set of bays even if the vehicle has left and returned	
			1 hour would have had to lapsed.	

Item 34 Appendix 1

		Not parked correctly within the marking on the bay or space		If a vehicle is parked not fully within the markings of the bay as marked on the highway. (One third of the vehicle has to be overhanging the bay markings or one third of the connecting bay is obstructed)	Instant
24					
30		Parked for longer than permitted		If there is a time limit to the bay (e.g.2 hours no return in 1 hour) and the vehicle is seen parked for longer than the allowable time then a PCN will be issued	Instant
35		Parked in a disc parking place without clearly displaying a valid disc		This is not used	
36		Parked in a disc parking place for longer than permitted		This is not used	
63		Parked with engine running where prohibited		This is not used	
		Off street - Penalty Charge Parking contraventions			
Code		Description		Notes	
80		Exceeded the max Stay - For example Haddington St where the max stay is 3 hours		Lower PCN	Instant
81		In restricted area - Parked in a restricted area of the car park not designated as a parking bay		Higher PCN	Instant
82		Overstaying P&D ticket- Parked after expiry time		Lower PCN	5 Mins
83		No valid P&D ticket		Lower PCN	5 Mins
84		Additional payment made to extend the parking from the first time purchased		Lower PCN	Instant
85		In permit section - parked in permit bay without clearly displaying a valid permit		Higher PCN	Instant
86		Parked beyond the bay markings (outside the marking of the bay)		Higher PCN	Instant

Item 34 Appendix 1

87		Parked in a Disabled Persons parking space without clearly displaying a valid disabled persons badge		Higher PCN	Instant
89		height/weight limit		This is not used	
91		Wrong class of vehicle		Higher PCN	Instant
92		Causing an obstruction -i.e. on ramp or blocking exit points		Higher PCN	Instant

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 still enforce those outside of central Brighton.

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.

NO

Nitrogen Oxide

NO2

Nitrogen Dioxide

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 (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.

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 36

Brighton & Hove City Council

Subject:	Citywide Parking Review		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Owen Mcelroy	Tel: 290417
	Email:	owen.mcelroy@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: ETSCMM23593	
Ward(s) affected:	All		

FOR GENERAL RELEASE.

- 1.1 Brighton & Hove's Sustainable Community Strategy identifies "reduced traffic congestion", "reduced traffic fumes" and "improving the safety, security and attractiveness of streets" as key priorities for sustainable transport.
- 1.2 The council manages parking in order to reduce congestion, keep traffic moving, provide access safely to those who need it most and deliver excellent customer service (Parking Annual Report 2010). The effective management of parking contributes to the well being & quality of life of residents, to an enhanced visitor experience and to the local economy generally.
- 1.3 It is proposed to review the way the council manages parking through consulting residents, businesses and other stakeholders and learning from the best practice of other local authorities. The purpose of this review is to seek continuous improvement in the council's parking management whilst balancing the needs of users overall.
- 1.4 It is also necessary to take more immediate action to address the most urgent areas of parking demand in the city as identified by residents, ward members and other stakeholders. Although these areas are to be addressed urgently there is a timetable for the work to be undertaken which is dictated by the officer resources available and is expected to complete by early 2015.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm:
 - (a) Approves the urgent programme of reviews and/or consultation on extensions to parking schemes as described in Appendix A, timetabled in Appendix B and set out in the plan drawing, Appendix C;
 - (b) Agrees that the programme of reviews set out in Appendices A, B and C of the report will replace the former timetable of parking reviews agreed on 24th January 2008;
 - (c) Notes the summary of requests for parking consultations and parking issues raised by residents & other stakeholders set out in appendix D.

- (d) Instructs officers to undertake a city wide review of parking management and to report back within six months of commencement.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 A timetable for parking reviews was agreed at 24 January 2008 Environment Committee.
- 3.2 Due to recent consultations where the level of support was either overwhelmingly against the introduction of controlled parking or in favour of controlled parking in substantially reduced areas, in October 2010 the Cabinet Member for Environment suspended the timetable against the background of local authority financial restraint.
- 3.3 Since that decision there has been growing pressure for immediate consultation in areas of high parking demand and conflict evidenced by ward member and public support and an expectation of a thorough and detailed review of the council's parking management policies city-wide.
- 3.4 The four areas identified in Appendix A, namely Richmond Heights (Area C extension), Canning Street (Area H extension), London Road (Area J extension, north of the railway line & Round hill area) and Preston Park (Area A northern extension) are considered to be the highest priority for consultation on the grounds of parking demand, conflict, road safety and are the most supported by ward members and residents. In each case consideration will be given to the provision of on street cycle parking and additional car club spaces and the possible improvements to local bus services and accessibility. Hanover & Elm Grove is not considered to be supported by residents since there was a 75% "No" vote in the May 2010 consultation. In the combined West Hove & Portslade area it is still difficult to identify a larger geographically viable boundary supported by residents and ward members, which if sub-divided would not cause immediate displacement. It is therefore felt that considering this area within the longer term city wide review consultation is more appropriate.
- 3.5 In addition there have been localised requests for resident parking schemes and a number of suggestions for policy changes have been raised by residents and other stakeholders.
- 3.6 Other local authorities such as Westminster and Eastbourne have recently conducted parking reviews which include postal questionnaires, community parking forums, street interviews and vehicle counts. These reviews have led to various recommendations such as changing the hours of operation of parking controls, reviews and extensions to schemes, the introduction of new technologies such as pay by phone parking and modifications to the Local Transport Plans.
- 3.7 The terms of reference for the longer term review will cover both public on and off street parking and include questions about individuals and businesses and their parking needs/habits and their perceptions of parking operation, enforcement and the amount and availability of different kinds of parking places . It will

include issues related to sustainable transport such as the provision of additional on street cycle parking and car club spaces. The consultation will consist of a postal consultation of about 6000 random addresses across the city with the additional facility of being able to contribute via the council's website. Relevant stakeholders will be contacted directly for their views and where possible community focus groups or panels will be engaged.

- 3.8 The exact detail of the longer term review and the range of questions will be determined by officers but this will be in consultation with ECSOSC, the Cabinet Member and key internal and external stakeholders. ECSOSC will act as a "critical friend" and meetings and workshops will be held between now and March 2012 to help develop the content of the review. ECSOSC findings will be reported back to ECMM in spring 2012 and will be taken account of the preparation of the longer term city wide review consultation.

4. CONSULTATION

- 4.1 The details of prior consultation in respect of the proposed urgent timetable for resident parking reviews are set out in Appendix A. The longer term city wide review consultation will involve residents, businesses and a wide range of stakeholders. Internal officers have already been consulted.
- 4.2 There has been prior engagement with Environment & Community Safety Overview & Scrutiny Committee (ECSOSC) and lead officers have briefed ECSOSC on how they will influence the review process.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Any revenue costs associated with the longer term city wide review recommendations will need to be met from City Regulation and Infrastructure budgets. Although the exact scope of the consultation element of the review is yet to be determined, it is not expected to exceed £25K. The financial impact of revenue from any extension to parking schemes will be included within the proposed budget for 2012/13 which will be submitted to Budget Council in February 2012.
- 5.2 New parking schemes are capital projects, funded by unsupported borrowings, and repaid out of revenue using the income generated.

Finance Officer Consulted: Karen Brookshaw

Date: 22/09/11

Legal Implications:

- 5.3 The Road Traffic Regulation Act 1984 gives the council broad powers to regulate traffic and parking through legally enforceable traffic orders. These powers must be exercised 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
- (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.
- 5.4 In 2001 the council took up the powers of decriminalised parking enforcement (DPE) under The Road Traffic Act 1991, renamed Civil Parking Enforcement (CPE) under the Traffic Management Act 2004. Under CPE, parking enforcement is carried out by civil enforcement officers (CEOs) and is the sole responsibility of the local authority.
- 5.5 The use of any surplus income from CPE is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local transport Plan projects.
- 5.6 When carrying out consultation the Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time are given to allow intelligent consideration and responses and that results are taken into account in finalising the proposals.

Lawyer Consulted:

Carl Hearsum

Date: 01/09/11

Equalities Implications:

- 5.7 An EIA has been carried out on the impact of resident parking schemes. In addition full consultation will be carried out in line with the council's Community Engagement Framework.

Sustainability Implications:

- 5.8 Effective parking management contributes to reducing congestion and improving safe access contributing to the promotion of sustainable transport and tackling climate change through reduction in carbon emissions.

Crime & Disorder Implications:

- 5.9 The proposed City wide parking review is not expected to have implications on the prevention of crime and disorder

Risk and Opportunity Management Implications:

- 5.10 Any risks will be identified and monitored as part of the overall project management. Parking is a corporate critical budget; however no major risks have yet been identified.

Corporate / Citywide Implications:

- 5.11 The parking review will contribute mainly to the Sustainable Community Strategy Outcomes of “strengthening communities and involving people” and “promoting sustainable transport”

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The alternative options for the proposed parking reviews have been considered in the report and set out in the appendices
- 6.2 The alternative to carrying out a longer term City wide parking review consultation is to do nothing. However, the review is an emerging Corporate Priority, therefore it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of a revised timetable of parking reviews which will take into account consideration of duly made representations and objections and instruct officers to prepare a city wide review of parking management for the reasons outlined in the report.

SUPPORTING DOCUMENTATION

Appendices:

- Appendix A Table showing requests for urgent parking reviews and officer comments
- Appendix B Timetable of proposed parking reviews
- Appendix C Plan drawing showing areas proposed for urgent parking reviews
- Appendix D Table of additional requests by residents & other stakeholders for parking reviews or policy changes received in the last 12 months

Documents in Members’ Rooms

None

Background Documents

1. Sustainable Community Strategy
2. Parking Annual Report 2010
3. Environment Committee minutes 24 January 2008

Proposed Consultations & Reviews with officers comments

Scheme & recommendation	Significant Road Safety concerns	Previous council consultation	Ward member support	Level of community support
Reviews of smaller scale adjustments or extensions to existing schemes recommended to proceed urgently				
Richmond Heights C extension Proceed	YES	YES, MAJORITY IN FAVOUR	YES	56% resident support, consultation May 2010. Correspondence
Canning Street, H extension Proceed	YES	YES, MAJORITY IN FAVOUR	YES	73% in favour, May 2010. Petition from residents to include in Area H. Correspondence
London Road J extension (north of the railway line)& Round hill area Proceed	YES	YES, MAJORITY OPPOSED	YES	300 signature resident petition. Correspondence
Preston Park A, northern extension Proceed	NO	YES, MAJORITY OPPOSED	YES	Subsequent ward cllr survey of 180 households, large majorities in favour in 3 out of 4 roads. Correspondence
New or larger area reviews, the case for which could be examined				

within the longer term city wide review				
Hanover & Elm Grove	YES	YES, MAJORITY OPPOSED	NO	Corresponden ce but 75% opposed in consultation May 2010
West Hove/Portslade Station	NO	ONLY PART OF AREA PREVIOUSLY CONSULTED	YES	Petitions and substantial correspon den ce from roads in Wish Park area. Substantial correspon den ce from Bolsover Road & other isolated roads

Timetable of proposed parking reviews – Based on One Project manager

	Year	2011				2012				2013				2014				2015				2016			
	Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Priority	Area																								
1	Richmond Heights, Area C extension & Canning Street, Area H extension – In House																								
2	London Road Station, Area J extension (North of Railway line) & Round hill area – Work with Consultants																								
3	Preston Park Area A extension North of Tivoli Crescent – In House																								

Additional resident, business & other stakeholder requests for parking reviews or policy changes received in the last 12 months

Stakeholder	Summary of request/comment	Request for parking review (PR) or other	Officer comments
Lansdowne Road Area Residents Association	Merge CPZs M & O to create larger zone and alleviate resident parking problems in M	PR	Parking zone too large and could result in internal commuting. Lacks ward member support. Lack of evidence of support from residents in O.
Kestrel Close, Hove residents	Include road in Area O CPZ	PR	Residents previously said No in consultation. Lack of evidence of consensus support.
Manor Hill residents	Request to extend Zone H northwards	PR	Waiting restrictions and access protection lines are being investigated but there are road safety concerns over increased vehicle speeds, parking management may be a solution but there is insufficient evidence of support from residents at present. Parking problems during racecourse events.
Nevill Road Rottingdean Residents	Request for localised resident parking zone	PR	Insufficient evidence of widespread support, and potential displacement to adjoining roads.
Upper Lewes Road/Lewes Road Triangle residents	Request for residents parking zone	PR	Requests mainly from Park Crescent area and do not represent majority. Area previously rejected parking scheme in consultation.
Various residents	Smaller parking zones to reduce waiting times and reflect local conditions e.g Palmera Avenue, Hove	PR	Smaller parking zones give residents less flexibility over where they can park their car and result in longer waiting lists as a permit only becomes available when a resident leaves the area. If the zone is as small as a street, this can be a matter of years.
Hove Park residents e.g. The Droveaway, Owsley road	Number of long term parked vehicles, request single yellow lines or mixture of resident only and time limited bays	PR	Residents previously rejected a parking scheme, single yellow lines may cause displacement and difficulties for visitors, time limited bays would be difficult to enforce and may not solve local problems
Various residents	Residents in roads outside of but adjoining CPZs would like to be able to have a permit to park in the adjoining CPZ e.g. Queen's Park Road	PR	Roads in a wide area are consulted when a scheme is proposed and given a chance to vote to be in a scheme. In some zones there may be spare capacity and a potential to trial a "transitional zone permit" charged at a reduced rate and for part of a year but allow parking in the nearby CPZ, this could help reduce displacement although could only be used in areas without a waiting list. The danger is this sets a precedent and could be demanded by residents in congested areas adjacent to schemes at or near capacity, disadvantaging residents in those schemes.
Various residents	Provide individually marked disabled bays in residential areas	Other	There would be increased costs to the council to administer and this would have to be passed on to residents, more consultation required.
Local MPs	Disabled, loading, ambulance and doctors bays do not need to be 24 hour, enabling visitors to park in evenings/Sundays	Other	Conversion of some loading bays already begun. In respect of disabled bays need to be aware of Disability Discrimination Act obligations and relevant DfT guidance, particularly away from City centre locations. The needs of doctors' and ambulance bays vary according to type of premises, address in consultation
Various residents	Restrict verge and pavement parking due to obstruction and damage	Other	Needs majority support in an area to work and should not be considered as an alternative to a CPZ. New signs have been approved by the DfT but require advertising by traffic order and therefore support from members and residents. Already enforceable where double yellow lines exist. Significant issue in Hanover & Elm Grove where there are narrow pavements and few yellow line restrictions, may need to be trialed and costed as a pilot scheme because the costs of signage, traffic orders and enforcement could be substantial
Y & Z residents (especially Clarence Square)	Can we move to 24 our permits? Permit holders unable to park in the evenings	Other	Displacement issues, residents on waiting list disadvantaged, expense and risks of enforcement. The current parking enforcement contract operates between 7am and midnight. Could address as part of consultation and look at 24hr enforcement in the new parking enforcement contract which is due to commence Jan 2013. Could cause problems for residents on waiting lists as they use spaces after controlled hours as spare of street capacity
MPs for Hove & Brighton Pavilion	Request for overlap zones at CPZ boundaries enabling more flexibility for residents	Other	Difficulties in administering permit system, some residents may have two permits, difficulties in defining overlap boundaries. See also comments for roads outside of but adjoining CPZs
MPs for Hove & Brighton Pavilion	Introduce 15 minutes free parking for visitors	Other	Technically challenging to achieve, creates difficulties for enforcement. May have widespread financial implications for the council. The CEOs would be unaware if a visitor or resident- difficult to enforce
Visitors	Inconvenience of having to use coins for parking, would like to pay by mobile/online	Other	There are costs and benefits to the introduction of pay by phone, research is currently underway in respect of establishing a Business Case. Consider in consultation.
Various stakeholders	Should be a no limit on the number of resident/visitor permits	Other	Capacity issue, particularly difficult in areas where there is a waiting list. Unlimited visitor permits could lead to them being resold. Consider in consultation
Various stakeholders	Permit fees and parking charges should contribute towards climate change policy e.g. higher charges for second permits and for more polluting vehicles	Other	Links to sustainability objectives. This is a complex area e.g. higher polluting vehicles that are seldom used may contribute less to the city's pollution issues than smaller cc vehicles that are used daily for short journeys in heavily congested area. Difficulty in administering higher charge for 2nd permit particularly for students arriving at the same time
Motorcycle Action Group	Motorcycles (MCs) should be able to park in permit, shared & exclusive P&D bays	Other	Consider in consultation but there must be a careful analysis of costs and benefit Council provides free of charge m/c bays in most streets and close to major amenities but it could be argued there are not enough m/c bays in certain areas e.g. Lanes & North Laine. Also some bays are not as well used because of problematic cambers (bikes fall over in them) MAG also raised concerns about trikes and motor cycles with side cars. The TfR0 states they are not permitted to park in a motor cycle bay and should park in a P&D bay but problem of where to display a P&D ticket. Current difficulties in attaching permits to m/c's.

