



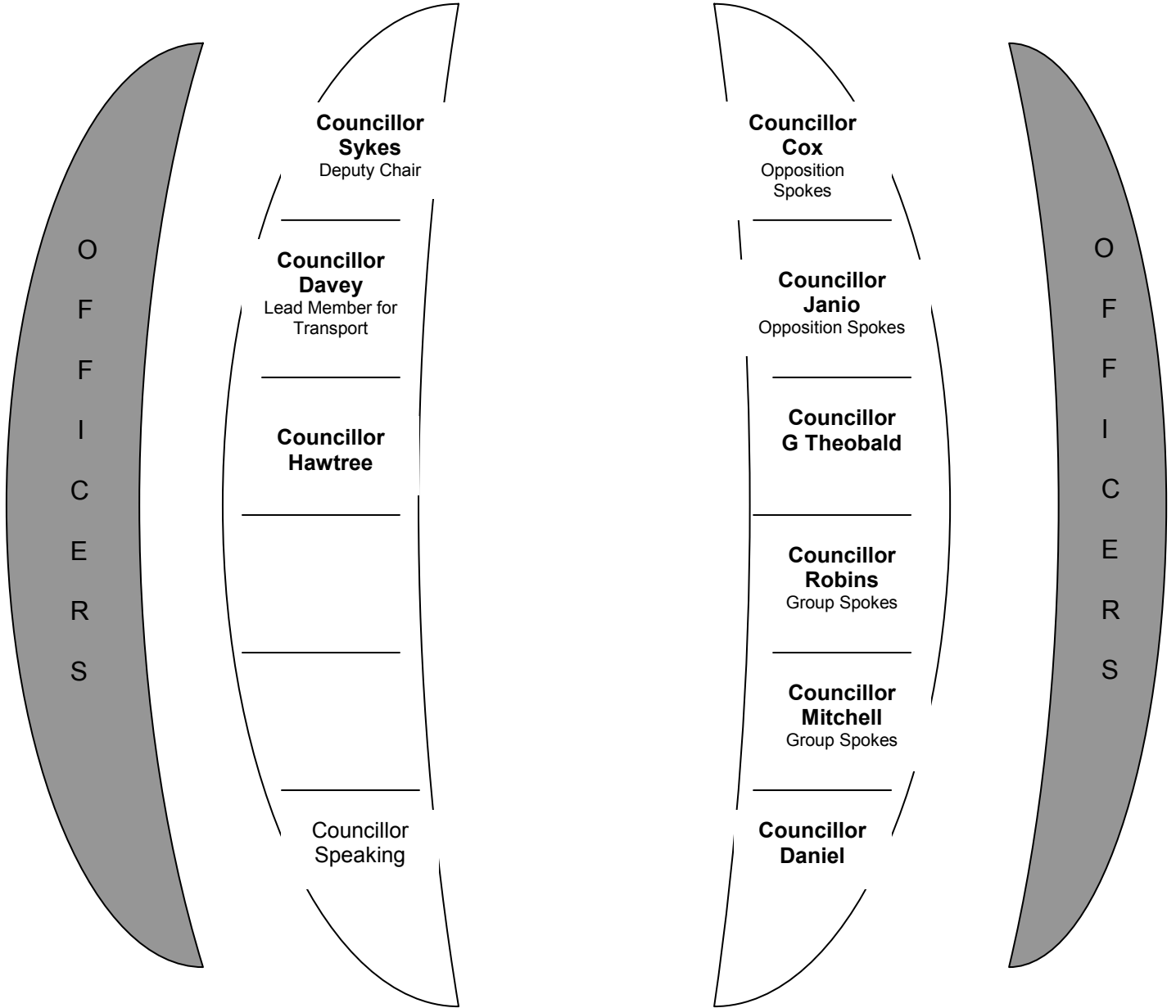
Brighton & Hove
City Council

Environment, Transport & Sustainability Committee

Title:	Environment, Transport & Sustainability Committee
Date:	29 April 2014
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: West (Chair), Sykes (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Daniel, Davey, Hawtree and G Theobald
Contact:	John Peel Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk
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Democratic Services: Environment, Transport & Sustainability Committee

Legal Officer	Executive Director Environment, Development & Housing	Councillor West Chair	Democratic Services Officer
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AGENDA

PART ONE

Page

98. PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
 - (a) Disclosable pecuniary interests not registered on the register of interests;
 - (b) Any other interests required to be registered under the local code;
 - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

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

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

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

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

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

99. MINUTES

1 - 26

To consider the minutes of the meeting held on 4 March 2014 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

100. CHAIRS COMMUNICATIONS

101. CALL OVER

- (a) Items (105– 112) will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

102. PUBLIC INVOLVEMENT

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

- (a) **Petitions:** To receive any petitions presented by members of the public
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 22 April 2014.
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 22 April 2014.

103. ITEMS REFERRED FROM COUNCIL

27 - 28

To consider the following matters referred from the last meeting of Full Council held on 27 March 2014 (copy attached)

- (d) **Petitions:** To receive any petitions presented by members of the public
 - (i) Hove Station Footbridge- Linda Freeman
 - (ii) Playground in Central Hove- Councillor Wealls
 - (iii) Crossing on Eastern Road- Councillor Mitchell
 - (iv) Wild Park- Councillor Meadows

104. MEMBER INVOLVEMENT

29 - 30

To consider the following matters raised by Members:

- (e) **Petitions:** To receive any petitions referred from Full Council or submitted directly to the Committee;
- (f) **Written Questions:** To consider any written questions;

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

- (g) **Letters:** To consider any letters;
- (h) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.
- (i) Dealing with Flooding- Green Group

TRANSPORT & PUBLIC REALM MATTERS

105. RESPONSE TO PETITION REGARDING ROEDEAN AREA COACH PARKING 31 - 48

Report of the Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Christina Liassides Tel: 29-2036
Ward Affected: Rottingdean Coastal

106. VOGUE GYRATORY - BUS LANE TRO REPORT 49 - 62

Report of the Executive Director of Environment, Development & Housing (copy attached).

*Ward Affected: Hollingdean & Stanmer;
St Peter's & North Laine*

107. BRIGHTON AND HOVE 20MPH LIMIT PHASE 2 - OBJECTIONS TO SPEED LIMIT ORDERS 63 - 92

Report of the Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Emma Sheridan Tel: 293862
*Ward Affected: Moulsecoomb &
Bevendean; Patcham;
Preston Park; South
Portslade; Withdean*

108. QUEENS ROAD TRAFFIC REGULATION ORDER 93 - 102

Report of the Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Tom Campbell Tel: 29-3328
Ward Affected: St Peter's & North Laine

109. LIVELY CITIES PROJECT - TRAFFIC ORDER CONSULTATION 103 - 122

Report of the Executive Director of Environment, Development & Housing

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

(copy attached).