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 37

Brighton & Hove City Council

Subject:	Old Shoreham Road cycle facilities		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
	Email:	abby.hone@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: ETSCMM 24045	
Ward(s) affected:	Hove Park, Goldsmid		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Transport and Public Realm of the results of consultation for Old Shoreham Road (OSR) cycle facilities and to seek permission to proceed with the implementation of the scheme, including the advertising of any necessary Traffic Regulation Orders (TROs).
- 1.2 The objectives of the cycle facilities along OSR are to achieve long term and measurable increases in cycling to benefit the community and pupils travelling to schools in the area. This is to be achieved by creating a safe and legible cycle route which encourages people to cycle, thereby increasing the potential for physical activity, reducing obesity in children, reducing congestion, improving local air quality and reducing carbon emissions.
- 1.3 The Coalition government set out its policy direction in the new Transport White Paper 'Creating growth, cutting carbon' (January 2011), emphasising the importance of delivering local transport solutions. The government highlights the importance of transport investment for:
 - Supporting economic growth
 - Reducing carbon emissions
 - Promoting equality of opportunity
 - Contributing to better safety, security and health
 - Improving quality of life
- 1.4 In accordance with national policy objectives Brighton & Hove's Local Transport Plan 3 (LTP3) has considered a significant number of local strategies and plans resulting in a number of key themes and principles, which include the need to:
 - **Manage** – increasing transport choices for everybody and making the transport network more efficient through information and innovation and technology;
 - **Improve** – providing additional infrastructure to assist travel and improve environments e.g better air quality levels and residents' health;
 - **Maintain** – repairing roads, pavements and street lights.

2. RECOMMENDATIONS:

- 2.1 The Cabinet Member for Transport & Public Realm gives approval to proceed with detailed design of OSR cycle facilities as detailed in this report.
- 2.2 The Cabinet Member for Transport & Public Realm gives approval to advertise the proposed cycle facilities in a TRO and that if any objections are received they would be considered at a Special Environment, Transport & Sustainability Cabinet Members Meeting on 9 November 2011.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Officers have reviewed and prioritised potential key strategic cycle facilities for the city over the duration of the current LTP delivery plan (2011-14). This prioritisation exercise revealed that resources and available funding are best concentrated on key strategic links to fill gaps in the cycle network which will benefit the city as whole, supporting the 'school run' and other necessary trips.
- 3.2 The Administration's manifesto commitment to cycling is to 'create a core network of safe cycling routes across the city'. The OSR route between BHASVIC at the junction with Dyke Road up to and including the junction of Shirley Drive/The Drive/OSR has been prioritised as the next key strategic link to implement cycle and pedestrian facilities.
- 3.3 Focussing on this stretch of OSR will also begin Full Council's commitment in response to the 'save The Drive cycle lane' petition to "*instruct officers to identify measures both in the immediate and longer term which may increase usage such as completing links to the north of the city and developing routes to the east and west.*" (24th March 2011).
- 3.4 A consultation for cycle and pedestrian facilities along the full length of OSR was held in 2009. The results were presented to Environment Cabinet on 25th March 2010 with 66% of those responding as in favour of dedicated cycle facility provision along the full length of OSR. The previous Cabinet Member for Environment decided not to proceed with implementation on the basis of concerns raised regarding safety of the cycle facility.
- 3.5 Safety and continuity concerns have been addressed in the current OSR cycle facilities scheme which has been developed to incorporate segregated on road cycle lanes in each direction between 1.5 and 2.0 metres wide. Segregation will take the form of a low kerb edge from the footway to cycleway and from the cycleway to carriageway.
- 3.6 The scheme will make walking & cycling a genuine choice for the 5000 pupils attending schools adjacent to the proposed facilities. It will also provide a clearly designated route by bicycle for parents and children who are currently or perhaps considering cycling to school or work. Furthermore, by providing facilities it is anticipated that more people who currently do not cycle because of their concerns regarding feeling of safety will be encouraged to do so. The scheme will also provide better links to a number of recreation and leisure facilities such as Hove Park.

- 3.7 It is anticipated that the scheme will have a positive impact on speed reduction. The route is being designed in accordance with best practice guidelines and will be further subject to pre and post implementation Road Safety Audits by an independent assessor.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The informal consultation exercise has involved a letter and accompanying plan including an artists' impression being sent directly to 2, 200 residents the vicinity of the section of OSR between BHASVIC (Dyke Road) to the junction of The Drive/Shirley Drive/OSR (Hove). These residents were given the option to respond by post or through the city council's on-line consultation portal.
- 4.2 A link to the consultation was placed on the front page of the city council's website, including on Twitter and Facebook sites. A press release was also circulated to The Argus and a number of local community publications across the city.
- 4.3 On-site briefings have been held for ward councillors and city cycling and pedestrian advocacy representatives. All comments made will be considered through the design process. Councillors in Goldsmid ward have also door-knocked residents in their ward to proactively address any resident queries in relation to the proposals. Schools & colleges directly affected by the proposals, namely: BHASVIC, Cardinal Newman, Cottesmore and Brighton & Hove High School have also been consulted directly to circulate proposal information to teachers, students and parents.
- 4.4 The informal consultation closed on Monday 19th September 2011. A total of 812 responses have been received. 619 responses were received by post amounting to a 28% response rate from direct postal contact. 193 response were completed on line. Overall 74.4% (604 responses) support the proposals for pedestrian and cycle facilities along OSR between BHASVIC (Dyke Road) to the junction of The Drive/Shirley Drive/OSR (Hove).

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 £125,000 has been identified for OSR cycle facilities within the Local Transport Plan capital settlement for 2011/12. Additional funding worth £330,000 has been secured from Sustrans 'Links to School', which must be spent and accounted for in 2011/12. If the recommendations of this report are agreed, it will be proposed that a further £185K in capital funding is made available in the 2012/13 LTP delivery plan to complete the works.

Finance Officer Consulted: Karen Brookshaw

Date: 07/09/11

Legal Implications:

- 5.2 Section 2 of the Local Government Act 2000 gives authorities power to promote the economic, social or environment well being of their communities. This project can be

perceived to fall under promotion/improvement of the social and environmental well being of members of the community.

- 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 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.
- 5.7 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.
- 5.8 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: 13/09/11

Equalities Implications:

- 5.9 The scheme will increase accessibility for schools, commuters, residents and visitors. Improving awareness and provision for cycling will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.10 Creating a better cycling and pedestrian environment along the A270 between BHASVIC and The Drive will encourage people to cycle and walk instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion. Walking and cycling are the most sustainable forms of all transport modes, producing zero emissions and also improve public health through increased day to day physical activity.

Crime & Disorder Implications:

- 5.11 There are no crime and disorder implications associated with the implementation stage.

Risk and Opportunity Management Implications:

- 5.12 All funding offered by Sustrans must be spent in 2011/12 and a work programme has been arranged with contractors to mitigate this risk and ensure all funds are allocated within this financial year.

Public Health Implications:

- 5.13 The Department of Health's Active Travel Strategy (2010) highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment.

Corporate / Citywide Implications:

- 5.14 The provision of a cycle route on OSR is to facilitate current cyclists with an east/west route and encourage more people to move around the city by bike for necessary and optional journeys. The design of the cycle route will develop from best practice and guidance used in local, national and international schemes.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 An alternative option for 'signing and lining' was explored in the original proposals in 2009 and raised concerns regarding safety of cycle users in particular, hence the current proposed scheme for OSR cycle facilities.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The cycle facilities proposed for OSR will make walking & cycling a genuine choice for the 5000 pupils attending schools adjacent to the proposed facilities. It will also

provide a safer journey for parents and children who are currently, or perhaps considering, cycling to school or work.

- 7.2 The consultation for OSR conducted in 2009 clearly demonstrated local support for dedicated cycle facilities and the current proposals address concerns raised regarding provision of a coherent, safe cycle network to support people to cycle. The results of further consultation demonstrate local and city approval for an enhanced scheme which also focuses strongly on resident concerns for safe cycling provision and pedestrian access.
- 7.3 Deferring funds from LTP3 in 2011/12 and confirming commitment to a further £185K in 2012/13 allow the city council to benefit from £330K funding from Sustrans 'Links to School'. This will create a complete link in a key section of the cycle and pedestrian network, completing north/south links with existing cycle routes.
- 7.4 By granting approval to implement the scheme the Cabinet Member will allow Officers to amend the design in line with the views of local people and key stakeholders.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents in Members' Rooms

None

Background Documents

- 1. LTP2 (2006/7-2010/11)
- 2. LTP3
- 3. LTP3 Delivery Plan(2011/12-2013/14)

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 38

Brighton & Hove City Council

Subject:	Permission to tender for supported bus network		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Nick Mitchell	Tel: 29-2481
	Email:	nick.Mitchell@brighton-hove.gov.uk	
Key Decision:	No		
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Under the 1985 Transport Act, local authorities are empowered to contract with bus operators for the provision of bus services which meet the needs of the general public, but which are not provided commercially.
- 1.2 The current batch of contracts was let following an Area Network Review carried out during 2007/8. These contracts expire in September 2012 and due to the value of the contracts, if they are retendered, the process will be governed by the EU procurement rules.
- 1.3 The purpose of this report is to seek Cabinet Member approval to go out to competitive tender for the supported bus network contracts to commence in September 2012. This tendering exercise follows the Area Network Review in July & August 2011 which involved a full consultation process with elected members, user groups, and community groups and data assimilated from request made by members of the public.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm authorises the competitive tendering process to begin based on the proposed routes contained in Appendix 2.
- 2.2 That a report be brought to a future Environment, Transport & Sustainability Cabinet Members Meeting for consideration once tenders from prospective contractors have been analysed and recommendations for the future Supported Local Bus Network have been formulated.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Using powers under the Transport Act 1985, the City Council contracts with bus operators, following a competitive tendering exercise, for the provision of bus services which are necessary to meet the needs of the community, but which are not provided commercially. The current batch of contracts was let in September 2008, and expires in September 2012.
- 3.2 The current supported bus network comprises of a number of complete routes and the extension of some commercial routes to operate during the evening or at weekends, and some diversions of commercial routes to serve particular communities. This includes services:

Route	Route description
16/66	Mon – Sat. Portslade – Knoll Estate – Hangleton – Sainsbury (66 only)
21	Mon - Sat eves. Brighton Station - Marina
47	Mon - Sat. Brighton Station - East Saltdean
52	Mon - Sat. Woodingdean -Brighton Station/ Cardinal Newman School
56	Mon - Sat. Knoll Estate - Patcham
57	Suns & Public Holidays. Brighton Station - East Saltdean
37B	Mon - Sat. Bristol Estate - Kemp Town - City Centre - Meadowview
74	School Days only. Lewes Road - Patcham High School
75	School Days only. Lewes Road - Patcham High School
76	School Days only. Saltdean Vale - Longhill School
76A	School Days only. Peacehaven - Longhill School
81	Mon - Sat eves. Old Steine - Goldstone Valley
81A	Mon - Sat eves. Brighton Station - Meadowview
81A	Suns & Public Holidays. Brighton Station - Meadowview
81B	Suns & Public Holidays. Old Steine - Goldstone Valley
95	School Days only. Burwash Road - Cardinal Newman School
95A	School Days only. Foredown Drive - Cardinal Newman School
96	School Days only. Carden Avenue - Blatchington Mill & Hove Park Lower Schools
91	School Days only. Coombe Road - Hollingdean - Cardinal Newman School

- 3.3 The proposal to let new contracts in 2012 follows an “Area Network Review” by the City Council. This consisted of the consultation process outlined below, together with a detailed analysis of the current commercial network, to identify any missing links or new services. At the same time a review was undertaken of those requests made by passengers for changes to routes, timetables and times of operation.
- 3.4 A proposed timetable for the process from consultation & Area Network Review through pre qualification questionnaire, tendering, contract awarding & start of contracts is shown in appendix 1.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The City Council’s Public Transport Team maintains a database of consultees on matters relating to public transport. There are 380 entries on this list, comprising resident’s associations, community groups, affinity groups, ward councillors, MPs, and user groups. The input from these groups has been sought to inform the Area Network Review. The consultation period lasted from 20 July 2011 to 09 September 2011.
- 4.2 The City Council has received responses from around 100 individuals to the consultation document and these responses have informed the Area Network Review. The comments in the consultation replies, which were received by e-mail, telephone and by council officers at public meetings, were extremely varied, with reference made both to individual bus services and on the supported bus network as a whole. The consultation responses are held in the Documents in Members’ Rooms.
- 4.3 The Council has an adopted methodology that is then applied to the current supported network and any requests for new routes. This methodology consists of a weighted scoring criteria to help ensure that supported bus routes meet the needs of the user and provide best value to the Council and the wider community.
- 4.4 The methodology contains a range of criteria including historic services, cost per passenger, journey purpose, external funding used and interchange points on route. The scoring methodology sheet & criteria used are attached in appendix 2.
- 4.5 The City Council has liaised with all commercial bus operators serving the City, in order to ensure that the supported bus network supplements and enhances the commercial network, to provide the best possible journey options for residents and visitors and to ensure the Council does not duplicate or support any commercially viable routes.
- 4.6 Next steps.

It is proposed that the tenders will go out in November 2011 and be returned in early January 2012. We will make clear in the contract documentation that the outcome of the tendering process is dependent on the council having the necessary resources to support all or any of the proposed routes, and that the invitation to tender does not guarantee that contracts will be let. The tender prices will then be analysed and evaluated in January 2012. Once the tenders have been

assessed the options for awarding contracts will be brought forward to a future Cabinet Member Meeting in March 2012 for consideration. Any future considerations on what routes are supported by the Council will need to be mindful of budget constraints. Contract award letters will be issued once final decisions have been taken. The new contracts will start in September 2012.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The costs of preparing the Area Network Review have been met out of existing Public Transport revenue budgets. The extent of any future Supported Bus Network will be totally dependant upon the revenue budget available at the time. A further report will be brought to Cabinet Members Meeting for approval after the completed tenders have been analysed and officers' recommendations made, based on ranking the services by importance in a number of categories.

Finance Officer Consulted: Karen Brookshaw Date: 16/09/11

Legal Implications:

- 5.2 Under section 63 of the Transport Act 1985, the Council has a duty to provide subsidised bus services in part or parts of its areas where there are no commercial services *and* where it thinks it appropriate for such services to be provided. Services are tendered and let to commercial operators in return for payment from the Council. The powers of local authorities to subsidise public passenger transport services are subject to detailed tendering provisions laid down in the 1985 Act, Regulations made under the 1985 Act, and (where contracts exceed specified thresholds) in the EU procurement rules.
- 5.3 In deciding which services to provide, the Council is required to have regard to the transport needs of members of the public who are elderly or disabled; and when entering into agreements for bus subsidies, to have regard to the interests of the public and of persons providing public passenger services in the Brighton & Hove area. Due consideration of these factors would be required before any decision to amend or withdraw subsidised services.