Contact Officer: Charles Field Tel: 29-3329
Ward Affected: St Peter's & North Laine

ENVIRONMENT & SUSTAINABILITY MATTERS

110. SPONSORSHIP OF ROUNDABOUTS 123 - 130

Report of the Executive Director of Environment, Development & Housing
(copy attached).

Contact Officer: Jan Jonker Tel: 29-4722
Ward Affected: All Wards

111. RECYCLING INCENTIVES AND ENGAGEMENT CAMPAIGN 131 - 136

Report of the Executive Director of Environment, Development & Housing
(copy attached).

Contact Officer: Jan Jonker Tel: 29-4722

112. EAST BRIGHTON PARK PARKING CONTROLS 137 - 150

Report of the Executive Director of Environment, Development & Housing
(copy attached).

Contact Officer: Jan Jonker Tel: 29-4722
Ward Affected: East Brighton

113. ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 8 May 2014 Council meeting for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

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 John Peel, (01273 29-1058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Thursday, 17 April 2014

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 4 MARCH 2014

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor West (Chair), Councillor Sykes (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Davey, Hamilton, Hawtree and G Theobald

Also in attendance: Councillor Peltzer-Dunn, Councillor Shanks

PART ONE

78. PROCEDURAL BUSINESS

78a) Declarations of substitutes

78.1 Councillor Hamilton declared that he was in attendance as substitute for Councillor Daniel.

78(b) Declarations of interest

78.2 Councillor Robins declared a non-pecuniary interest in Item 86 as a current allotment holder.

78.3 Councillor Cox declared a non-pecuniary interest in Item 86 as a current allotment holder.

78(c) Exclusion of press and public

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

78.5 **RESOLVED-** That the press and public not be excluded.

79. MINUTES

- 79.1 As a matter arising, Councillor Cox asked when the Committee would receive a report on coach parking in Roedean as agreed at the previous meeting.
- 79.2 The Chair clarified that this would be considered at their next meeting on 29 April 2014.
- 79.3 **RESOLVED-** That the minutes of the previous meeting held on 14 January 2014 be approved and signed as the correct record.

80. MINUTES OF THE PREVIOUS MEETING OF THE CITY SUSTAINABILITY PARTNERSHIP (FOR INFORMATION)

- 80.1 **RESOLVED-** That the minutes of the previous meeting of the City Sustainability Partnership held on 22 January 2014 be noted.

81. CHAIRS COMMUNICATIONS

- 81.1 The Chair provided the following communication:

“Firstly, I would like to seek the Committee’s agreement that item 89 on Phase 2 of the 20mph scheme be brought forward in the agenda to be our first substantive item of business. This is because I am mindful of the high level of attendance in the public gallery awaiting discussion of this item and that there are also a number of young children present”

I am glad to say we have a number of items of business before us today which have attracted a strong interest from public and councillors. In addition to consultation responses which are reported in the agenda, we have a number of questions, letters, deputations and petitions before us and I have also agreed to requests from ward members to speak. Members of the committee and officers have also received a great deal of additional correspondence in the past few days. May I say at the out set that all these contributions are greatly appreciated and I would like to extend a general thank you to everyone who has expressed their views.

Environment and transport officers have been at the forefront of the city’s response to the storms and flooding we have experienced this winter. Sadly, we have seen a number of trees down which our arboroculturalist team have been tackling. The coast has also taken a pounding, and while defences remain sound our gritter lorries have been helping get the shingle off the promenade.

In Patcham officers have been engaged in a multi-agency emergency response to ground water flooding. Officers have been busy with everything from distributing sandbags and gulley cleansing through to aiding Southern Water installing a temporary additional sewer pipe along the A23. I know that residents have expressed great appreciation for all that has been done. And, I would like to express my appreciation to the public for their assistance and forbearance and to all our officers and partners for their very hard work and professionalism.

I would just like to mention a our success in receiving a £50,000 government grant to the Bikeability scheme to provide cycle training for 1,300 9-14 year old school children. Well done to those involved with this achievement.

I would also like to extend my congratulations, as the Council has been shortlisted for a National Transport Award for Improvements to cycling. We are also runners up for the

2nd year as Civitas City of the Year. And, we have been shortlisted in 3 categories of the British Parking Awards; for customer service, partnership and refurbishment of Regency Square Carprk. Very well done again.

I would also like to mention that the Council has been successful in winning first round funding from the Government's Heat Network Delivery Unit. This is aimed at developing projects designed to supply low carbon and more efficient heat to buildings.

Cllrs Cox, Robins officers and myself had a fruitful first meeting last week when we met as a working group to consider the impact and possible ways forward on pavement and verge parking. Officers will be feeding back and taking forward suggestions from that meeting.

And finally, I would like to briefly update members on the actions being taking following requests for additional road safety measures in Church Road, Portslade. As members will recall this is a matter that has been raised at a number of previous committee meetings by residents and Cllr Robins, and I have promised to update members on this. I would like to congratulate parents of St.Peter's school for their energetic campaigning. And I am particularly appreciative of the letters I have received from many school children calling for a zebra crossing.

Officers have been engaging with the matter: evaluations have been undertaken to look at the feasibility and location for a possible crossing, and numerical surveys have been programmed in as part of the annual city-wide assessment of pedestrian crossings.

A series of meetings have been held this year between officers, members and parents. I visited with the Road Safety Manager to accompany a grandparent on her school walk, and I know other members have attended events too.

I have circulated an officer update to ward councillors and parent campaigners which I hope brings everyone up to speed. I will also make this available to members of the committee".