Lawyer Consulted: Elizabeth Culbert Date: 19/09/11

Equalities Implications:

- 5.4 The City Council's consultation database includes representatives of minority communities, to ensure that the needs of these communities are taken into account in planning the future supported bus network. The City Council's contracts specify that vehicles must be wheelchair accessible, in support of the City Council's Equalities Policies, and the City Council's obligations under the Disability Discrimination Act and the Equalities Act 2010.

Sustainability Implications:

- 5.5 The City Council's contract documents specify minimum exhaust emission standards for vehicles. For the current contracts the minimum specified is EURO

3. For the new contracts the anticipated minimum exhaust emission standards will be EURO 4 (or equivalent), in support of the City Council's Air Quality Action Plan. The emissions from engines run on recycled cooking oil are below the limits set for Euro 4 engines or equivalent.

Crime & Disorder Implications:

- 5.6 It is not considered that there are any Crime & Disorder implications associated with the proposed competitive tendering exercise.

Risk and Opportunity Management Implications:

- 5.7 It is considered that there is a Risk that the City Council will not be able to let all the contracts that are tendered due to the high rise in fuel costs since the contracts were last put out to tender in September 2008.

Public Health Implications:

- 5.8 It is not considered that there are any Public Health implications associated with the proposed competitive tendering exercise.

Corporate / Citywide Implications:

- 5.9 The consultation exercise was citywide, and will inform the future corporate strategy for the supported bus service network.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The Council does not have an in-house bus fleet to support the requirements of operating the supported bus network. In order to set up such an operation there would need to be a full evaluation of the legal, practical and financial issues. It is possible, but unlikely, that such an arrangement could deliver a similarly priced service to that which the Council has been receiving through contracting. However it should be noted that this option would require the provision of significant capital investment, additional HR, finance and payroll support beyond the service itself. There would also be a need for more direct involvement in day to day management and staff management rather than monitoring of the contract as at present.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To ensure that a suitable supported bus network procured by competitive tendering is available throughout the City.
- 7.2 To secure the most cost effective supported bus network across the whole City.

SUPPORTING DOCUMENTATION

Appendices:

1. Procurement timeline
2. Contract tenders scoring methodology & criteria (3 sheets in total)

Documents in Members' Rooms

Consultation responses

Background Documents

None

Procurement Project Plan						
Project	Supported Bus Routes					
Tender Reference						
Procurement Lead	Sharon Stewart					
Negotiating Team	Sharon Stewart					
	Nick Mitchell					
Contract Term	4 years					
Contract Value	£870k per annum					
Benefits sought	Improved service, sustainability element, costs savings					
Works/Services/Supply	services					
TUPE Consultation Period	not applicable					
Other Comments						
			Action Date			
ACTION	Duration (Days)	Personnel	Proposed	Day of Week	Shortened	Actual
Funding Approval	1	Client	in advance			
Define Project Team	1	Procurement, Stakeholder, Finance Legal	24/05/11	Tue		
Define Requirements	1	Client/Procurement	25/05/11	Wed		
TUPE - Does this apply ?	0	Client/Procurement	25/05/11	Wed		
Draft Project Timetable	0	Client/Procurement	25/05/11	Wed		
Define Tender Procedure	1	Procurement	26/05/11	Thu		
Copy of Current Contract Obtained	7	Procurement	02/06/11	Thu		
Develop Advert & PQQ	14	Client/Procurement	16/06/11	Thu		
Area Network Review / Meeting Bus Operators	21	Client	07/07/11	Thu		
CMM	1	Client	07/07/11	Thu		
Place Advert	1	Procurement	18/08/11	Thu		
Closing date of Advert/PQQ	42	Procurement	29/09/11	Thu		
Evaluation of PQQ	28	Procurement / Team	27/10/11	Thu		
PQQ Financials to Finance	7	Procurement	03/11/11	Thu		
Specification to be drafted	6	Client/Procurement	09/11/11	Wed		
Prepare draft tender	1	Procurement	10/11/11	Thu		
Develop Evaluation Criteria	1	Client/Procurement	11/11/11	Fri		
Seek Client & Legal approval of ITT	5	Procurement	16/11/11	Wed		
Tender issued	1	Procurement	17/11/11	Thu		
Letter to unsuccessful PQQ respondents	1	Procurement	18/11/11	Fri		
Tender return date	49	Procurement	06/01/12	Fri		
Tenders opened	0	Procurement	06/01/12	Fri		
Schedule of Offers & distribute to Project Team for evaluation	42	Procurement	17/02/12	Fri		
Evaluation Meeting	3	Client/Procurement	20/02/12	Mon		
Supplier Presentation	1	Client/Procurement	21/02/12	Tue		
Post Tender Clarification	14	Procurement / Team	06/03/12	Tue		
Cost Analysis	7	Procurement / Client	13/03/12	Tue		
CMM	1	Client	27/03/12	Tue		
Award Letters / Rejection letters issued	1	Procurement	28/03/12	Wed		
Mandatory standstill period	10	Procurement	09/04/12	Mon		
Debriefs (if requested)	3	Procurement	12/04/12	Thu		
Issue of order/contract, acceptance letter & promotion of contract (if applicable)	1	Procurement	13/04/12	Fri		
OJEU Award Notice	7	Procurement	16/04/12	Mon		
Complete Evaluation Report	0	Procurement	16/04/12	Mon		
Contract Start Date	56	Client	05/09/12	Wed		
Project timetable produced by	Sharon Stewart					

Public Transport Contracts for Invitation to Tender

SCORING SHEET. September 2011

Route	Route description	Historic service	Cost per passenger	Journey purpose	External funding	Interchange points on route	TOTAL
		Max 5 points	Max 4 points	Max 10 points	Max 2 points	Max 2 points	Max 23 points
47	Mon - Sat. Brighton Station - East Saltdean	Current	4	10	1	2	22
56	Mon - Sat. Knoll Estate - Patcham	Current	4	10	0	2	21
52	Mon - Sat. Woodingdean - Brighton Station/ Cardinal Newman School	Current	4	10	0	2	21
16/66	Mon - Sat. Portslade - Knoll Estate - Hangleton - Sainsbury	Current	4	10	0	1	20
37B	Mon - Sat. Bristol Estate - Kemp Town - City Centre - Meadowview	Current	2	10	0	2	19
81C	Suns & Public Holidays. Old Steine - Goldstone Valley	Current	4	6	0	2	17
81A	Mon - Sat eves. Brighton Station - Meadowview	Current	4	6	0	2	17
81A	Suns & Public Holidays. Brighton Station - Meadowview	Current	4	6	0	2	17
81	Mon - Sat eves. Old Steine - Goldstone Valley	Current	4	6	0	2	17
57	Suns & Public Holidays. Brighton Station - East Saltdean	Current	3	6	1	2	17
21	Mon - Sat eves. Brighton Station - Marina	Current	3	6	0	2	16
52	Mon - Sat. Brighton Station - Woodingdean - Falmer	Alternative to current	2	10	0	2	16
78	Mon - Sat. Stanmer Park service. Morning & Evening peaks plus lunchtimes	New	0	10	1	2	15
84	Mon - Sat. Universities to A259	New	0	8	1	1	12
52	Mon - Sat. Woodingdean - Brighton Marina	Alternative to current	0	10	1	1	12
47	Mon - Sat. Saltdean - Brighton Marina	Alternative to current	0	10	1	1	12
39	Mon - Sat. Brighton Station - Fiveways - Hollingdean - Lewes Road.	New	0	10	0	2	12
13	Mon - Sat. Westdene - Dyke Road - Upper Drive - Central Hove	New	0	10	0	2	12

Public Transport Contracts for Invitation to Tender

SCORING SHEET. September 2011

Route	Route description	Historic service points	Max 5 points	Cost per passenger points	Max 4 points	Journey purpose points	Max 10 points	External funding points	Max 2 points	Interchange points on route	Max 2 points	TOTAL
95A	School Days only. Foredown Drive - Cardinal Newman School	Current	5	4	4	2	2	0	0	0	0	11
76A	School Days only. Peacehaven - Longhill School	Current	5	3	3	2	2	1	0	0	0	11
76	School Days only. Saltdean Vale - Longhill School	Current	5	4	4	2	2	0	0	0	0	11
23	Sundays. Brighton Marina - County Hospital - Universities	New	2	0	0	8	8	0	1	1	1	11
23	Evenings. Brighton Marina - County Hospital - Universities	New	2	0	0	8	8	0	1	1	1	11
15	Mon - Sat. Hangleton Valley Drive - Knoll Estate - Trafalgar Road - Kingsway - New Church Road	New	0	0	0	10	10	0	1	1	1	11
96	School Days only. Carden Avenue - Blatchington Mill & Hove Park Lower Schools	Current	5	3	3	2	2	0	0	0	0	10
95	School Days only. Burwash Road - Cardinal Newman School	Current	5	3	3	2	2	0	0	0	0	10
75	School Days only. Lewes Road - Patcham High School	Current	5	3	3	2	2	0	0	0	0	10
74	School Days only. Lewes Road - Patcham High School	Current	5	3	3	2	2	0	0	0	0	10
57	Evenings. Brighton Station - East Saltdean	New	2	0	0	6	6	0	2	2	2	10
56	Sunday. Knoll Estate - Patcham	New	2	0	0	6	6	0	2	2	2	10
52	Evenings. Woodingdean - Brighton Station	New	2	0	0	6	6	0	2	2	2	10
52	Sundays. Woodingdean - Brighton Station	New	2	0	0	6	6	0	2	2	2	10
35	Mon - Sat off peak. Westdene - Dyke Road - Seven Dials - London Road shops	New	0	0	0	8	8	0	1	1	1	9
16	Sundays. Portslade - Knoll Estate - Hangleton	New	2	0	0	6	6	0	1	1	1	9
16	Evenings. Portslade - Knoll Estate - Hangleton	New	2	0	0	6	6	0	1	1	1	9
36	Mon - Sat. Portslade local service via Victoria Road (Town Hall)	New	0	0	0	6	6	0	1	1	1	7
91	School Days only. Coombe Road - Hollingdean - Cardinal Newman School	Current	4	1	1	2	2	0	0	0	0	7

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 39

Brighton & Hove City Council

Subject:	Highways Winter Service Plan 2011-12		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Christina Liassides	Tel: 29-2036
	Email:	christina.liassides@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: ETSCMM23991	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The Highways Code of Practice recommends that authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Operational Plan based on the principles of this Code. Brighton & Hove City Council has produced an annual Highways Winter Service Plan since unitary status.
- 1.2 The 2011-12 Highways Winter Service Plan builds on the extensive work, experience and research carried out over previous years and particularly following 3 years of severe winters. It incorporates existing good practice and any updates arising from implementation of ECSOSC and national recommendations.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Environment & Sustainability approves the Brighton & Hove City Council Highways Winter Service Plan 2011/12 as attached at Appendix A to this report.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

Context for Highways Winter Service Plan

- 3.1 The Winter Service plan outlines the policy and operational mechanisms that this authority puts in place to meet its statutory requirement to take measures to prevent or remove accumulations of ice and snow from the public highway as far as is reasonably practicable.
- 3.2 The plan is reviewed annually in liaison with other sections and agencies, as part of continuous improvement to the service.

Annual review 2011-12

- 3.3 Following the detailed work that went into reviewing the 2010/11 plan, the Highways Winter Service was tested again during December 2010. This included the operation of the service, the accompanying communications strategy, the co-ordination of resources across City Infrastructure for snow clearance and the links with other sections and agencies.
- 3.4 Prior to and during winter 2010/11, considerable discussion and consultation took place with other council teams and partner services, including via the Sussex/Brighton Resilience Forum, the council's Major Incident Managers Team and individually with partners and providers, such as the bus company, schools and the NHS. Officers have also attended residents' meetings such as Local Action Team meetings. This ensures a good shared understanding of what the council's highways service can provide and how best to target this to support other services' priorities. Following the last winter, all representatives who had input into the 2010-11 plan were contacted for their feedback on this. Responses received are reproduced at Appendix B.
- 3.5 The plan covers the whole City Infrastructure delivery unit's response to cold weather.
- 3.6 An ECSOSC review of progress on the 2010 recommendations is scheduled on 5 September 2011.

Service provision

- 3.7 Through the Highways Winter Service Plan we endeavour to use the resources available to us as effectively as possible. We have a finite supply of materials and staff to carry out the work so it is simply not possible to keep all 2,700 of the city's public roads, pavements and footpaths free from ice and snow during a severe freeze.
- 3.8 Our defined routes are all main roads and all bus routes. The aim is to keep the important roads in the city open and to try and reach as many residential areas as possible (hence following bus routes). The routes include roads leading to emergency service premises, hospitals and bus depots.
- 3.9 The Highways Winter Service runs all through the winter, often going unnoticed but put into action regularly during frosty or icy conditions. The majority of focus on the service is usually during severe snowfall, when the response is escalated before, during and after these weather conditions. It should be noted that there are specific environmental factors that will reduce the effectiveness of salting/gritting. This means that although the council will continue to apply treatments to the identified routes, we cannot guarantee that the gritted roads will be free of snow and ice.
- 3.10 In 2010-11, the Communications strategy ensured that clear and comprehensive information about the council's winter service was given out both just before the start of winter and as regular updates during any bout of very cold weather. This involved the Head of Highway Operations working closely with the Communications team and with City Infrastructure Contact Centre and social media personnel.

- 3.11 The council provides 400+ grit bins throughout the city for self-help. Compared to other authorities, this is a high quantity within what is a relatively small geographical area. This is because we recognise that Brighton & Hove is a mainly urban area with steep hills serving a large population. We will also if required fill grit bins for emergency services, and can offer salt/grit in small quantities from our stockpile for schools, emergency services and other priority agencies for use on their own property.
- 3.12 Following an expansion over 5 years which has more than doubled the quantity of grit bins provided, we cannot issue any more grit bins on the public highway. This is because it would take far too long to fill them quickly during extreme weather and with finite resources we cannot keep expanding the number of grit bins that we then need to service.
- 3.13 In line with scrutiny recommendations, during last winter's snowfalls we carried out grit drops for self-help at specified locations round the city as an alternative to permanent grit bin provision.
- 3.14 City Infrastructure also carried out extensive pavement clearance utilising Cityclean, Cityparks and Parking staff as well as highway contractors. Staff could be deployed rapidly because of pre-season preparation with maps, equipment and key personnel. In accordance with the plan, there was clearance of snow in priority 1 areas (main city thoroughfares, hospitals, station) followed by clearance in priority 2 areas, which are local shopping parades and important local infrastructure.
- 3.15 The original budget was calculated on an average of 33 gritting operations per year plus one 2 day snow event.
- 2007-08 was above average, with 43 gritting operations in total for the winter season.
 - In 2008-09, a total of 62 gritting operations were carried out, of which 27 operations were full routes, i.e. our largest coverage of the city.
 - In 2009-10, a total of 112 gritting operations were carried out of which 62 were full routes.
 - In 2010-11, a total of 64 gritting operations were carried out of which 48 were full routes. Although the end of November to the beginning of January saw cold and extreme snow, the rest of the winter was very mild.

Vehicles

- 3.16 The council has purchased seven new gritter vehicles, all 4x4 and supplied with the latest technology such as stainless steel hoppers which will resist salt corrosion.
- 3.17 A pavement gritting machine which can also be utilised as a street sweeping machine has been purchased. This should enable quicker treatment where pavements are wide enough.
- 3.18 All the vehicle purchases have been funded through unsupported borrowing and so future winter budgets must take into account repayment costs for the next 7 years as well as Repairs and Maintenance overheads.

Salt Stock

- 3.19 The average amount of salt used per winter is about 800 tonnes. In 2010-11 the council used 1,500 tonnes of salt and a further 500+ tonnes of grit (sharp sand) on road gritting alone. Additional tonnages were used on pavement gritting and for grit bins/grit drops. Sharp sand is an accepted treatment for heavy compacted layers of snow and ice, often proving more effective than salt alone.
- 3.20 The council has a contract in place for the supply of salt. This is delivered by boat from one of the two salt mines in the country direct to Shoreham Harbour. The council has not run out of salt in any winter period.
- 3.21 We are continuing to use additional storage at a depot in West Sussex. In total, we should start the winter season with over 1,500 tonnes.