82. CALL OVER

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

- Item 86: Adoption of Allotment Strategy
- Item 89: Brighton & Hove 20mph limit phase 2- Objections to Speed Limit Orders
- Item 90: Dyke Road Ped & Cycle Facilities- Objections to TRO
- Item 91: Area E parking scheme- Preston Park North Traffic Order Consultation
- Item 92: Wish Ward resident parking scheme consultation
- Item 93: Proposed amendments to verge & footway parking restrictions
- Item 94: Preston Park Triangle informal consultation
- Item 95: Norton Road Car Park- Sunday Tariff

82.2 The Democratic Services Officer confirmed that the Items listed above had been reserved for discussion; and that the following reports on the agenda with the recommendations therein had been approved and adopted:

- Item 87: Official Feed and Food Controls Service Plan 2014-15
- Item 86: Health and Safety Service Plan 2014-15
- Item 96: Band of Interest affecting properties in Cheapside

83. PUBLIC INVOLVEMENT

(a) Petitions**(i) 20mph limit in the Hollingbury and Braybon area- Hugh Woodhouse**

83.1 The Committee considered a petition signed by 186 people that requested the council to reconsider its decision to exclude some roads in the Hollingbury and Braybon areas from Phase 2 of the 20mph programme.

83.2 The Chair provided the following response:

*“Thank you Mr Woodhouse for presenting this petition.
May I congratulate you on the number of signatories you have raised - It is very helpful for committee members to hear further of the views of people living in the area.
Proposals for the second phase of the 20mph programme will be debated and considered at this meeting. I would ask the Committee to take note of this petition and to consider it when we discuss the main report”.*

83.3 **RESOLVED-** That the petition be noted.

(b) Written Questions**(i) Dyke Road park proposals**

83.4 Mavis Aldridge asked the following question:

“As an elderly person with two replacement hip operations behind me, I realise that a fall could leave me in a wheelchair. I am therefore very concerned that it is proposed to allow cyclists to share the pavement adjacent to Dyke Road Park. The park attracts the elderly and the young, two groups that are very vulnerable to accidents. Bikes no longer have bells and it is impossible to hear them about to overtake you. There is space here for a separate pavement and cycle lane so why was this option rejected in favour of the least safe option?”

83.5 The Chair provided the following response:

*“Thank you Ms Aldridge for your question.
The range of improvements proposed for Dyke Road, between Old Shoreham Road and The Upper Drive/ Highcroft Villas, have been designed to create a welcoming and supportive environment which encourages people to walk, cycle and use public transport.
People who are comfortable cycling on roads, among traffic are doing so already, but there are many who will not cycle, especially with young children unless they ‘feel’ safe cycling alongside motorised vehicles. In general lower speed of traffic and lower volume are the first principles to address, if possible, when creating good streets for cycling and walking.
To develop a quality cycle network in the city requires the Council to assess the environment of the particular street to find the most appropriate fit of cycle facility. When considering an approach to cycle facilities in Dyke Road officers looked at a suggestion by a local councillor to consider cycle facilities in Dyke Road Park. In*

discussion with users of the park it was quite clear that the lower path on the east side of the park was more suitable to pedestrians only and that the raised path, adjacent to the parking was a good solution for cyclists to share with pedestrians.

Many city authorities in the UK implement only shared use areas for pedestrians and cycles. In Brighton & Hove we have taken the opportunity to segregate where possible and integrate on short sections only, e.g. Old Shoreham Road.

We plan to widen some of the upper footway area, so it may be shared with share cycle users heading northbound only. While we anticipate that the lower path will become more pedestrian dominated, we do not wish to exclude pedestrians from the upper path. We are seeking to balance the needs of all users carefully and all designs are subject to independent Road Safety Audit which tease out any potential safety related considerations for all users of all abilities”.

(ii) Dyke Road proposals

83.6 Jason Brooks asked the following question:

“I am one of many parents concerned by the proposed removal of safety guard railings in front of Windlesham School on Dyke Road. The path from the school runs downhill and the removal of barriers means children could potentially roll on a bicycle or scooter, unimpeded into traffic, or be jostled into the road on foot. The proposal that this busy, relatively narrow area of pavement will also be shared with cyclists arriving at right angles seems to further necessitate the need for a safety barrier. Please can you explain fully what seems a dangerous step”

83.7 The Chair provided the following response:

“Thank you Mr Brooks for your question.

I very much appreciate the concerns now being expressed regarding the proposed changes to the controlled crossings and pedestrian guard railing in Dyke Road.

It is of course of the utmost importance to all members of the committee that we are satisfied that any measures implemented are considered to be safe.

Given the level of interest generated through the advertising of the Traffic Regulation Orders in relation to the formal crossings and guard railing, you will note that officers have commissioned a specialist consultants assessment to look at these particular aspects of the scheme – this report is included in the officers report later in this agenda.

I hope you will be pleased to note that officers are recommending approval of the majority of the scheme today, while recommending deferral of decision on altering the crossings and guard railing. This will allow members to be able to see the other changes in situ before coming to a decision on the crossings and guard railing.

With regard to young people exiting the school gates some alternative options are being considered and are highlighted in section 8.2.2 of the independent assessment”.

83.8 Jason Brookes asked the following supplementary question:

“When will a decision on the deferred items be made”

83.9 The Chair provided the following reply:

“Depending on whether the report is agreed today, a decision on the deferred elements of the scheme will likely be made in the autumn”.

(iii) Dyke Road Park cycle and pedestrian improvements

83.10 Judith Waite asked the following question:

“Given that: “Choice of crossing facilities should be appropriate for prevailing environment (5.1.3) minimum of 1,000 Windlesham crossings per day on busy road with no speed cameras/School highway signs •Signalised Crossing benefits the high number of children (5.5.6) removes need for pedestrians to assert precedence/warns vehicles to stop (5.5.3) Zebra visibility concerns(7.1.1/5.5.6) •Zebra causes 'peak time' vehicle delays (5.2.19 /5.2.17) vehicles less likely to adhere to highway rules •No definitive safety argument in favour of Zebra (5.5.11) Why risk changing current crossings which pedestrians trust when fit for purpose/have good safety record (5.5.9/5.5.10)?”