Reviews and recommendations

- 3.22 The recommendations from the Scrutiny Panel's review with officer comments and update as of summer 2011 are attached as Appendix C for information.

4. CONSULTATION

- 4.1 Working with the Civil Contingencies Officer, highway officers have held several planning meetings and maintain ongoing communication with members of the Sussex & Brighton Resilience Forums. This includes Category 1 Responders (fire, police, NHS, ambulance service), the bus service, schools service, housing management and other important city services/premises. Internally, winter plans have been discussed at Major Incident Management meetings.
- 4.2 There have also been meetings and ongoing liaison with the Communications team and Business Continuity Manager regarding the council's public response to winter weather events.
- 4.3 Highways, Cityclean and Cityparks have worked together on planning the Winter Service.
- 4.4 Local Action Teams and residents' meetings have been attended to discuss the Highways Winter Service.
- 4.5 A copy of the Winter Service Plan is sent out to the following stakeholders and any relevant comments incorporated into the plan/service as far as is reasonably practicable:
- Cityclean
 - Cityparks
 - Civil Contingencies
 - Insurance
 - Communications team
 - Police
 - NHS
 - Fire Service
 - Ambulance Service

- Brighton & Hove Bus Company
 - Schools
 - Other Brighton Resilience Forum agencies e.g. Brighton Marina
 - Seafront services
 - Southern Rail
- 4.6 Benchmarking and sharing of good practice has been facilitated through SE7 and SEASIG – the south East Authorities Service Improvement Group.
- 4.7 The Head of Highway Operations works closely with East and West Sussex highway managers, including joint contracts with East Sussex for weather forecasting and weather stations/winter IT systems.
- 4.8 Further information sharing will be made with the Economic Partnership and Business Forum to manage expectations with the business sector and where appropriate to co-ordinate planning.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The costs of providing the winter maintenance service are covered by a revenue budget, which is £337,460 for 2011-12. This budget includes an additional annual investment of £100,000 which was provided out of contingency as part of the budget setting process for 2010-11. Any underspend in the revenue budget each year is carried over into the Winter Maintenance Reserve, as contingency for periods of extreme weather. This fund is used to pay for operatives, gritter fuel, gritter maintenance, contractors and other costs associated with an ongoing major operation. This reserve has been called upon in financial years 2006-7, 2008-9, 2009-10 and 2010-11. In recognition of the demands placed on the service in recent years, an additional sum of £204,000 was allocated to the reserve in 2010-11. The balance in the reserve is currently £430,000.

Finance Officer Consulted: Karen Brookshaw Date: 22/08/11

Legal Implications:

- 5.2 The Council as highway authority has a statutory duty to maintain publicly adopted highways. Since October 2003 this has included a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice (s41.(1A) Highways Act 1980 as amended by the Railways and Transport Safety Act 2003). The proposed Winter Service Plan will assist the Council in complying with the duty.

Lawyer Consulted: Carl Hearsum Date: 26/08/11

Equalities Implications:

- 5.3 The Winter Maintenance service covers main routes and all bus routes. It is a service for the public highway, aimed at bringing the maximum benefit to the most used thoroughfares. It is not logistically or economically feasible to cover all roads in the city, so by treating bus routes and pavements on a priority basis we ensure that most

areas of the city have some accessible options for travel and target areas of highest usage first.

Sustainability Implications:

- 5.4 Salt has a negative environmental impact e.g. on the water table or vegetation. Sharp sand does not dissolve into solution and has a negative impact on drainage and appearance. Therefore resources are carefully deployed in order to provide a balance between network usability and detriment to the local environment.

Crime & Disorder Implications:

- 5.5 There are no crime and disorder implications identified in this report.

Risk and Opportunity Management Implications:

- 5.6 The objective is to provide a winter service, which will permit, as far as is reasonably possible, the safe movement of traffic on designated roads throughout Brighton and Hove and to keep to a minimum delays and accidents brought about by adverse weather conditions.

Public Health Implications:

- 5.7 There are no direct public health implications identified in this report although the council highways section works closely with the NHS, ambulance service and other health agencies in preparation for winter.

Corporate / Citywide Implications:

- 5.8 The winter service is an essential support service for the city's economy by helping to provide an accessible highway network.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The only alternative is not to produce or approve a winter service plan but this would be contrary to the Code of Practice. The plan also acts as information about what to expect from the service and as a business continuity tool which lays out detailed operational directions on how to run the service.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The report ensures that the Winter Service Plan can be formally considered and adopted.

SUPPORTING DOCUMENTATION

Appendices:

- A Highways Winter Service Plan 2011-12
- B Responses to Head of Highway Operations' review of winter 2010/11
- C Scrutiny Panel recommendations & officer response
- D Map showing full gritter routes & grit bins

Documents in Members' Rooms

None

Background Documents

None

Brighton & Hove Highways Winter Service Plan 2011-12

Structure

The Highways Winter Service Plan has been structured into two segments.

Part A comprises of an overview of the essential services and information while Part B details the operational and record keeping aspects of the Plan.



Part A

Overview of Essential Services

1 Summary

In cold weather conditions Brighton & Hove City Council provides a Highways winter service which endeavours to keep the traffic moving and to minimise delays and accidents. The priorities of the service are public safety and keeping the city moving.

The objective is to provide a winter service, which will permit, as far as is reasonably possible, the safe movement of traffic on designated roads throughout Brighton and Hove; it also aims keep to a minimum delays and accidents brought about by adverse weather conditions. Designated footways and cycleways are treated only in severe and prolonged snow conditions.

The service operates from 1 November until the end of March, 24 hours a day, 7 days a week and includes salt gritting the main network in advance of road frost, ice or snow and the provision of salt/grit bins at outlying ungritted roads. In prolonged snowfall, the service also includes snow ploughing and pavement clearance. The period may be extended on a day-to-day basis by the Head of Network Management in cases of severe cold weather continuing into April or starting earlier in October.

2 Winter Weather Conditions

Winter weather conditions which are managed are:

Snow – rare, but it does cause great difficulties due to its infrequency, the topography of the city and the resources needed for clearance.

Ice – occurs when conditions are freezing and wet.

Hoar Frost – is formed from white ice crystals. We only deal with this when it forms on roads making them slippery. This should not be confused with low-level frost, such as the white frost that appears on car roofs or vegetation in the mornings.

Freezing rain – is rain which freezes as soon as it hits the road surface. This is a rare occurrence but difficult to treat because of the timings between rain washing off the treatment and the roads freezing.

3 What the Council Does

Decision-making

Brighton & Hove City Council has a team of Winter Maintenance Duty Managers in the Highways section who use the latest technology in weather forecasting/prediction to decide what is required to protect road users during cold weather. They will assess the weather forecast for a 24-hour period combined with local road temperature sensor data information in order to decide what action is necessary.

These duty managers are on standby during office hours, out of office hours, at weekends and during holiday periods.

Over a winter season, weather forecasts are approximately 90 percent accurate. Typically, this means that there are several days when a road frost or other freezing conditions are not forecast but will still occur. Similarly, there are some forecasts which predict ice and snow conditions which do not occur.

Winter Duty Managers are volunteers from within the Highway Operations section of Brighton & Hove City Council who all have regular day-to-day jobs. Winter duties are in addition to their normal roles so please be aware of this if awaiting a written response to queries.

Routes

The priority is to keep major routes treated and passable. These are generally all the 'A' roads, most of the 'B' and 'C' roads and other roads of local importance, e.g. all bus routes. A total of 156 miles of main routes around the city will be treated if weather conditions require it.

The aim is to use the resources available to us as effectively as possible.

There are four levels of routes which the Council will use depending on the severity of the weather conditions and the variables which can affect it. They are listed below in order of severity according to climatic zones and weather conditions:

- 3.1.1 Hilltop Routes (Level 1): The routes are mainly based in the northern hill top side of Brighton and Hove where frost is more likely to form in marginal conditions.
- 3.1.2 Standard Routes (Level 2): This is the most common route used. It covers the main roads, bus routes, emergency service depots, hospitals, important commuter routes, most schools and shopping centres. These routes are commonly used for pre-salting and gritting before frost and icy conditions. These routes do not cover the warmest parts of the city.
- 3.1.3 Full Routes (Level 3): These are extended versions of the Standards Routes and cover more of the City's roads. These routes are commonly used in advance of snow or in extremely cold conditions if wet roads are likely to freeze where all of the city will be affected.
- 3.1.4 Priority Routes (Level 4): These are limited variations of the Full Routes. They are used when sustained snow or ice conditions are causing severe disruption and the routes need to be reduced to maintain the core of the city. When there is severe or sustained adverse weather conditions the gritting needs to occur more intensely on the most important routes in order to try and keep these roads operable. They include roads around the main hospitals and the main arterial routes. These routes may also be employed if for any reason there is a reduction in available resources.

- 3.2 During periods of prolonged heavy snowfall pavements are cleared in priority order - main shopping areas and pedestrian routes first, followed by other important pavements and local shopping areas. This work will only be undertaken after the main carriageway routes have been cleared, due to resources.

Designated footways and cycleways are treated only in severe and prolonged snow conditions.

Treatments

Precautionary Salting - The application of salt to carriageways on priority routes usually in advance of frosty conditions (often referred to as spreading, gritting or pre-salting).

Where there is leakage of ground water from the roadside, it will be treated on a reactive basis.

Post-treatment – the application of ploughing, salt, a salt/grit mix or grit (sharp sand) to carriageways following snow and depending on the depth and severity of the snowfall.

- 3.3 Available alternative de-icers are regularly reviewed, particularly with a view to their use on structures and special paved areas. However, such alternatives are currently prohibitively expensive and may also have their own environmental disadvantages. Therefore, as the temperature seldom falls below minus 5°C, salt is used almost exclusively as the means of melting ice or snow on the highways (including structures and special paved areas). When conditions remain well below freezing, a salt/grit mix may be used to aid traction. This mix may also be used for trouble spots or extreme gradients. For extreme snowfall, pure grit may be spread to assist with traction.
- 3.4 The council is dependent on the national salt supply chain to replenish its stocks. For 2010-11, national government has issued a warning that if the UK experiences a similar severe winter to that of 2009-10, salt supplies could again become depleted during mid-winter season. Brighton & Hove has stored as much salt as it is able to do so in advance. The winter service plan will therefore be carried out to the best of our ability but also according to available resources and identified national and local priorities.

4 What The Council Does

4.1 Which Department in The Council Is In Charge?

The Highways section within City Infrastructure in Brighton & Hove City Council take responsibility for putting this Winter Service Plan into operation and for providing the resources and equipment required for the majority of the public highway service during the Winter Service Period.

This includes providing the salt and gritting materials, providing the vehicles, providing information to the contractors carrying out the work and operating the Winter Service 24/7 during the period.

In conjunction with the Highways section, Cityclean and Cityparks within City Infrastructure may also provide resources and equipment for hand clearance.

The Highways Winter Service is reliant on Winter Duty Managers (WDM) to perform the organisational and operational functions during the Winter Service Period. WDM receive regular daily weather updates and decide what level of action is required and when. The WDM instructs the contractors about which work needs to be carried out and when, based on information received from external sources (Met Office, Police information, weather stations) and information in the "White Book" (Highways Winter Service Plan).

4.2 Who Carries Out The Winter Work?

The Highways Winter Duty Manager carries out the decision-making and management of the service.

Highways work with City Clean as the Winter Service "Contractor" and as such Cityclean will provide the staff required to carry out the machine and manual spreading and ploughing operations. Part of this requires that City Clean drivers will maintain a 24 hour stand by rota for all of the gritter driving whilst other Cityclean staff may be required to respond to a Winter Service event under the direction of the WDM and/or the Head Of Operations at Cityclean.

Highway contractors are also used for tasks such as filling up grit bins and for pavement clearance under the direction of the WDM. Cityparks staff may also assist with vehicle provision and clearance in the event of heavy snowfall.

Other sections of the council and other services (such as fire, police and NHS) will also have plans in place to deal with severe weather incidents. The Highways team consult on this winter service plan with other service providers to ensure that our highway gritting routes best suit their needs as much as is practicable.

4.3 Weather Forecasting

Brighton & Hove City Council has several key weather forecasting tools to help in predicting and deciding on action to be taken.

There are 4 weather forecast outstations situated in strategic locations across the city. These stations provide various information such as air and road surface temperatures, humidity and wind speed /direction. The information is retrieved remotely by computer.

We also have a contract with the Met Office to provide the weather forecasting for the region. During the Winter Period daily forecasts from the Ice Prediction System are sent. Additional updates can be asked for by a Winter Duty Manager to confirm or track potential changes.

Thermal mapping has also been used for the purposes of establishing gritting routes and priority risk areas. Thermal mapping is able to indentify which sections of road are cooler or warmer than average due to the lie of the land, type of construction, traffic flows and other factors which can affect road temperature.

4.4 Communications

The Communications team will post regular updates on the Councils website informing of severe weather conditions, advice on self-help and on driving and movements across the city during extreme of adverse weather conditions.

5 What Do Other Agencies Do?

The Highways Agency is responsible for treating national routes including the A23, M23 and A27 trunk roads. They can be contacted on 0845 600 0414.

What areas do the HA cover? A27, Brighton bypass, A23 north of the A27 Junction.

What areas does East Sussex County Council cover? Falmer and Saltdean border.

What areas does West Sussex County Council cover? Fishergate border, Devil's Dyke border.

5.1 Co-ordination with Neighbouring Highway Authorities

Highways Authorities will manage their own salting solutions within their own boundaries unless assistance is requested. In that event, level of assistance will be determined on a day-to-day basis. Due to concerns regarding liability issues, reciprocal salting arrangements with other neighbouring Highways Authorities ceased in 2006-07. However, in the event of severe and prolonged snow or other

business continuity issues the Head of Highway Operations will liaise with members of East and West Sussex County Councils.

6 What Can You Do To Help?

6.1 Self Help

You can apply table salt to paths, pavements and driveways. During frosty and icy conditions one tablespoon per square metre is generally all that is needed.

Salt/grit mixes can be used from over 400 locally placed salt/grit bins to apply to roads and pavements if necessary. This is best spread in a thin even layer.

SHOVEL SWEEP SALT

In heavy snowfall, the best thing to do is to shovel, sweep, and salt.

Firstly, particularly if the snow is deep, and you've got a shovel, try to shovel it out of the way, into the gutter, or somewhere it won't cause a trip hazard. You can then sweep away the remaining residue, and apply salt onto the pavement.

It's worth bearing in mind that what we put in our grit bins is a mixture of salt and grit or pure grit during snowfall, but ordinary salt will usually work just as well, especially if the snow is cleared. All you need is household table salt, and really you don't need that much: usually one tablespoon will do a square metre. So you can use it sparingly. Grit can also work to give traction on icy surfaces.

Finally, if you are clearing snow, please don't use any water – boiling or otherwise. The problem with the water is that it can very quickly re-freeze, and leave an icy patch. The same is true for clearing your car windscreens; obviously water can leave icy patches on the road.

6.2 Driving Advice

Please remember to drive with caution during freezing weather. The Highway Code makes it clear that drivers should always drive according to the weather conditions. Before setting out on a wintry day you should:

- consider whether your journey is absolutely necessary
- if it is, check the local and national weather forecasts
- if driving, listen to your local or national radio stations for travel news

- Even if roads have been gritted, do not assume that they are free from ice and frost.

Please remember that we are not able to salt all roads.

Before setting off on a journey make sure you have

- Ice scraper and de-icer
- Warm clothes and a blanket
- First aid kit
- Torch and spare batteries
- Reflective warning sign
- Jump leads
- Food and a warm drink in a thermos flask
- And clear the snow from the bottom of your shoes and from the outside of your car.

When driving

- Remember it can take up to 10 times longer to stop in snow and ice
- Make gentle manoeuvres to remain in control
- Select second gear when pulling away to avoid wheel spin
- If hill climbing, try and avoid stopping on the hill. Try and leave lots of distance between you and the car in front. Try to keep at a constant speed and try to select the best gear before you get to the hill.
- When driving downhill, use engine braking by selecting lower gears. Leave plenty of room between you and the car in front.
- When using the brakes, use them gently. If you start to skid, take your foot off the brakes and reapply.

6.3 Walking Advice

When there are slippery and icy conditions it is vital to recognise the hazards of walking on these surfaces.

Tips:

- Don't wear shoes with smooth surfaces. Try putting stretch socks over your shoes to aid grip. You can also try spiked over-shoes, available from catalogues and via the internet.
- Be aware of the surface you are walking on. Don't try and run for a bus or run to cross a street.
- Use your arms to keep you balanced. Don't put your hands in your pockets when walking and avoid carrying heavy loads which could imbalance you.
- Try and remove as much snow as possible from the bottom of your shoes as you are walking.

- Walk “small”. Avoid a tall, erect marching walk.
- Just because a path has been cleared, do not assume it is free from ice and won’t be slippery.
- Assume all wet and dark areas on pavement are slippery and icy.
- Be careful when getting in and out of vehicles. Use the vehicle as support when getting in and out.
- Try and walk on grassed areas where possible as this gives better traction.
- Point your feet out slightly. Spreading your feet like this will increase your centre of gravity. Extend your arms to maintain balance and take short steps.
- If you are going to fall, try and fall on your side. Avoid falling on your knees, spine or trying to stop your fall by putting your arm out.
- If falling, try and relax your muscles. You will injure yourself less if you are relaxed.
- Watch where you are stepping and go SLOWLY!!!!!!

6.4 Salt/Grit Containers

There are over 400 salt/grit bins throughout Brighton and Hove. These bins have been made available at sites which are not usually near a gritting route. The aim of the salt bins is self help for residents of Brighton and Hove to salt/grit an area which would not be on a gritting route.

Additional salt/grit will be placed in strategic locations across Brighton & Hove at the discretion of the Winter Duty Manager.

Compared to some other authorities, we supply a high quantity of salt/grit for the public, within what is a relatively small geographical area. This is because we recognise that Brighton & Hove is a mainly urban area built on hills. Hence the bins are supplied for steep areas usually hardest hit by snow and ice. However, provision of grit bins needs to be balanced against the capability to refill within a reasonable timescale, as well as available resources such as salt and grit.

It is not possible to supply any more grit bins on the highway. This is because it would take far too long to fill them quickly during extreme weather and with finite resources we cannot keep expanding the number of grit bins that we then need to service.

7 Our Equipment

7.1 Brighton & Hove Council Equipment List:

- 7 gritters
- 7 ploughs for use with the gritters
- 6 hand spreaders used for footways and cycleways
- 1 machine pavement gritter
- We may also have access to 3 tractors in severe weather conditions
- We may also have the use of 3 JCB's in severe weather conditions

7.2 Salt Storage Capacity

The council has a contract in place for the supply of salt. This is delivered by boat from one of the two salt mines in the country direct to Shoreham Harbour. It is then stored at our Hollingdean Depot and the gritters load up and go out on their routes from here.

The average amount of salt used per winter is about 800 tonnes.

Brighton & Hove has limitations on how much the council can store in advance and must also balance purchase against lifespan/likely usage of the stock. As we have no options to increase salt storage within our boundaries, we have arranged for additional storage at a depot in West Sussex.

8 Frequently Asked Questions

Why are salted roads sometimes still icy?

Despite the high level of service provided, no guarantee can be given that treated roads will always be completely clear of ice or snow.

This can be for various reasons.

- It takes time for the salt to become effective after roads are salted
- Rain and running water can wash salt off roads leaving them prone to re-icing.
- In severe cold weather (falling to and below -5°C) even salt will not prevent roads from icing.
- In heavy snowfall, salt treatments are only effective on roads with heavy traffic.
- If freezing conditions follows rain, salting will normally start after the rain has stopped to avoid salt being washed away. Temperatures may fall by as much as 5°C per hour and the wet roads may well freeze before the gritter has been able to salt them.
- Dawn frost occurs on dry roads where early morning dew falls on cold road surfaces and freezes on impact. It is not possible to forecast with any accuracy where and when this may happen.
- When rain turns to snow during the rush hours, early salting is washed away and gritters are unable to make progress due to traffic congestion.
- There may be water on the highway due to a number of reasons. These could include a water mains leak or vehicles being washed and screens having water poured over

them to melt the ice. These quantities of water will result in ice forming if the road surface temperature is below zero degrees. The council will treat major water leaks as soon as it is made aware but this obviously takes time after receiving reports.

- Over a season, weather forecasts are approximately 90 percent accurate. In most winters, this means that there are several days when a road frost is not forecast but will still occur

Treated roads can still therefore have icy patches and drivers should remain vigilant and aware of the need to drive with due care at all times, especially when road frosts or freezing temperatures follow rain.

Why are roads on the gritting routes not always clear during snowfall?

There are specific environmental factors that will reduce the effectiveness of salting/gritting and ploughing. This is particularly the case in areas outside the main city centre:

- Salt/grit needs to be tracked in by substantial vehicle or pedestrian traffic in order to work well and break down the layers of snow. Where roads (and pavements) do not have heavy traffic, they are more resistant to treatments. Generally salt will lie inert under heavy snowfall until the layers of snow are broken up enough for it to mix in and act as a de-icer.
- Roads in more outlying areas tend to get more snowfall as they are higher up.
- Roads further out from the city centre areas are generally much colder.
- Cars abandoned on junctions or badly parked will prevent the larger vehicles such as buses & gritters from getting through.
- Some roads are too narrow for the gritters when they have ploughs on.
- Ploughing opens up the road but tends to provide a narrower band of clearance so leaves less room for manoeuvre for larger vehicles such as buses as well as pushing the snow into the kerbside which can make bus stops harder to reach.
- Ploughing is not very effective over speed humps, steep junctions, pronounced cambers and crowned roads.

Grit or Salt?

Although most of us call it gritting there is in fact no grit involved in precautionary treatment. (Precautionary treatment is where we treat the roads in advance of frost, ice or snow). What we spread on the roads is rock salt taken from an underground mine in Cleveland.

It is more or less the same as the rock salt you would grind into your food, but of a size and composition for road use.

Grit (or sharp sand) is used as post-treatment on its own or in a mix with salt. (Post treatment is where we treat the roads during or after severe ice or snow). Grit aids traction and break down layers of ice and snow.

What does salting the roads do?

We spread salt onto the road. This works best when it goes into a solution, which is why we rely on the tyres of cars passing over the top of it to crush the salt onto the road. This then forms a solution with a higher de-icing capability.

Water freezes at 0°C, but salt stops water from freezing until -6°C to -8°C. So the salt solution means the snow or ice will freeze less or melt quicker.

Salt has the potential to melt snow at temperatures as low as -20° C but is not a very efficient treatment in extreme cold. Salt starts to become much less effective around minus 5°C and almost ineffective at lower temperatures. As a result, its use becomes practically, economically and environmentally difficult. In heavy snowfall, especially on roads with no heavy traffic, salt will not make much difference.

In extremely low temperatures, or heavy snowfall, a mix of salt and grit or pure grit may be used to aid traction and to break down compacted layers of snow and ice. Ploughing is also used if the depth of snow allows this but cannot clear away all of the snow (e.g. around speed humps)

When and how do you salt the roads?

We salt the roads to prevent icy conditions when we are expecting ice or snow. Each route is planned to achieve a maximum of three and a half hour response time from leaving the depot to completing the route prior to ice forming.

Which areas of the city are salted?

Salting depends on how severe the weather conditions are. It may be necessary to salt the coldest areas only or alternatively to salt all main routes. Under severe conditions resources are focused according to priorities on identified gritting routes. Decisions are based on the following priorities:

- 1) primary roads (all 'A' roads), hospital, ambulance and other emergency service areas
- 2) the majority of 'B' roads
- 3) other important roads (bus routes)

ROAD CLOSURES - It is our policy to work with the Police in closing roads. This may include where:

- roads become impassable
- road conditions become hazardous

However we do not generally tend to close roads during winter weather. This is because not all roads are treated and because in heavy snowfall even treated roads may still have snow/ice on them. It would not be feasible to close all these roads. Motorists are advised to drive with caution on all city roads during cold winter weather.

Why don't you salt the pavements?

We have over 1,200 km of pavement in the city. Most pavements are too narrow to be salted by machine. We do, however, place salt/grit bins at locations across the city for anyone to make use of and we will clear snow away after prolonged heavy snowfall (in order of priority).

As with roads, salting pavements is only effective if there is heavy footfall to help the treatment work. So we clear most pavements only after snowfall. We have identified Priority 1 and 2 pavements, which are where the greatest number of people will be using central or local services.

Pavement clearance is a lengthy labour-intensive task by hand spreading, so operationally and practically this work requires a high level of resources. The ice or snow may melt during

the day of its own accord. Therefore the Duty Manager must decide on priorities, how heavy the snowfall is and when the snow may be likely to clear naturally due to improved weather conditions as well as when clearance will be most effective (e.g. in heavy and continuous snowfall, clearance may need to wait until it stops because all efforts would be immediately covered over again).

What are salt/grit bins for?

Salt bins are provided at over 400 locations in the city, often on steep road junctions or hills. They are not usually placed on major salting routes or in flatter, warmer areas of the city. They are there for anyone to make use of in icy weather.

How do I ask for a salt/grit bin refill?

Please email gritbinrequest@brighton-hove.gov.uk or complete our online application, stating the exact location of the bin.

During severe weather we batch up all the requests for grit bin refills and then make a decision on when to refill depending on amount of requests, available resources and forecasted weather conditions.

Please note that no new grit bins will be supplied on the public highway. This is because we have now reached the limit of what we can sensibly and practicably keep supplied. To request the removal or relocation of an existing bin only, please e-mail gritbinrequest@brighton-hove.gov.uk

What can I do to help?

You can apply salt to paths, pavements and driveways or "Shovel, Sweep and Salt".

Part B
Operation and Record Keeping

This document aims to set out in one plan sufficient detail to inform anyone involved in the management of the Winter Service of current Procedures and requirements. The Winter Service plan is also known as the "White Book".

The information contained in the White Book is generally in accordance with the Local Authorities Association's Code of Good Practice for Highway Maintenance and associated local and national government Winter Reviews. A commentary on each of the Code's recommendations is made in **Appendix X**, showing how Brighton & Hove City Council's Winter Service Plan accords with these recommendations.

Appendix X

10 Objective

The Railways & Transport Act 2003: Section 111 – Highways, Snow & Ice, has a duty, as far as in reasonably practicable, that the safe passage along a highway is not endangered by snow and ice.

The Traffic Management Act 2004 places a network management duty on the local authority to secure the expeditious movement of all users.

The objective is to provide a winter service, which will permit, as far as is reasonably possible, the safe movement of traffic on designated roads throughout Brighton and Hove and to keep to a minimum delays and accidents brought about by adverse weather conditions. Designated footways and cycleways are salted only in severe and prolonged snow conditions.

11 Definitions

11.1 Winter Service Period

The winter period shall be from 1 November each year to 31st March the following year. The period may be extended on a day-to-day basis by the Head of Highway Operations in cases of severe cold weather continuing into April or starting in October.

11.2 Precautionary Salting

The application of salt to carriageways on priority routes usually in advance of frosty conditions (often referred to as spreading, gritting or pre-salting).

11.2.1 Hilltops Routes

Two routes salted on marginal occasions where frost is liable to form on hilltops and in known frost hollows furthest from the influence of the sea. The routes usually take approximately 1½ hours each to complete.

11.2.2 Standard Routes

The most frequently instructed routes but do not cover the warmest areas identified by thermal mapping. Six routes cover main road, bus routes, emergency service depots, main hospitals, important commuter routes, large schools and shopping centres. The routes usually take approximately 2½ hours to complete.

11.2.3 Full Routes

An extension of each standard route to cover the warmest areas, usually instructed when a wet road is liable to freeze or in advance of snow. The routes usually take up to 3½ hours to complete unless it is snowing.

11.2.4 The routes are defined as pace notes with plans and are kept in the Out of Hours office at Hollingdean Depot. These are summarised in **Appendix B**. Copies of the notes are also kept on the shared Highways Drive >Winter Service Plan 2011-12.

Appendix B

11.2.5 Where there is leakage of ground water from the roadside, it will be treated on a reactive basis.

11.3 Ploughing

The removal of snow by means of a plough blade attached to a spreader or such other vehicle as may be agreed by the Client, Highway Operations, Brighton & Hove City Council.

11.4 Highway Winter Service Provider (Client)

The client service provider is the Highways team, City Infrastructure Brighton & Hove City Council.

11.5 Winter Service Contractor – WSC

The in-house service provider for waste management (Cityclean) provides the drivers and other operatives for the Winter Service. For the sole purpose of clarity, they are referred to as the Winter Service Contractor (WSC) in this plan. Details of Rota at **Appendix F**. The co-ordination of drivers at the Depot will be carried out by the Emergency Out of Hours' Officers, reporting to the Head of Highway Operations. For the purposes of this document, the Out of Hours Officers will also be referred to as the WSC, receiving and carrying out instructions from the Winter Duty Managers or the Head of Highway Operations (the Client).

Appendix F

11.6 Winter Duty Manager - WDM

The Duty Officer is employed by the client and the duties are shown in paragraph 5.2. Although the duties are rotated, whoever holds the winter maintenance mobile phone is on duty and is known as OSCAR 5. Details of the rota and contact numbers are in **Appendix E**.

Appendix E

12 The Client's Role

12.1 The Client will be responsible for: -

- instructing the contractor
- providing salt
- providing the spreaders and ploughs and their maintenance requirements.
- providing route information and updates where necessary.

The Client will operate a round the clock service for the Winter Service period.

12.2 Winter Duty Manager (WDM)

12.2.1 The functions of the WDM will be: -

- to receive and record daily weather forecast including updates
- to decide what action is required and when
- to inform the Emergency Out of Hours' officer of every decision
- to instruct the WSC in reasonable time to enable the action to be fulfilled

Appendix H

- storage of information.
- responding to public queries and reports
- ensure that decisions are also communicated to Cityclean and Cityparks relevant staff such as the Operations Managers and Contact Centre.
- responding to and recording decision based on police (or other agency) information or requests. Records should be kept on the form detailed in **Appendix S**.

Appendix S

12.2.2 The starting time will be determined by the Client and may need to be varied due to prevailing weather conditions. The starting time is the time the spreader leaves the depot. The finish time is the time the spreader returns to the depot.

13 The WSC (Winter Service Contractor)'s Role

13.1 Stand-by Rota

Throughout the Winter Service Period, the WSC shall organise and maintain a 24 hour stand-by rota for spreader drivers, fitters and other operatives who will be involved in the spreading operations and they shall be contactable by telephone.

The rota shall show the names and telephone number of personnel and shall be given to the WDM before the season starts. See **Appendix F**.

Appendix F

13.2 Response Time

On receipt of an instruction from the Client the WSC personnel required to carry out spreading shall report to the depot in sufficient time to load the spreaders to enable them to leave at the time specified by the Client.

13.3 Spreaders and Loading Equipment

- a) The WSC will be provided with seven spreaders - 6 for routes and one spare. 7 ploughs are provided for use in the event of major snow fall. See **Appendix C**.

Appendix C

- b) The WSC will provide the vehicle washing facilities. The loading equipment will be organised by the Client, but used and maintained by the WSC.
- c) The spreaders shall be driven at the speed recommended by the manufacturer to achieve the rate of spread of salt specified by the Client.
- d) Vehicle and electronic equipment – WSC to ensure that drivers always use equipment in accordance with the instructions manual in **Appendix V**. Technical breakdowns must be reported to the Client officer immediately. A check should be made of the vehicle before a route is started.