Note: brackets indicate references to 'Dyke Road Cycle and Pedestrian Improvements' Pedestrian Crossing and Guardrailing Assessment (reference number 102470)'

83.11 The Chair provided the following response:

*“I have a lengthy response addressing all of the points raised in your question that I will formally provide in writing to you after the meeting.
As already mentioned in my previous replies, members of the committee are asked to come back to the question of crossings and guard railing at a later stage, once we have been able to experience other aspects of the implemented scheme on the ground”.*

83.12 Judith Waite asked the following supplementary question:

“Will the council be liaising directly with the members of management at Windlesham School on the deferred matters”

83.13 The Chair provided the following reply:

“Subject to approval of the report, the council will continue to liaise with the school and there will be plenty of opportunity to do so. I too, am happy to engage personally”

(iv) Preston Park Triangle consultation

83.14 Leona Vincent asked the following question:

*"Can you reconsider and include Preston Drove, or the Eastern half of it, in the proposed extension to CPZJ?
Preston Drove is a long road with different requirements at either end. There may be a higher parking: household ratio overall, but mainly due to parking alongside Preston Park in the west. At the Eastern end there are houses and shops both sides of the road and parking is already under severe pressure. Here Preston Drove suffers displacement parking from the existing CPZ, there is no doubt it will get a lot worse if it is removed from the proposed extension."*

83.15 The Chair provided the following response:

“Thank you Ms Vincent for your question. My fellow committee members and I, along with Ward councillors and officers have received a number of similar representations from other residents in Preston Drove. I can confirm that there has been no decision as yet to exclude or include Preston Drove in the proposed Zone J extension only a recommendation from officers based on consultation results, which showed that a majority (56%) of residents in Preston Drove were against inclusion in the scheme. However, given the strong representation from residents since the publication of the report I have asked the Project Manager to look at this element again and to discuss with the Ward councillors for both Preston Park and Withdean wards to seek their views. I am aware that there is a proposed amendment regarding Preston Drove for the Committee to consider when we discuss the report later in this meeting.

83.16 Leona Vincent asked the following supplementary question:

“Why has it taken such protests for the council to realise that a road one mile in length cannot conform to a one-size fits all scheme”

83.17 The Chair provided the following reply:

“I do appreciate residents concerns and the questions asked in the consultation could have perhaps been worded differently”

(c) Deputations

(i) Dyke Road cycling and pedestrian improvements- Jannet King

83.18 The Committee considered a Deputation that requested the council to maintain light-controlled crossings and retain the safety barriers at the top of Crocodile Walk as part of the Dyke Road improvement proposals.

83.19 The Chair provided the following response:

“Thank you Ms King for your deputation, acknowledgement of officer engagement and appreciation of the importance of providing improved facilities for people to cycle. The Dyke Road scheme has been designed to achieve the best balance possible for all street users. The proposal to change signalised crossings to zebra crossings is part of a holistic approach to the corridor, creating an environment where a sense of pedestrian priority is created across the entire area instead of being heavily dominated by vehicular traffic as it is currently. Zebra crossings enable crossing on demand by pedestrians rather than waiting for traffic lights to change. The independent report commissioned by officers demonstrates an overall reduction in delay for all users and the Committee report highlights the Council’s ‘Share the Road, Share the Responsibility’ approach which encourages all users to think, acknowledge one another and act accordingly. With reference to the proposed removal of the ‘Safety Barriers’ at Crocodile Walk and Windlesham School these are indeed termed guard-railing and current guidance and

policy on transport and road safety is moving away from using pedestrian guard-railing as a road safety measure. In its recent circular on the matter Local transport Note 2/09 the Department for Transport states "There is no conclusive evidence that the inclusion of pedestrian guard railing at any type of pedestrian crossing or junction has any statistically significant effect on the safety record".

Further guidance, issued by the Institute of Highways and Transportation in the Manual for Streets 2, includes the following statement - "Guardrail is a very intrusive element. It disadvantages pedestrian movement by making people walk further, away from their desire lines and creates an unpleasant feeling of restraint. It also narrows the usable footway which can lead to congestion. It is unsightly and detracts from local character and visual amenity and there is evidence that it can increase traffic speeds and present an increased risk to cyclists who can be crushed against it by vehicles"

The local environment will see considerable changes in the near future with the increased capacity at BHASVIC and potential for a theatre space at Dyke Road Park. It is important that we take this opportunity to help create the right environment for sustainable travel now. I trust Friends of Dyke Road Park will welcome recommendation 2.3, which allows for incremental observation before a final decision on this element of the proposals".

83.20 **RESOLVED-** That the Deputation be noted.

(ii) Safety concerns- Dyke Road pedestrian and cycle facility proposals- Alison Heal

83.21 The Committee considered a Deputation that requested the Committee to reject the proposed changes to traffic crossings on Dyke Road, the removal of guard rails outside Windlesham School and creation of a shared pedestrian and cycle pathway as part of the Dyke Road improvement scheme.

83.22 The Chair provided the following response:

"Thank you Ms Heal for presenting your deputation.

Given the similarity of the concerns raised regarding crossing provision, may I also refer you to replies I have given earlier, in which I covered the rationale behind the proposals. I know that officer have met with you previously and officers and I met with you last week, when the matter of consultation was discussed and has also been addressed in correspondence with officers too. The safety considerations have been covered, and with the exception of the Road Safety Audit, are further considered in the independent assessment.

The assessment report, specifically commissioned to respond to concerns raised in the TRO consultation also highlights some options to be considered further, particularly in relation to railings. I trust you will welcome recommendation 2.3 in the report, which allows for an incremental observation before a final decision on the crossing and guard railing elements of the proposals".

83.23 **RESOLVED-** That the Deputation be noted.

(iii) Creation of new resident parking Zone E- Peter Meekings

83.24 The Committee considered a Deputation that expressed support for the council's proposals for a controlled parking scheme in the Preston Park Station north area that

the Deputies believed would improve parking, safety, residents and businesses in the local area.

83.25 The Chair provided the following response:

*"Thank you Mr Meekings for presenting this deputation. It is very helpful for members of the committee to hear these views.
Members of the Committee will be discussing this matter in more detail under Agenda item 91 of the agenda, and we will take all your views into account"*

83.26 **RESOLVED-** That the Deputation be noted.

(iii) **Request that Preston Drove, Stanford Avenue and Surrenden Road are included in the 20mph speed limit programme in Brighton & Hove- Becky Reynolds**

83.27 The Committee considered a Deputation that requested the inclusion of Preston Drove, Stanford Avenue and Surrenden Road in Phase 2 of the 20mph programme to improve road safety in what was a residential area.

83.28 The Chair provided the following response:

"Thank you for presenting this Deputation and for your contribution to raising the public debate on the proposals for the second phase of the 20mph programme, which committee will be considered later in this meeting".

83.29 **RESOLVED-** That the Deputation be noted.

(v) **20mph speed limit for Surrenden Road- Esther Gill**

83.30 The Committee considered a Deputation that requested the inclusion of Surrenden Road in Phase 2 of the 20mph programme to improve safety for children accessing local schools and for the benefit of residents in the area.