Appendix V

13.4 Handwork in the Event of Snow

Cityclean & Cityparks Operations Managers will be asked if they can provide sufficient labour and plant for handspreading of salt/grit in the event of severe snowfall and as directed by the WDM. Contractors may also be used at the agreed rates during a snow event.

Appendix L

13.5 Personnel

Drivers

- i) The WSC shall provide sufficient personnel to enable all the vehicles listed in **Appendix C** to be capable of simultaneous operation. All personnel will be adequately trained for winter duties. Training shall be to City & Guilds 6159 and will cover operation of the prime movers spreaders and ploughs. If necessary, for 24 hours continuous operation the WSC shall provide additional personnel required by the Client.

Before the winter period, any spreader driver who is not familiar with the routes will be required to report to the Depot Co-ordinators for familiarisation with at least one standard route.

Appendix C
Appendix A

- ii) Also, before the winter period the client shall employ sufficient WSC staff to test the spreaders and ploughs. The WSC shall report back all defects and problems so the Client can effect repairs before the Winter Service Period begins. This is called Operation Snowdrop.

Appendix O

- iii) The WSC is responsible for the health, safety and welfare of the labour force.

13.6 Spreader Driver's Mate

The WSC shall be asked to provide personnel to accompany spreader drivers during snow-ploughing operations. This may require doubling up from the drivers' rota or use of Cityclean's other operatives if agreed with the Head of Operations at Cityclean.

13.7 Driving Hours

The provision of drivers' hours is a matter for the Winter Service Contractor and it is also the Contractor's responsibility to ensure that the drivers comply with the appropriate laws governing driver hours etc. Where this has an impact on Cityclean operations, the Winter Service budget will pay any costs associated with relief agency cover.

13.8 Records

The WSC completes the Winter Service Action report for each instruction received and ensures that any necessary remarks by the drivers are recorded and that the driver signs and dates the report upon return to the depot. The WSC returns the Action Reports daily to the Head of Highway Operations. See **Appendix H**.

Appendix H

13.9 Breakdowns

In the event of a breakdown the WSC will contact the Spreader Maintenance fitter directly. See **Appendix G**.

Appendix G

- 13.10 The WSC is responsible for refuelling the spreaders. Refuelling will mainly be carried out at Hollingdean Depot but should fuelling need to take place at a garage, the WSC is responsible for passing the receipts to the Head of Highway Operations. Fuel cards are kept on each spreader key ring.

14 Operations

14.1 Pre-Salting

- 14.1.1 All routes to be pre-salted shall accord with the Client's current objective.

- 14.1.2 Salting Procedures shall take the following into account: -
- i) Weather forecast
 - ii) Timing
 - iii) Rates of spread
 - iv) Previous action
- 14.1.3 In general, the spread rates will start at 10g/m² for pre-salting and up to 40g/m² in advance of snow.
- 14.1.4 Brighton & Hove City Council's waste management section, City Clean, or other council sections may contact the WDM for help with pre-salting or snow clearance on refuse routes that are not on the usual gritting routes. The WDM will make the final decision on whether this work can be carried out, based on citywide needs, driver availability, salt stock, future forecasts and other priority factors that may need resources to be directed elsewhere. Any additional gritting decisions must be recorded by the WDM on the relevant form at **Appendix S** including reasons for the decision.

Appendix S

14.2 Snow Clearance - Carriageways

- 14.2.1 At the onset of snow, the Head of Highway Operations or the WDM can instruct the highway teams (Highway Inspectors, Network Co-ordination, Parking Infrastructure and/or Highway Enforcement) to gather information about the overall situation in areas of the city. This information is to be fed back to WDM by 1000 hrs on the first morning and a current situation report at the same time each day thereafter or more frequently if instructed by the WDM.
- 14.2.2 Priority and effort is to be devoted to clearing the full routes. Once the routes are open and can be kept open attention may be turned to other public highways and is based on feedback from the teams. The WDM shall

decide on that priority based on citywide needs, driver availability, salt stock, future forecasts and other priority factors that may need resources to be directed elsewhere.

- 14.2.3 When heavy snow is forecast, at the direction of the WDM, the ploughs will be fitted to spreaders in readiness for use.
- 14.2.4 If precautionary salting has been carried out, ploughing will usually commence when the depth of snow exceeds 30 mm. A mix of salt and grit may be used in any salting operation during ploughing. Vehicles must retain some salt/grit load in the back of the vehicle to ensure sufficient weight when ploughing.
- 14.2.5 If precautionary salting has not been carried out, snow will be salted until the depth of snow exceeds 30 mm when ploughing will usually commence.
- 14.2.6 Section 67 of the Road Traffic Regulation Act 1984 gives police the authority to place road closure signs and close any road in extraordinary circumstances. In the event of a road becoming blocked with snow or dangerous due to ice, the WDM in association with Sussex Police may close that road temporarily to facilitate clearance.

For prolonged closure the Police may ask the Highway Authority to formally close that road with an Emergency Notice and then the Highway Authority will arrange appropriate signage.

14.3 Snow Clearance - Footways

- 14.3.1 Snow clearance of footways will only be carried out during severe and prolonged snow events. Town centre and main pedestrian routes are to be cleared first. Use of salt/grit will be at the decision of the WDM or Head of Highway Operations. The decision regarding operational staff

to clear snow will be made by the Heads of Operations of City Clean and Cityparks

Private shopping precincts and private forecourts are not to be treated. Attention is then given to important linking footway and local shopping areas. In the last phase residential footways may be tackled but only with the prior consent of the Head of Delivery. Footway clearance is a lengthy labour-intensive task and therefore the WDM must decide on priorities and when the snow may be likely to clear naturally due to improved weather conditions. See **Appendix M**.

Appendix M

14.4 Snow Clearance - Night-time working

Night-time working is only permitted in highest priority areas e.g., main roads and town centre footways where deemed necessary by the WDM.

14.5 Snow Clearance - Provision of Labour and Payment Thereof

- 14.5.1 Before winter the Client is to approach its contractors and local plant hire companies to it to see if they would be willing to help in snow clearance. This is to identify the number of men available, plant, unit rates, communication arrangements, hire procedures and ability/previous experience in working on the highway. An annual register of snow clearance organisations is to be compiled by Client. If required for snow clearance, organisations on the register are to be approached before contact is made with any other organisations. See **Appendix L**.

Appendix L

- 14.5.2 Only the WDM can instruct snow clearance contractors. Uninstructed work will not be paid for.

15 Weather Forecasting

15.1 The forecast outstations are situated on:

- the A270 Old Shoreham Road at the junction with Hangleton Link Road
- Bexhill Road, Woodingdean
- The Fiveways junction
- Saddlescombe Road

The forecast outstations are equipped with sensors to monitor air and road surface temperatures, precipitation, humidity, road surface conditions and residual salt on the road surface, wind speed and direction. Data from the Forecast Outstation is retrieved remotely by computer.

Appendix Q

15.2 Thermal mapping was used to identify sections of road which are cooler or warmer than average due to topography, type of construction, traffic flows and other factors affecting road surface temperature. This information was utilised for the initial route planning.

15.3 A Weather Forecasting Centre provides daily forecasts via an Ice Prediction System during the months November - March inclusive. Forecasts will be available by 1400hrs each day. During October and April a general forecast is provided but the service can be extended by authorisation of the Head of Highway Operations to provide more detailed forecasts if required.

15.4 An outline of the current Ice Prediction System is given in **Appendix J**. Detailed information on access and use is contained in its User Manual.

Appendix J

15.5 The forecast will consist of the following elements;

- i) A 'General Forecast' for Brighton and Hove for the following 24 hours;

- ii) 'Site Specific' temperature forecast for the outstations together with a written text forecast.
 - iii) Morning Updates issued at around 8am each day, giving a résumé of the previous night's weather, and an indication of likely conditions for the coming night;
 - iv) 2-5 day forecasts are also provided to show the expected trend in the weather.
- 15.6 The WDM will print out a copy of the weather forecast at the time of making their decision and ensure that this copy is safely filed.
- 15.7 Updates will be made as necessary by the Weather Forecasting Centre and the WDM will be telephoned by the Centre if they deem it necessary. Should the WDM need to change the decision, they will inform the WSC immediately.
- 15.8 Outside of the Winter Service season, severe weather warnings are received by the Civil Contingencies Office and will be acted upon accordingly.
- 15.9 Details of condition indicator system for 'Road Danger Warnings' plus other weather information are given in **Appendix I**.

Appendix I

- 15.10 If for any reason the weather forecast is unavailable, precautionary salting is to be carried out when falling air or road temperatures reach +1°, provided the prevailing humidity, residual salt and cloud cover warrant that decision.

16 Communications

- 16.1 The communications available between the WDM & WSC are e-mail, telephone and fax. Communication between the WSC and its spreader drivers are the WSC's

responsibility and shall be maintained at all times. Mobile phones are provided to all drivers.

- 16.1.1 Telephones - **Appendix K** contains the mobile and home telephone numbers of persons who could be involved in the winter service.

Appendix K

- 16.1.2 Fax - also shown in **Appendix K** are fax numbers which may be useful during emergency situations. It is possible that the fax machine may not be manned out of normal working hours and an immediate response may not be made.

- 16.1.3 During periods of adverse winter weather conditions, the WDM may send a colleague to the Police Control Room in John Street, Brighton to ensure the latest information on road conditions is co-ordinated between the two Authorities. The WDM remains in control. The council's traffic control room may also be used for joint working such as with a representative from the bus companies.

16.2 The Communications Team

- The Communications team will provide regular internal updates during periods of severe weather via The Wave and BHCC website. Emails will also be issued to managers to cascade to their teams.
- Preparation for Heads of Service to cascade information via the councils external email portal. Can be used from any computer with online access.
- Implementation of an hourly service and advice updates to print radio and television news desks.
- Use of social media, such as Facebook, Twitter and YouTube to provide frequent updates to residents of Brighton & Hove.
- Provide a Highways Winter Service Special in the Autumn edition of City News.
- Provide clear legal advice regarding liability for clearing snow from the pavement.
- Shovel, Sweep, Salt message to be widely publicised.

- Discussions with the CVSF and other third party organisations so that information can be passed onto residents prior to or during severe weather to reassure, inform and mobilise them.

17 Co-ordinating with Neighbouring Highway Authorities

- 17.1 Reciprocal salting arrangements ceased in 06-07 due to nationwide concerns regarding liability issues. BHCC will take responsibility for the notice of closure at Old Boat Corner if directed by ESCC WDM.
- 17.2 In the event of snow, clearance will be managed by each HA within its own boundaries, unless the Duty Officers of each authority agree on a day to day basis to assist each other.

Appendix S

- 17.3 In the event of severe and prolonged snow or other business continuity issues, the Head of Highway Operations will liaise with counterparts in East and West Sussex as required and with BHCC's Civil Contingencies Officers.

18 Salt

- 18.1 Salt (Sodium Chloride) will melt ice and snow at temperatures as low as minus 21°C. However, salt starts to become much less effective at minus 5°C and almost ineffective at lower temperatures. As a result, its use becomes practically, economically and environmentally infeasible.
- 18.2 Available alternative de-icers are regularly reviewed, particularly with a view to their use on structures and special paved areas. However, such alternatives are currently prohibitively expensive and may also have their own environmental disadvantages. Therefore, as the temperature seldom falls below minus 5°C, salt is used almost exclusively as the means of melting ice or snow on the highways (including structures

and special paved areas). For trouble spots or extreme gradients, grit may be spread to assist with traction.

- 18.3 The salt currently in use is Crystalline Rock Salt complying with BS3247: 1991 Table 1. It is 6mm nominal size (Fine Grade). See **Appendix C** for current maximum stock allowed and method of procurement.

Appendix C

- 18.4 In extremely low temperatures, or heavy snowfall, a mix of salt and grit, or pure grit, may be used to aid traction.

19 Salt/Grit Containers

- 19.1 A mixture of salt/grit is stored in bins at various roadside sites throughout Brighton and Hove as a self help for residents.
- 19.2 The general principles for providing a bin are as follows: -
- 19.2.1 Bins would not normally be situated on spreader routes unless there was considered to be a special need.
 - 19.2.2 Hills, steep junctions and places where water can seep across the carriageway, are general siting considerations.

- 19.3 Location of salt/grit containers are shown in **Appendix N**. Currently there are over 400 bins throughout the City.

Appendix N

- 19.4 Certain organisations such as police, fire, schools, may collect small quantities of salt from Hollingdean Depot for use around their premises. Authorisation for this must come from the WDM, and visitors must adhere to risk assessment procedures for collecting salt, shown in **Appendix R**.

Appendix R

20 Budget

- 20.1 The budget allows for precautionary salting of the Standard Routes 30 times per winter plus a two day snow event.
- 20.2 All costs incurred in Winter Service should be charged to the winter service budget which is administered centrally by the Client.

- 20.3 **Appendix P** indicates how any costs should be allocated.

Appendix P

- 20.4 Any under spend of the Highways Winter Service budget is added to the Corporate Contingency Fund and is carried forward to cover additional costs as a result of severe cold weather events and for any extraordinary requirements for the service such as technical/vehicular support.

A major snow period lasting up to 5 days would utilise much of this contingency fund in covering the additional ongoing costs of operatives, fuel, vehicle maintenance and contractor work required to run such a major operation. During a serious snow event or an extraordinarily cold winter it has been necessary to draw down from this fund, and amounts have been drawn down in 2006-07, 2008-09, 2009-10, and 2010-

11 for precisely this reason. If the fund falls below £250,000 it may be topped up by the environment budget at the year end, should funds be available.

21 Health and Safety

- 21.1 It is particularly important that Health and Safety precautions are strictly observed by the Contractor during pre-salting and snow clearing operations. At these times road conditions are likely to be very poor with additionally poor visibility and weather.
- 21.2 If a spreader is overdue to return to the depot or contact is lost, the WSC shall be responsible for re-establishing contacts or instigating a search.

22 Performance and Monitoring

- 22.1 The Contractor is required to provide data relating to the execution of salting and salt used during winter maintenance to the WDM to permit the monitoring of winter service operations.
- 22.2 The Salt Monitoring spreadsheet must be maintained by the WDM throughout the season, detailing amount used in each 24 hour period and any tonnage delivered. This is available on the shared drive and should be completed by the WDM on duty each week.

Appendix H

- 22.3 "Well Maintained Highways – A Code of Good Practice 2005", with updates, sets Standards and Performance Indicators for Winter Service activities. These are given in Appendix T. Suggested targets for these indicators have been set out by the Audit Commission and also appear in **Appendix T**.

Appendix T

23 Business Continuity/Emergency Events

- 23.1 The usual rota for gritter drivers are 6 on shift per week. The rota utilises 2 shifts, each shift being off duty one week then on duty the next week. There are 15 members of staff trained to operate gritters. In reduced staffing conditions, drivers may be asked to be on shift for 2 weeks at a time. More staff are to be trained 2011-12, once time permits and new gritters are in place in order to increase resilience in extreme conditions which require 24/7 operations.
- 23.2 Drivers' hours' legislation must be observed unless there is a compelling emergency reason to override these. If necessary, the service will be reduced to emergency main routes only already identified and documented in partnership with the emergency services. Depending on the length of time that this situation continues, press communication must be given out to the public to notify of potential reduced safety compared to normal gritting routes.
- 23.3 In a major snow event, a Winter Duty Manager will go as soon as practicable to the Depot and assist the Co-ordinators in overseeing the service operation. This will ensure that decisions can be made on the ground in real-time.
- 23.4 If it is not possible to treat the usual routes, either due to heavy snowfall, staff shortages or other major event, a priority network has been agreed with the emergency services and bus company. The priority emergency route list can be found at **Appendix B** (Spreader Route Information)

Appendix B

- 23.5 Communication to the public and other agencies will be co-ordinated via the Communications team and Civil Contingencies office.
- Communications to members, the communications team and Strategic Leadership Board will be co-ordinated by the Head of Highway Operations.

White Book Updates will be made as required and each update will be incorporated into the annual winter service plan. Any updates made during the winter season will be recorded on an update form (a copy of which is included in **Appendix Y.**)

Appendix Y

Salting routes will be reviewed before each winter period to take account of network and bus route changes as well as partner agencies' priorities where practicable.

The Highways team are continually working with the Civil Contingencies Team and the Sussex Resilience Forum to maintain and update the adverse weather plans.

25 Distribution List

A list showing holders of the White Book is shown in **Appendix Z.**

Appendix Z

26 Appendices

A list of Appendices is shown at the commencement of the Appendix Section.

Partner Agencies: review of 2010-11 winter

In May 2011, the Head of Highway Operations contacted various partner agencies and other council sections in order to review the operation of the Highways Winter Service Plan during winter 2010-11, particularly regarding the two snow events which lasted several days each.

Council sections contacted were those represented on the Civil Contingencies' list for Major Incidents, which includes premises management, social care, housing, environmental health, seafront, communications team, etc. The response was that the Transport Cell was the main area of interest and that the highways issues had been previously well discussed. Winter discussions have continued through this forum, with the latest being in July 2011 at time of writing this report.

Partner agencies were those represented on the Brighton Resilience Forum which includes the emergency services, the NHS, the main bus company and certain businesses such as the Marina.

The responses received back are listed below:

Police

The police stated that from their perspective, the Highways Winter Service was handled well. Specifically the comments were that:

- * All of the standard and main critical routes previously identified by the Roads Policing Unit were kept clear.
- * The gritting of the roads worked well and re-gritting was our priority during the snow/ice event.

Road collision data for the period 30/11/10 to 04/12/10 showed 12 collisions. There was no specific pattern in where the collision took place and data does not show whether they are directly attributable to snow and/or ice.

NHS

Sent: 27 April 2011 09:37

[Please see the following comments from Brighton & Sussex Hospitals NHS Trust:](#)

[This Winter's gritting in BHCC was much improved on the previous year .](#)

[The Royal Sussex County Hospital benefited from the Highways team kindly gritting right up the ambulance slope to A&E entrance.](#)

The pavements seemed much safer following the extensive pavement gritting programme the team carried out and we certainly did not see the huge surge in attendances due to slips and falls on ice as we had done the year before.

Most of the key bus route were kept clear and the busses managed to continue running a reduced service where ever possible which made a big difference to our critical staff, many of whom rely on public transport to get to work

The communication plan was very effective and as the emergency planner at the trust I felt I was kept well informed of the gritting plans before the Winter came and also of issues that arose during the snow.

Thank you

Buses

Thank you for your email. It's my belief that your team did really well under very difficult circumstances and this observation was part of my submission to the Scrutiny Panel. I think we just need to keep doing what we do, keep the lines of communication open and make sure we don't lose sight of what we have learned when the going gets tough.

From: Christina Liassides
Sent: 03 May 2011 15:09

Thanks very much for your detailed reply. We will collate all of the information for our winter service plan review and we'll give fuller feedback at a later date, but in the meantime I wanted to let you know that the information that you gave us last year was incorporated into our plan – and gritting work – during this last winter.

Basically we included everything requested bar a couple of the outlying areas. We mapped all of the turn around points apart from one which was on a roundabout which would already be taken care of on a standard and priority route, so there was no need for this as an additional action. The drop off points for grit piles (emergency grit bins) were also identified using your turn around points so hopefully that will work in conjunction with your scheduled turn around points. I've attached the relevant maps for your information. We made sure that we carried out all these grit drops and ran these routes many times during both snowfalls. Perhaps you could let us know whether there were

specifics that prevented the buses turning around in cases where our priorities match up with yours?

Unfortunately as you know, some roads just don't respond well to treatment no matter what we put down, and these are usually the more lightly trafficked, hillier areas but a lot of the main roads were open quite quickly providing we weren't experiencing continuous snow. You can see from the summary I attached originally that we concentrated initially on main routes and then gave extra attention to those outlying areas in an effort to open them up as quickly as possible. I am not sure if there is much more we can do but happy to work further with you during summer on additional turn around points if this will help push your service outwards as we clear more routes.

As promised, we will look at all the points below in detail for our 2011-12 plan.

From: Mike Best

Sent: 28 April 2011 11:52

Thank you for your email. All things considered I thought the City Council did very well in keeping the city moving in really tough conditions. The key issues for Brighton & Hove Buses are:

- Keeping North Street and Edward Street open as a top priority when conditions are at their very worst to enable a basic cross-city bus service from Portslade to Kemp Town via the RSCH. As Portland Road, New Church Road and Eastern Road are flat, the hilly North Street and Edward Street become critical for this route.
- Similar comments for Terminus Road as conditions improve because this gives buses access to large parts of the west and north of the city along the flat Cromwell Road and Dyke Road.
- As conditions further improve we can get to more parts of the city, but the key issue is then how to turn buses round at non-scheduled points. For example, we can often get as far as the Downs Hotel but no further, so as long as buses can turn round we can get that far. But unless buses can turn round there we can't get anywhere near Woodingdean. There are many other similar examples across the city.
- We need co-operation with East Sussex, because there are times when we can only serve Rottingdean and Saltdean along the A259 as long as we can turn round at Sutton Avenue roundabout in Peacehaven. If the section of the A259 within East Sussex (from Telscombe Tye to Peacehaven) isn't gritted then we can't serve Rottingdean or Saltdean because again we can't turn round.
- The attached PDF shows a map (over 2 pages) of key routes we can serve depending on the severity of the conditions. It is one I submitted to Andreas Homeyer earlier in the

year. It shows the network we hope to operate and locations of unscheduled turning points. It would be good to have grit available at these points to keep turning points clear.

- Abandoned cars were a problem in some areas, in some cases like Queen's Park Road for some considerable time. I wonder if we can deal with this problem more effectively?
- There was one occasion when all the gritters went back to the depot to re-stock at the same time; as the snow was falling heavily we couldn't keep key roads clear and this made conditions difficult.
- We used snow chains on buses for the first time and this proved really successful. Snow chains are useful for breaking up the solid ice and working the salt into the snow. We hope to expand this next time.
- Communication with the gritting team through the mobile phone number was very good.
- We did receive some feedback from residents of Westdene after the event that it took a long time to get back into that area. It's really hilly but perhaps we could look at clearing Valley Drive more quickly? Most other places found themselves within a reasonable walking distance to a working bus route most of the time.

I hope this information is useful and do let me know if I can be of any further help.

Regards
Mike Best

Operations Director
Brighton & Hove Bus and Coach Company Ltd

Sent: 26 April 2011 09:33

Subject: FW: Highways Winter Service: post-winter summary

Dear all

I am contacting you because although winter is now officially over, BHCC's Highway team carry out a continuous programme of review to our Winter Service Plan. So I'd be grateful for any feedback you may have from this winter. This helps with the review of our Winter Service Plan for 2011-12 as well as giving us general information about the whole city's services and resilience.

It's also an opportunity to feedback to you about our Highways Winter Plan for 2010-11 so below is a brief resume of what we did.

As you know, we worked with all of you last year on various aspects of winter service, including your own resilience plans as well as our Highway one. As a result, we made some additions to our gritter routes, increased the amount of grit bins in the city, mapped out our pavement clearance priorities and agreed

grit drop locations with specific partners, especially the bus company. We supplied and filled some grit bins for non-highway premises on the proviso that future refills would be the responsibility of that agency. This is because Highways has limited storage facilities and needs to ensure its salt stock is managed throughout the winter for public roads and pavements.

In consultation with our partner agencies, we also refined our priority routes which are designed to be used in extreme circumstances when it is necessary to concentrate resources on a reduced network.

- Full Routes cover 254 km or approximately 41% of the total road network in the city including all A & B roads, most C roads, roads to emergency services' premises and all bus routes.
- Priority Routes cover 212 km or approximately 33% of the total road network including all A roads, most B roads, roads to emergency services' premises and key bus routes.

We also worked hard on our communications plan, and made sure that during winter we kept our website and other social media up to date with information about what we were doing and with maps of our routes, grit bins and grit drop locations. Information was distributed to partner services prior to the winter season.

The original budget for the Highways Winter Service is based on 30 gritting runs per year plus a 2 day snow event. This year, we carried out 62 gritting runs in total, and the city experienced 2 snow events both lasting several days. For your information, I have attached a spreadsheet showing the breakdown of gritting runs. As you can see, Highways go out road gritting whenever it is cold enough to give frosty or icy conditions not just in major snowfall so general winter feedback is useful, not just on the snow events.

Our 400+ grit bins were filled 5 or 6 times over the entire winter period and we carried out additional grit drops to over 50 locations.

Pavement gritting was carried out daily throughout the city during and after both snow events although on one day of continuous snow fall, we concentrated on routes around the hospitals, station and main town centre only. The second snowfall left a fair bit of ice on untreated roads and pavements so we continued to carry out road/pavement gritting for several days up to the Christmas break.

I have attached a summary of Highway actions during the first snow event which I hope will give you a good flavour of the operation that goes on. In the time between the first December snow and the second, we carried out major logistical operations with regard to gritting materials. Salt supplies were hauled in from holding depots in East and West Sussex as well as receiving some direct from our salt supplier. Sharp sand was delivered to Hollingdean Depot, Stanmer Park and Hove Park so we could run operations out of various locations utilising Cityclean and Cityparks staff.

We used 1585 tonnes of salt and 487 tonnes of sharp sand mostly on road gritting with a further several hundred tonnes of grit on pavements and grit bin refills. Usage was not as high as expected due to very mild weather in October, February and March.

We held 1,500 tonnes of salt prior to the start of the season and received a further 800 tonnes during the winter.

If you have any comments, I'd be grateful if you could reply by 11 May to collate them for discussion at our Highways meeting later in May.

With regards
Christina

Rec	Recommendation	Comments	Position as reported to 4 November 2010 Environment CMM	Date	Update for ECSOSC 2011
1	Greater coordination within the council and between partners is required, building upon examples of good practice. The WSP should be developed with input from partner organisations.	Agreed. Can use the Brighton and Hove Resilience Forum to do this. This group contains all category 1 responders and major local employers.	Meetings of Brighton & Hove Resilience Forum have taken place plus work with individual agencies. Brighton and Hove are likely to set up a 'Severe Weather Office' with stakeholders meeting together coordinate an improved response. This is due to be tested at an exercise at Hove Town Hall on 4 November. The Civil Contingencies Team is also working on a revised severe weather plan to provide more support to the vulnerable at times of severe weather.	Ongoing but WSP 2010-11 developed with input from partner organisations.	BHCC Highways in conjunction with Civil Contingencies team carried out partnership working on winter during summer and autumn 2010. This included offering advice about clearance and supplies, incorporating some requests into gritting routes, providing grit drops or grit bins near key premises, agreeing priority routes for extreme circumstances. Highways WSP presented at Environment Cabinet Member meeting on 4 November 2010 and

					<p>available on the website.</p> <p>During winter, inter-agency teleconferences held for December snow events. Transport Hub activated and plans made for Christmas-New Year period in case of severe weather. Highways team worked with bus company to inform and deliver on routes.</p> <p>Pavements around key infrastructure - e.g. hospitals – given priority for clearance.</p> <p>See Attachment 5</p>
--	--	--	--	--	--

2	All relevant services should have regularly updated snow resilience plans that feed into the WSP.	Agreed. Will form part of the Business Continuity review now being carried out which will specify high risks	The Sussex Resilience Forum (SRF) has undertaken a review of contingency planning for the Sussex Police area following the recent severe winter. The Environment Agency has led a number of Task and Finish Groups to develop our response to protracted periods of severe weather. The highways issue is only one of a series of problems faced during severe weather. These groups are scheduled to report back to the SRF Executive on 28 October for the revised plans to be approved and able to be invoked for the forthcoming winter. They include an improved warning system, improved communications plan.	Completed for 2010-11 but should be ongoing process	BHCC Highway Winter Service Plan shared with all partner agencies. BHCC contributed to Health resilience plans. BHCC Highways & Transport teams worked with bus company to agree priority routes and turn-around points as well as to ensure communications up to date during severe weather. BHCC Highways Winter Service Plan has always been and will continue to be reviewed and updated annually
---	--	--	---	---	--

3	<p>A review of gritting routes is made on an annual basis. This review should be undertaken with partners and take into account the needs of priority services. This review should also take into account health statistics to identify problem areas not already on gritting routes.</p>	Agreed.	<p>See point 1 and 2 above. Highways have utilised information from the Resilience Forum and also engaged individually with specific partners on more complex issues e.g. hospital access or how best to service outlying bus routes that may need alternative routing during extreme conditions.</p>	<p>Consultation and route planning complete by 1 November but if major changes to gritting routes are required in the future this will require introduction of additional resources including staff time, route re-mapping, IT/GPS technology and possibly additional vehicles.</p>	<p>BHCC WSP: Consultation and route planning took place with partner agencies. Gritting routes expanded to include some agency requests e.g. bus route round Mill View, Marina bus route and coastguard station. Not all requests could be met e.g. gritting on other agencies' land as this would require a currently unachievable increase in stock and resources. Analysis included information from police and health. Also incorporated new guidance from Department for Transport. Plans will be reviewed again prior to winter 2011-12.</p>
---	--	---------	---	---	--

4	<p>Building upon action taken during the severe weather events policies and procedures regarding the temporary transfer of staff to support specific services in the event of snow should be agreed across the council and wider public sector. Lists of staff available to support other services should be compiled, for example call centre capacity needs to be enlarged during periods of prolonged snowfall to deal with the increased volume of calls.</p>	<p>Agree in principle although further work needed corporately across the council. This is already being investigated within Sustainable Transport, Cityclean and Cityparks. Bringing in additional staff across the council will require a greater level of co-ordination and may need HR involvement & Communications to make arrangements with unions, etc. To preplan staff redeployment during severe winter weather will require a strategic corporate decision. Will also need to consider training, PPE, etc. Contact centre capacity: discussions already in hand with ASC single contact point and Hollingdean staff to increase capacity and opening hours</p>	<p>In progress - being undertaken within existing resources for council teams with lead roles in winter e.g. Environment, Business Continuity and Adult Social Care.</p>	<p>Ongoing but all staff involved in Highways WSP trained and with relevant support by start of winter season 2010</p>	<p>City Infrastructure teams were integrated and worked well together. Training completed by November 2011 for contact centre staff, comms team and other highway/environment staff. Information pack sent to planning & environmental health services for telephone support if required during severe weather. Additional staff trained in shovel loading and 4 x 4 driving so could switch to essential winter duties during severe weather.</p>
---	--	---	--	--	--

5	Schools closure policy in the event of snow should be clarified and then communicated to all parents.	Schools have been issued with guidance on emergency closure and been provided with a model letter to send to parents if snow/closure is likely.	Schools and Highways have worked together to identify priority school routes during examinations.	Ongoing	Highways in contact with Schools officers re snow clearance and donated some grit for premises clearance
6	Consideration needs to be given to communication with the public both during and prior to snow events:	Agreed. Please see the evidence submitted to the scrutiny investigation on communications.	A communications strategy is currently being drafted, which will include phases of communications in autumn (preparation) and during any crisis	By mid October	<ul style="list-style-type: none"> Information in City News Nov 10 – focus on how to prepare Website page updated to reflect improved WSP Links from home page to additional useful information Video information via website <p>See Attachment 1, 2 & 3</p>