83.31 The Chair provided the following response:

*"Thank you for presenting this Deputation.
I'm sure all members will appreciate your concern for the safety of children and young people travelling to and from the schools and colleges and having to negotiate Surrenden Road.
The proposals for the second phase of the 20mph programme will be considered later in this meeting.
In recognition of the strength of views expressed by local residents, a recommendation has been included in the report to be considered today for the speed limit on these three roads to be reduced to 20mph.
This has been supported by a number of stakeholders including Brighton and Hove Bus Company who have confirmed that they would have no objections to a 20mph limit on these roads".*

83.32 **RESOLVED-** That the Deputation be noted.

(vi) Deputation from ConsultUs (Community Parking Committee)- James Thompson

83.33 The Committee considered a Deputation that requested the Committee to reject proposals for creation of a controlled parking zone in Preston Park Station north area. The Deputies outlined their key concerns, specifically that the majority of residents did not support the scheme, that council officers had ignored vital evidence and not made a case for the introduction of a scheme and that there was not a significant parking problem in the area to justify a scheme.

83.34 The Chair provided the following response:

*“Thank you Mr Thompson for presenting this Deputation. It is very helpful for members of the committee to hear these views.
Members of the Committee will be discussing this matter in more detail under Agenda item 91 of the agenda, and we will take all your views into account”.*

83.35 **RESOLVED-** That the Deputation be noted.

84. ITEMS REFERRED FROM COUNCIL**(a) Petitions****(i) 20mph limit on Preston Drove, Stanford Avenue and Surrenden Road- Becky Reynolds**

84.1 The Committee considered a petition signed by 742 people that requested the council to re-consider its decision not to reduce the speed limit on Preston Drove, Stanford Avenue and Surrenden Road to 20mph. The petition had been referred from the meeting of Full Council held on 31 January 2014.

84.2 The Chair provided the following response:

*“Thank you for your petition, and may I congratulate you on the very strong level of support you have received to this.
As I mentioned in my earlier response, the proposals for the second phase of the 20mph programme will be debated and considered at this meeting and include, in recognition of the strength of views expressed by local residents, a recommendation has been included for the speed limit on Surrenden Road, Preston Drove and Stanford Avenue to be reduced to 20mph. This has been supported by a number of stakeholders including Brighton and Hove Bus Company who have confirmed that they would have no objections to a 20mph limit on these roads”*

84.3 **RESOLVED-** That the petition be noted.

(ii) Dyke Road pedestrian and cycle plans- Councillor Jayne Bennett

84.4 The Committee considered a petition signed by 184 people that urged the council to the review the proposals for Dyke Road pedestrian and cycle facilities. The petition had been referred from the meeting of Full Council held on 31 January 2014.

84.5 The Chair provided the following response:

“Thank you Councillor Bennett for representing this petition. The report before Committee at agenda item 90, the additional independent assessment included with the report, and recommendation 2.3 specifically address concerns raised regarding crossing arrangements. I trust that councillors and people who have signed the petition will welcome the recommendation. While many members of the public respond keenly to consultations, we never hear back from everyone. What is key is that the council make any consultation as widely available as possible, commensurate to the scale and budget of the scheme proposals. For what could be termed a ‘cold’ survey (postal information addressed only to ‘the occupier’ of 1520 addresses) a 5 – 10% response rate would be an average. The informal consultation stage for these proposals had an 11% response. Further details of the informal consultation are included in the report to 26th November 2013 committee, when members considered the consultation responses and agreed to progress with the scheme to advertising of the associated Traffic Regulation Orders”.

84.6 **RESOLVED-** That the petition be noted.

(ii) **Postpone enforcement on Elm Grove until substantially more safe and legal parking is created- Tanya Richardson**

84.7 The Committee considered a petition signed by 1443 people that request the council to postpone enforcement of vehicles parked on yellow lines until substantially more safe and legal parking was created. The petition had been referred from the meeting of Full Council held on 31 January 2014.

84.8 The Chair provided the following response:

“Thank you Ms Richardson for your petition, and may I congratulate you on the considerable level of response you have received to the question. In response, I have to say that it is the opinion of officers that enforcement of yellow lines in Elm Grove should not be suspended pending creation of additional parking spaces. Enforcement of yellow lines in Elm Grove was reinstated to improve the environment of the area and for road safety reasons, and it is important to monitor the effects of enforcement on the number of road traffic collisions over a 12 month period. A public consultation took place with local residents last year in which a substantial majority rejected the creation of additional parking spaces, the stated alternative was the enforcement of existing restrictions and at Committee in October members noted the results of the consultation and approved a multi agency enforcement initiative to tackle illegal parking and other nuisances on the street such as abandoned bicycles and unlicensed materials on the highway. About 500 PCNs have been issued to vehicles on yellow lines in Elm Grove since November so the impact on safety of suspending the activity would be considerable would set a precedent for other parts of the city. It is possible to include the provision of more safe and legal parking spaces in Elm Grove as part of a consultation for a residents parking scheme for this area however the

previous Hanover & Elm Grove Parking Scheme Consultation resulted in a rejection by nearly 70% of households - so it is not clear what the majority of residents are seeking. A fresh consultation would only be triggered by a substantial petition of residents in favour and the support of local ward councillors. The consultation would need approval from this committee and the process could take at least 18 months with no certainty that residents would support a scheme. Therefore if enforcement was suspended now, illegal and unsafe parking may persist in the long term without resolution. There has been some positive feedback following enforcement, here are some examples.

“Parking behind yellow lines in Elm Grove caused difficulties for bus passengers in accessing bus stops..... I would therefore support the Council's actions in enforcing the yellow lines in this case”. – Bus company spokesperson

“feels so much safer just driving on Elm Grove now. Before enforcement began....had a few near misses as most of the junctions were completely blind. – scooter rider”

“I see no reason why enforcement should be postponed any longer. The petition effectively asks for restrictions to be lifted indefinitely. If this is done in Elm Grove, what's to stop residents anywhere else in the city doing the same?” – A local business owner

Finally, I would like to note welcome news that at a meeting of the Hanover & Elm Grove Local Action Team in December 2013 a working group discussed parking issues in the area. The meeting was attended by ward councillors, residents and Sussex Police and reviewed a draft questionnaire which might form part of a community parking survey. Council officers from the parking and highways team were invited to attend and to comment including matters of design and highway law – this I must stress was conducted in an informal capacity”.

84.9 **RESOLVED-** That the petition be noted.

85. MEMBER INVOLVEMENT

(c) Letters

(i) **Speed limits on Stanford Avenue, Preston Drove and Surrenden Road- Cllrs Jones, Kennedy, Littman**

85.1 The Committee considered a Letter from Councillors Jones, Kennedy and Littman requesting the Committee reconsider its decision to remove Stanford Avenue, Preston Drove and Surrenden Road from Phase 2 of the 20mph programme. Councillors were unable to attend the meeting to present the Letter

85.2 The Chair stated that he would provide a formal response to the Letter subsequent to the meeting. That response is provided below:

“Thank you for your letter.

I am sure members of the committee are grateful to you for your sharing your insight into this matter as ward members.

Proposals for the second phase of the 20mph programme will be debated and considered at this meeting and include, in recognition of the strength of views expressed by local residents, a recommendation has been included for the speed limit on Surrenden Road, Preston Drove and Stanford Avenue to be reduced to 20mph. This has been supported by a number of stakeholders including Brighton and Hove Bus Company who have confirmed that they would have no objections to a 20mph limit on these roads”

85.3 **RESOLVED-** That the Letter be noted.

(ii) Review of 20mph speed limit zone- Councillor Shanks

85.4 The Committee consider a Letter from Councillor Shanks that requested the Committee reconsider its decision to remove Stanford Avenue, Preston Drove and Surrenden Road from Phase 2 of the 20mph programme. Introducing the Letter, Councillor Shanks explained that as ward councillor for a section of the area and Chair of the Children & Young Peoples Committee, she believed slower speeds would be of benefit to the safety of residents and children attending the local schools.

85.5 The Chair provided the following response:

“Thank you for presenting your letter.

I am sure members of the committee will be grateful to you for your sharing your insight into this matter as a ward member.

Proposals for the second phase of the 20mph programme will be debated and considered at this meeting and include, in recognition of the strength of views expressed by local residents, a recommendation has been included for the speed limit on Surrenden Road, Preston Drove and Stanford Avenue to be reduced to 20mph. This has been supported by a number of stakeholders including Brighton and Hove Bus Company who have confirmed that they would have no objections to a 20mph limit on these roads”

85.6 **RESOLVED-** That the Letter be noted.

86. BRIGHTON AND HOVE 20MPH LIMIT PHASE 2 - OBJECTIONS TO SPEED LIMIT ORDERS

86.1. The Committee considered a report of the Executive Director of Environment, Development & Housing that addressed the comments and objections relating to the draft Speed Limit Orders (SLO) for the proposed introduction of a 20mph speed limit on the phase 2 area of Brighton & Hove.

86.2. Councillor Hawtree noted that consultation on phase 3 of the programme was scheduled to begin on 14 March and asked if Medina Terrace would be included in this phase as he had submitted a petition on the matter recently.

- 86.3. The Principal Transport Planner confirmed that Medina Terrace would be included in the consultation for phase 3.
- 86.4. Councillor Cox asked if Friends of the Earth had withdrawn their objection to the reduction of the speed limit on Surrenden Road.
- 86.5. The Principal Transport Planner replied that no specific withdrawal of this objection had been communicated.
- 86.6. Councillor Robins asked why monitoring of casualty figures was conducted between 8 April and 7 December as referenced at 4.50 of the report.
- 86.7. The Principal Transport Planner clarified that this was the only period feasible subsequent to the agreement of phase 1 of the scheme and allowed for consistency in a like for like comparison of data.
- 86.8. Councillor Theobald asked if the proposed SLO for Surrenden Road would apply to its entirety and if so, if two SLO's could instead be advertised. Councillor Theobald explained that separating the Orders would allow residents to contribute to their specific area and there were no bus routes linking Ditchling Road to Braybon Avenue.
- 86.9. The Principal Transport Planner confirmed that the proposed SLO applied to all of Surrenden Road, two separate Orders could be advertised with Committee agreement.
- 86.10. Councillor Davey stated that he was pleased to see a positive response to the advertised SLO's and he hoped that the Committee could support the proposals that had the backing of stakeholders such as Brighton & Hove Bus Company, Sussex Police and residents. Councillor Davey added that 20mph limits would make the cities streets safer and would go some way to addressing Brighton & Hove's road safety record which was a matter of some concern.
- 86.11. Councillor Mitchell stated her support for the proposals adding that she was re-assured that the SLO's for Surrenden Road could be separated. Councillor Mitchell expressed her thanks to the parents of Surrenden Road who had invited her to the area to view some of their concerns about road safety and to council officers who had explained some of the physical measures planned for the area. Councillor Mitchell stated that she strongly believed the introduction of 20mph required physical measures as a means of enforcement and hoped these would be forthcoming.
- 86.12. Councillor Hawtree stated his support for the proposals that he believed were in the best interests of residents of the city.
- 86.13. On behalf of the Conservative Group, Councillor Theobald formally moved a motion to amend recommendation 2.3 as shown in bold italics below:

- 2.3 The Committee authorises officers to proceed with advertising **two** formal Speed Limit Order's (SLO's) to reduce to 20mph the speed limit on Surrenden Road. **One to cover the section of road running north to south and the second to cover the section of road running east to west** for the reasons outlined in paragraphs 4.41-4.44

86.14. Councillor Janio formally seconded the motion.

86.15. The Chair put the motion to the vote which was passed.

86.16. Councillor Hamilton stated that there appeared to be two small sections of road in South Portslade that were not identified in the SLO. Councillor Hamilton added that whilst he did not believe speeding would be an issue on these roads, he was concerned that their exclusion may potential cause problems regarding mandate.

86.17. The Principal Transport Planner clarified that she would check the legal status of the roads concerned and if it was found they been excluded in error, it was likely a report would have to be brought back to Committee for their inclusion.

86.18. Councillor Janio stated that he was pleased 20mph limits were being introduced although he believed arterial routes should remain at 30mph. Councillor Janio added that he did not believe enough data had been gathered from phase 1 of the scheme to justify commencement of phase 2 of the scheme and he was concerned the programme had been rushed.

86.19. The Principal Transport Planner stated that officers were continuing to monitor phase 1 and phase 2 of the scheme and she envisaged a report on the introduction of 20mph in phase 2 would be brought to Committee in the future.

86.20. Councillor Cox expressed his support for the proposals as a long advocate of 20mph limits on residential roads. Councillor Cox congratulated those who had campaigned for the inclusion of Preston Drive, Surrenden Road and Stanford Avenue as he had supported its original exclusion with some reluctance.