6a)	<p>Regular updates during periods of severe weather are required, thought needs to be given as to how this occurs if staff cannot reach their place of work.</p>	<p>Agreed – we are already doing this regularly this and the communications team was congratulated verbally during the scrutiny review more than once for its regular internal updates. Work in the future will fundamentally involve the use of regular ‘bulletins’ on the Wave and website but will also include an email issued to all managers to cascade to their teams. The Emergency Staff Advice Line can also be put in use. Communications for staff who are not able to access their normal workplace will form part of the latest business continuity plan for communications, which is currently being drafted.</p>	<p>The communications strategy will include the implementation of hourly service and advice updates to print radio and television news desks, as well as on the website, through social media platforms and internally. The communications team is also preparing all heads of delivery units and other relevant managers to cascade information via email on the council’s external email portal so that they can do this from any online computer. The Emergency Staff Advice Line is ready to use when required. Comms staff with access to all the council’s communications tools will be rota’d 24/7 in the event of any severe weather.</p>	<p>Ongoing – briefings completed by November and repeated periodically.</p>	<ul style="list-style-type: none"> • Briefings 2 or 3 times per day to members and SLB • Regular communication updates via radio, website, Twitter and Facebook saying what we had done and what we were doing next • Gritting route maps, grit bin locations and grit drops all available on website • Video on You Tube and website about what the council does and what individuals can do to help • Shovel, sweep, salt message • Messages on bus website and real time information
-----	---	--	---	---	---

See attachment 1 –

external briefing Attachment 4 – internal briefings to councillors and managers					
--	--	--	--	--	--

6b)	<p>Use of social media should be expanded as it allows for frequent updates to reach large numbers of people. People should be directed towards the website for information.</p>	<p>Agreed - we are already doing this with considerable success. Indeed the council's use of social media during the recent snow crises was highlighted as best practice in I&DeA's recent 'Local by Social' report and Socitm's "Twitter Gritter" report. It was also praised by the national Government. In the future, we will make full use of the major social media technologies, including interacting with well-read blogs, posting information on micro-blogging site and social networking sites and consulting residents on communications.</p>	<p>The council is increasing its potential audience across all relevant social media technologies, including Facebook, Twitter, Flickr and YouTube. We were primed to deploy visual, audio and text-based communications to these platforms.</p>	<p>Ongoing</p>	<p>As above, full use made of social media. City Infrastructure worked with comms team to deliver updated messages via Facebook, Twitter, website and YouTube. Also worked with bus company regarding communications on routes.</p> <p>Through winter all contact to Cityclean went up by 5% compared to last year. Call volumes however were 29% lower and online contact was up 42%.</p> <p>We also received three to four times more hits than usual on the website on many occasions during the snow, but saw only a small increase in calls during these times. This shows the effectiveness of the</p>
-----	---	--	--	----------------	--

					information we were coordinating with you and putting out through our winter update section online and through social media. See attachment 1
6c)	City News in the autumn should contain information of what to do during severe cold weather.	Agreed. We will publish a winter service special informing residents how the local public sector is preparing and how residents and businesses can also make preparations in advance of any cold weather.	The early November edition will be the 'snow special' and will include news, features and advice related to the potential for severe weather. Copy is currently being produced	Edition comes out on November 1	Completed. See attachment 2

6d)	Clear legal advice regarding liability for clearing snow from the pavement should be made widely available.	Agreed - we will deploy the 'Shovel, Sweep, Salt' message again as part of a mini-campaign <i>well in advance</i> of any predictions of severe weather. Note: during the last weather crisis, this message appeared in the headline of the front page of the city's major news medium, the Argus - which is the ultimate goal of media message placement during an emergency.	A key part of the communications strategy will involve rolling out the 'Shovel, Sweep, Salt' message in a mini-campaign.	Prior to any forecast of severe cold weather	Information in City News and on website. Link from BHCC website to government guidance. See attachment 1 & 3
6e)	Discussions should be held with the CVSF and other third sector organisations so that information could be passed on to residents prior to or during severe weather to reassure, inform and mobilise them.	Agreed.	We have agreed with our CVSF partners to share with them our communications in advance of and during winter so that they can deploy them within their own communities.	Done.	Completed

7	<p>There is a need to support local residents in being able to grit roads not on gritting routes. Gritting points should be established and marked where grit will be dropped off by the council when required. The panel felt investing in extra gritting bins would not be cost-effective.</p>	<p>Agreed - but with additional clarification that this will only take place where severe and prolonged snowfall is expected rather than for snowfall which is predicted to melt rapidly or is fairly light.</p>	<p>Additional grit bins in place where the requests met agreed criteria. Gritting points established where gaps exist, where most needed (e.g. steep slopes) and where no grit bins are in place.</p>	<p>By 1 November 2010</p>	<p>Grit bins increased by 50+. Grit drops took place during both snow events – mainly in steep colder areas and particularly as important transport nodes. List of grit drops, gritting routes & grit bins available on website.</p> <p>See attachment 1</p>
8	<p>A new fleet of gritting vehicles is required and the panel support the agreed allocation of funds for this; in future vehicles should be replaced on a rolling-programme and more frequently than every 10 years. Adequate staff time should be given to research the best available vehicles.</p>	<p>Agreed. Market research into new gritting vehicles currently in progress. Due to research requirements and procurement timescales, not possible to have new vehicles in place by beginning of this winter season but work will proceed as quickly as possible. Any fleet replacement across the council should look at increasing the number of 4 wheel drive vehicles. Will also investigate purchase</p>	<p>Detailed market research undertaken in order to spend the money on the best vehicles for Brighton & Hove's terrain e.g. narrow streets, steep hills, high cambers and speed humps. Procurement in progress. Legal requirements for procurement mean that timescales can take up to several months. Can take up to 26 weeks for companies to build the gritter vehicles once</p>	<p>Replacement gritter fleet by 1 November 2011. Other vehicle replacement as and when required within individual services</p>	<p>Vehicles delivered in stages end Aug-Sept</p>

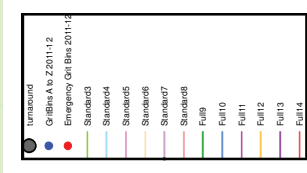
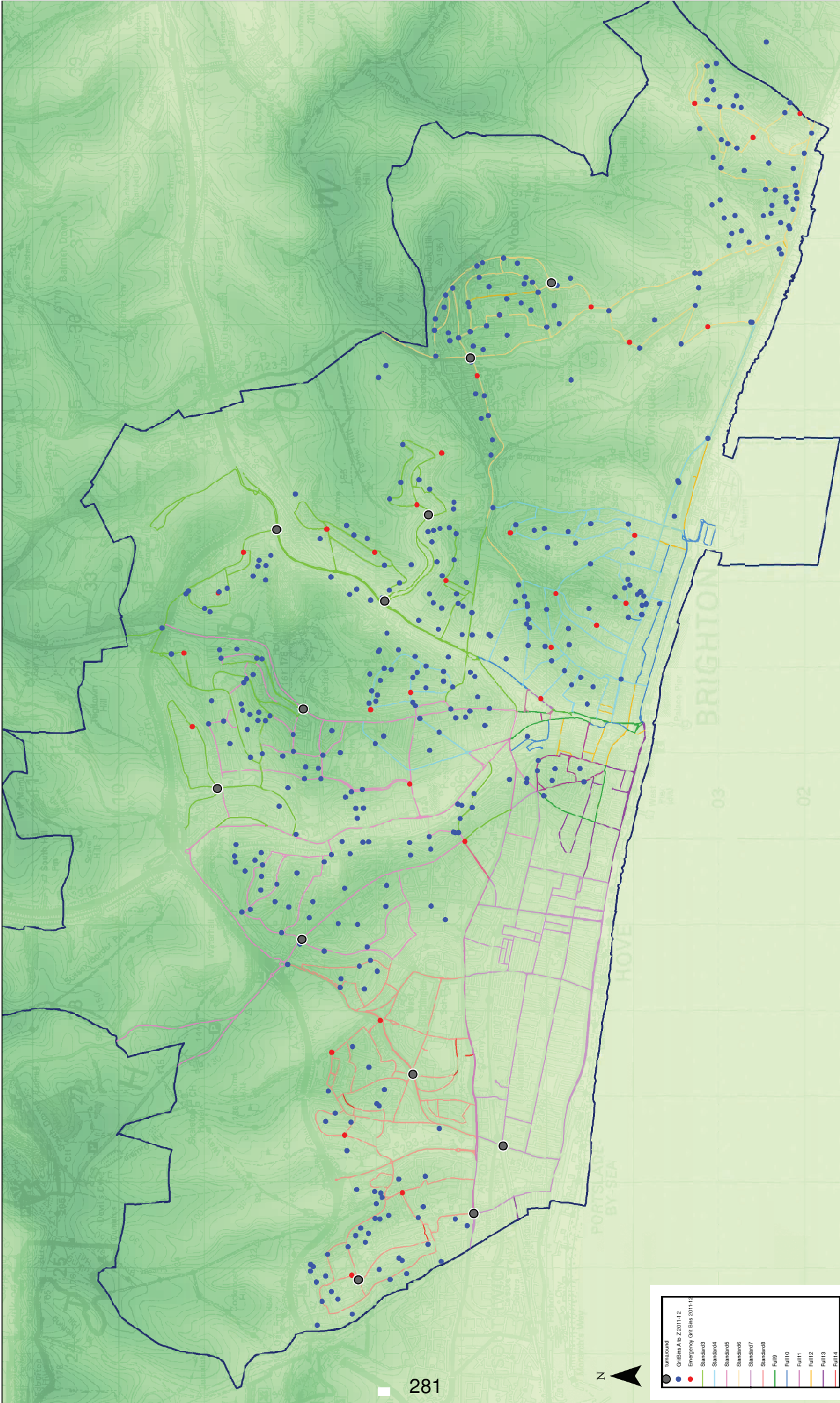
		of a machine for pavement gritting.	ordered		
--	--	--	---------	--	--

9	A covered salt barn at the Hollingdean Depot would be of benefit. This should be prioritised as part of any future upgrades to the Depot.	Agreed. Discussions regarding redevelopment for Hollingdean Depot are due to start soon and the winter service requirements are already logged for consideration. In the meantime, Network Management are exploring the possibility of utilising some space at one of West Sussex County Council's depot but salt would only be covered by tarpaulin and would still therefore have a limited storage life.	Have investigated the possibility of temporary cover but even this is difficult within the confined space available. Also repairs to the walled area are required so not able to erect a temporary structure this season. Highways have discussed long term needs with surveyor and relevant depot coordinators.	Long term - dependant on Depot redevelopment timescales	Types of provision and estimates have been obtained but cannot be progressed until depot safety works are completed and long-term location for salt is identified. Additional salt stored at West and East Sussex and brought in as required before Christmas. Additional salt stored at WSCC for winter 11-12
10	There should be investment in relatively inexpensive equipment such as shoe adaptors for priority council staff to enable them to work during severe snow events.	Managers of services that require staff to work outside in such conditions should include this in any business continuity reviews.		In progress for Network Management & Cityclean	Investigated but options available not seen as particularly robust. However, all staff issued with relevant PPE for working on highway. Other services have issued these to staff.

Also please see attachment 4 – summary of City Infrastructure actions taken during first December snowfall & attachment 6 – photographs from Local Government Association reviews



New BHCC gritter chassis



**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 40

Brighton & Hove City Council

Subject:	Permission to Consult – Communal Recycling Trial City Centre		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Gillian Marston	Tel: 29-4725
	Email:	gillian.marston@brighton-hove.gov.uk	
Key Decision:	No		
Ward(s) affected:	Brunswick and Adelaide		

FOR GENERAL RELEASE.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The council's Waste Management Strategy Action Plan was adopted by the Council in March 2010 and sets out a commitment to trial communal recycling in the city centre to increase recycling rates.
- 1.2 Through the council's Community Waste Forum an area of Brunswick and Adelaide Ward has been put forward as a potential trial area.
- 1.3 This report seeks permission to consult with residents in the area on introducing a communal recycling trial. The outcome of the consultation will be reported back to this meeting to inform the decision on the implementation of the trial.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Environment & Sustainability endorses proposals to consult with residents in the identified streets on the introduction of communal recycling.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 A weekly recycling collection service is provided in the city centre. However many residents have limited room to store their recycling and a high turnover of population means that not all residents are aware of how to access the weekly black box recycling service.
- 3.2 To address some of these issues the council's Waste Management Strategy Action Plan includes an action to trial communal recycling to make it easier for residents to recycle and to increase recycling rates.
- 3.3 Increasing recycling is a priority for the council and ward councillors for Brunswick and Adelaide ward have suggested the trial is run in their area, subject to consultation.

- 3.4 A map of the proposed trial area is attached as Appendix 1. It would consist of:
- Roads between Western Road and Lansdowne Road, from Holland Road in the West across to Norfolk Road in the East.
 - The roads south of Western Road from Brunswick Street East and Western Street/ Norfolk Square.

3.5 Approximately 5,200 households would be included in the trial.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

4.1 This report seeks permission to consult on a trial. If permission is granted we will consult and engage with residents to seek their views on:

- The current recycling service
- Whether they are in favour of being part of the trial
- What if any concerns they have about the trial and how these might be mitigated
- Views on the types of recycling containers that could be used and their positioning.

4.2 The consultation will include:

- a focus group to help develop detailed proposals for the trial;
- attendance at residents association meetings and other relevant meetings to gain views on the proposals;
- a mail out to all households in the trial area to seek their views on the proposed trial.

4.3 If approval is granted the consultation will run in November and December 2011.

4.3.1 The results of the consultation will be brought back to a later Cabinet Member Meeting for consideration.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The cost of the consultation is estimated to be approximately £10,000. This will be funded through the Waste PFI reserve, from funds set aside for the implementation of the waste strategy. The cost of the trial is expected to be no more than £140,000 and this will also be funded through the Waste PFI reserve set aside for the implementation of the waste strategy. The exact costs will be determined based on the outcome of the consultation. Approval for the trial will be sought on completion of the consultation.

Finance Officer Consulted: Karen Brookshaw

Date: 08/09/11

Legal Implications:

5.2 There are no legal implications arising from this report. The Council has powers to specify and to provide the types of receptacles to be used for depositing waste for collection and may also require particular locations, including the highway, to be used. The results of consultation will need to be taken into account in coming to decisions

Lawyer Consulted:

Elizabeth Culbert

Date: 07/09/11

Equalities Implications:

- 5.3 Recycling services need to be accessible for all residents. Proposals for the trial will be subject to an Equalities Impact Assessment to identify potential equality implications and take appropriate measures to address these implications. The council provides an assisted service for people who are not able to use communal bins or handle refuse and recycling containers. This service has been developed with various groups across the city such as the Federation for Disabled People. It will operate in the proposed recycling trial area and will be advertised so those in need are able to access it

Sustainability Implications:

- 5.4 The purpose of the trial is to see whether it increases recycling rates. This will be monitored and evaluated as part of the trial.

Crime & Disorder Implications:

- 5.5 There are no implications for crime and public disorder

Risk and Opportunity Management Implications:

- 5.6 There are no particular risks associated with the proposed consultation. The consultation itself will help inform any risks associated with any proposed trial.

Public Health Implications:

- 5.7 There are no implications for public health.

Corporate / Citywide Implications:

- 5.8 If the trial is successful it could lead to an increase in recycling rates. If this was the case, and residents response to the trial is positive, the council could consider extending the scheme subject to consultation with residents and ward councillors. .

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Communal recycling is the only main alternative to the current door step collection service. Options as to how it can best be implemented will be explored with residents as part of the consultation and evaluated as part of the process.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The trial has been identified as an action in the council's Waste Management Strategy. Further requests for the trial have been received through the Community Waste Forum.

SUPPORTING DOCUMENTATION

Appendices:

1. Map of proposed trial/ consultation area

Documents In Members' Rooms

None

Background Documents

1. Brighton & Hove City Council Municipal Waste Management Strategy



Notes for Cllr Pete West

Permission to Consult – Communal Recycling Trial City Centre

- Many residents in the city centre do not find the weekly recycling service user friendly because they do not have a lot of room to store recycling.
- There is also a high turnover of population in the city centre and often new residents do not know how to access the service.
- To address these issues the council's waste strategy sets out a commitment to trial communal recycling in the city centre.
- Requests for a communal recycling trial in Brunswick and Adelaide Ward were put forward through the Community Waste Forum.
- This report seeks permission to consult on a communal recycling trial in this ward.
- If permission is granted the consultation will run in November and December and the results will be brought back to a Cabinet Member Meeting the spring for consideration.