86.21. **RESOLVED-**

2.1 That, having taken account of all duly made representations and objections, the Environment Transport & Sustainability Committee approves as advertised the following orders

- Brighton & Hove (Phase 2, Area 1) (20mph Speed Limit) Order 20** (TRO-3a-2014)
 - Brighton & Hove (Phase 2, Area 2) (20mph Speed Limit) Order 20** (TRO-3b-2014)
 - Brighton & Hove (Phase 2, Area 3) (20mph Speed Limit) Order 20** (TRO-3c-2014)
- With the following amendment:
That Copse Hill be removed from the Order for the reason set out in paragraphs 4.78 - 4.79
- Brighton & Hove (Phase 2, Area 4) (20mph Speed Limit) Order 20** (TRO-3d-2014)
 - Brighton & Hove (Phase 2, Area 5) (20mph Speed Limit) Order 20** (TRO-3e-2014)
 - Brighton & Hove (Phase 2, Area 6) (20mph Speed Limit) Order 20** (TRO-3f-2014)
 - Brighton & Hove (Phase 2, Area 7) (20mph Speed Limit) Order 20** (TRO-3g-2014)
 - Brighton & Hove (Phase 2, Area 8) (20mph Speed Limit) Order 20** (TRO-3h-2014)
 - Brighton & Hove (Phase 2, Area 9) (20mph Speed Limit) Order 20** (TRO-3i-2014)
 - Brighton & Hove (Coldean Lane) (30mph Speed Limit) Order 201* (TRO-3j-2014)

- 2.2 That the Committee authorises officers to proceed with advertising a formal Speed limit Order (SLO) to reduce to 20mph the speed limit on Dartmouth Crescent for the reasons outlined in paragraphs 4.41 – 4.44
- 2.3 That the Committee authorises officers to proceed with advertising two formal Speed limit Order's (SLO's) to reduce to 20mph the speed limit on Surrenden Road. One to cover the section of road running north to south and the second to cover the section of road running east to west for the reasons outlined in paragraphs 4.41-4.44
- 2.4 That the Committee authorises officers to proceed with advertising a formal Speed limit Order (SLO) to reduce to 20mph the speed limit on Preston Drove for the reasons outlined in paragraphs 4.41 – 4.44
- 2..5 That the Committee authorises officers to proceed with advertising a formal Speed limit Order (SLO) to reduce to 20mph the speed limit on Stanford Avenue for the reasons outlined in paragraphs 4.41-4.44
- 2.6 That the Committee note the forward programme for the 20mph programme as outlined in paragraph 6.5
- 2.7 That the Committee instructs officers to continue a comprehensive monitoring and evaluation programme to accompany and follow the implementation of the 20mph speed limits and to bring a report to Committee should such monitoring indicate that the introduction of the reduced speed limit has had a significant negative impact in line with objections raised

87. ADOPTION OF ALLOTMENT STRATEGY

- 87.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that set out the Allotment Strategy and Action Plan. The 10 year Strategy and Action Plan had been produced in partnership with the Allotment Federation and facilitated by the Food Partnership.
- 87.2 The Chair welcomed the report and progress on what was a very important and significant issue.
- 87.3 Councillor Sykes asked if the fee of £15 to join the waiting list would be reimbursed when an allotment was obtained.
- 87.4 The Head of Strategy & Projects clarified that this was a non-refundable fee that contributed to a ring-fenced resource that supported people on the waiting list and provided information on what to expect if their application was successful.
- 87.5 Councillor Janio stated that he was very supportive of the proposals and achievements. Councillor Janio added that he supported the voluntary sector being entrusted to look after service areas and believed that model should be expanded. Councillor Janio noted his concerns that the proposals may disadvantage those people seeking a full allotment plot.

- 87.6 The Head of Strategy & Projects clarified that the proposals identified specific full plot areas and these would be allocated from the waiting list when they became available. Furthermore, it was hoped that the introduction of micro plots would reduce overall demand.
- 87.7 Councillor Robins expressed his praise for the Food Partnership, Allotment Federation and council officers for the excellent work that had resulted in the proposals presented to Committee. Councillor Robins added that allotments were of huge benefit to people and the city as a whole and the recommendations represented fantastic work by all involved.
- 87.8 Councillor Sykes commended the depth of responses to the two surveys and to the organisations involved. Councillor Sykes stated that the proposals were of huge importance to the city.
- 87.9 The Chair extended his personal thanks to Mr Alan Phillips, the Allotment Federation and Food Partnership for their considerable work.
- 87.10 **RESOLVED-** That the Committee formally adopts the draft Allotment Strategy

88. OFFICIAL FEED AND FOOD CONTROLS SERVICE PLAN 2014/15

- 88.1 **RESOLVED-** That the committee agrees the Official Feed and Food Controls Service Plan 2014/2015 set out in the appendix to this report.

89. HEALTH AND SAFETY SERVICE PLAN 2014-15

- 89.1 **RESOLVED-** That the Committee approves the proposed Health & Safety Service Plan 2014/2015 at Appendix 1.

90. DYKE ROAD PED & CYCLE FACILITIES: OBJECTIONS TO TRO

- 90.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that set out the comments and objections to the draft TRO associated with the introduction of pedestrian and cycle facilities at Dyke Road between the junctions of the Upper Drive and Old Shoreham Road.
- 90.2 Councillor Sykes asked if a public safety risk assessment had been conducted.
- 90.3 The Principal Transport Planning Officer confirmed that an additional independent assessment had been conducted in response to the concerns raised in the TRO process. The results were listed at appendix two of the report.
- 90.4 Councillor Davey asked for clarification on safety audit process in scheme development.

- 90.5 The Principal Transport Planner clarified that all schemes were subject to an independent road safety audit and road safety was assessed at the initial design stage, the detail design stage, upon implementation with a further road safety audit conducted one year after implementation. The Principal Transport Planner added that a number of organisations conducted road safety audits and transport planners were trained in that area to a qualified standard. The Principal Transport Planner added that the independent road safety audit in this specific case had identified that there was no definitive safety argument for either a zebra or pelican crossing.
- 90.6 The Road Safety Manager added that the council's own internal research had found that there were no grounds to conclude that a zebra crossing was more or less safe than a zebra crossing.
- 90.7 Councillor Theobald asked if consideration had been given to separating the proposed cycle lane from the pavement.
- 90.8 The Principal Transport Planner stated that this option had been considered after being raised with the council by the Dyke Road SOS group.
- 90.9 The Chair stated that the plans had already been agreed by the Committee at their last meeting and this report was to consider the objections to the draft TRO associated with those plans.
- 90.10 Councillor Janio stated that different crossings were more suited to different locations.
- 90.11 The Principal Transport Planner acknowledged that pelican crossings worked in the Dyke Road area however, the proposals were a holistic examination of the Dyke Road corridor seeking to promote pedestrian priority and to reduce vehicle dominance and for that function, and zebra crossings were preferential over pelican crossings.
- 90.12 Councillor Mitchell stated that it was clear from the representations made by parents and residents from Dyke Road that they wished for the pelican crossings to be retained and the Committee should not go against that wish. Councillor Mitchell added that the scheme as proposed had not sufficiently dealt with competing priorities in the area, the design was not to a high enough standard and on that basis, the Labour & Co-operative Group could not support the proposals.
- 90.13 Councillor Theobald stated that he was not content with the proposals, specifically the replacement of pelican crossings with zebra crossings, the removal of guard railing and the shared cycle and pedestrian path that he felt should be separated. Councillor Theobald added that he believed these three core issues should be re-examined and a report be brought back to Committee.
- 90.14 Councillor Cox stated that he believed it was essential that a cycle route be included in the proposals as many children were using the route to travel to school by that method.
- 90.15 Councillor Janio stated that whilst he support the expansion of cycle lanes and the potential linkage with other routes in this specific proposal, he felt that all parties had reached entrenched positions and the issue need to be re-considered and brought back to Committee.

- 90.16 Councillor Davey stated that it was council officers as technical experts to design projects and it was unusual for Members to involve themselves in instructing on the specific detail of those designs.
- 90.17 Councillor Hamilton stated that he felt there were many issues that required resolution and the report should be deferred.
- 90.18 Councillor Robins stated that the proposals did not appear sufficiently thorough enough and the report should be deferred to resolve the issues aforementioned.
- 90.19 Councillor Theobald stated that he felt any subsequent report should retain the current crossings and guardrails and alternative options for the cycle lane be considered.
- 90.20 Councillor Mitchell stated her agreement with the comments made by Councillor Theobald.
- 90.21 The Chair moved a motion to defer the report which was passed.
- 90.22 **RESOVLED-** That the report be deferred.

91. AREA E PARKING SCHEME - PRESTON PARK STATION NORTH TRAFFIC ORDER CONSULTATION

- 91.1 The Committee considered a report of the Executive Director of Environment, Development & Housing. The Parking Infrastructure Manager provided an extensive introduction to the report, a summary of which follows:
- In 2007, during a parking scheme consultation in the Preston Park station area, the specific area now under discussion voted to be excluded from any scheme.
 - Since 2007 and the subsequent inclusion of Tivoli Crescent in the scheme, requests had been made by local residents to re-consider the area for possible inclusion in the scheme. This was agreed by the Environment Cabinet Member Meeting held in November 2011
 - In September 2013, a leaflet and questionnaire was circulated providing details of the proposals for a scheme. The response rate was 57% and resulted in a 50/50 vote for and against.
 - Although the council's parking policy states that schemes are progressed where there is a majority in favour, following discussions with lead and ward councillors, analysis took place of the data and particularly the comments received to the questionnaire. Analysis revealed key themes and strong messages regarding concerns about restrictions on visitor parking and that commuter parking was an issue.
 - On the basis of the analysis of those comments and support from ward members, officers refined the scheme proposals recommending a flexible approach of 5-day a week restrictions.
 - It was not unusual to make changes to parking scheme proposals following the first stage of consultation as the responses to it enable officers and members to analyse suggestions and comments from local people, and to revise proposals accordingly.

- Agreement to proceed to the next stage of consultation on the revised proposals was granted at the Environment, Transport & Sustainability Committee
- As well as advertisement of the traffic order, a letter was sent to every household in the affected area to make them aware of how to make comments during the next phase of consultation although that differed from the previous consultation in that a questionnaire was not supplied for return.
- 203 items of correspondence to the Order were received. 165 were from the proposed area and 38 were from outside that area.
- 62 items of correspondence were of support, 60 of those from within the proposed area.
- 141 items of correspondence were against, 105 of which were from inside the area.
- Officer experience was that the formal TRO process was used as a period to outline concerns rather than demonstrate support. The report author highlighted that only twice in the period from 2009-2014 had there been more support than objections to the advertising of a formal TRO.
- 102 of the representations commented that there were no parking problems in the area and that a scheme was not needed, that it was not a busy area of the city, was an indirect tax on residents, that the area was in the majority a family area with visitors who needed easy/unrestricted parking and that congestion was due to displacement problems in schemes being implemented in the surrounding area.
- The Parking Infrastructure Manager noted that the purpose of proposing unrestricted parking at weekends was due to the many observations in the previous consultation of the impact on visitor parking.
- Furthermore, 92 representations stated that the consultation process was undemocratic or inadequate. The Parking Infrastructure Manager observed that the consultation process had been extensive and had been outlined in all the reports presented to the Committee on the matter.
- The Parking Infrastructure Manager noted that there had been several submissions to Members and Officers since publication of the report. Of the 59 received, 29 were against the scheme proceeding and 30 were in support of the scheme.

91.2 Councillor Shanks made a representation to the Committee. Councillor Shanks stated that she believed the proposals represented a compromise and had been agreed by all ward members. Councillor Shanks added that she had received much correspondence on the issue both in support and against although more recently the correspondence had been from those in favour of the scheme. Councillor Shanks stated that as ward members for the area, she was very aware of the problems associated with parking in the area and that it was used extensively for commuter parking. Councillor Shanks also believed that the introduction of a controlled parking scheme would have other benefits such as increasing road safety for the high number of children who lived in the area. Councillor Shanks requested that the Committee Members accept the proposals in the report.

91.3 Councillor Janio asked if any consideration had been given to short-term parking.

91.4 The Parking Infrastructure Manager clarified that short-term parking provision would be introduced in the area near shops (specifically Matlock Road).

- 91.5 Councillor Mitchell stated that she acknowledged the huge public involvement in this issue and that she was in support of the proposals. Councillor Mitchell stated that she believed the proposed scheme represented resident's views and that its location so close to Preston Park station meant the need for a scheme had become increasingly pressing. Councillor Mitchell added that she was glad Hazeldene Meads would be monitored and that she would welcome a wider assessment of parking tariffs in the city.
- 91.6 The Head of Transport clarified that tariffs were reviewed annually in the fees & charges report presented to Committee and would be considered again for 2015-16.
- 91.7 Councillor Hawtree stated that scheme displacement was a common problem particularly in those areas close to railway stations and in the circumstances he believed a compromise had been reached with the proposals.
- 91.8 Councillor Davey stated that parking was always a difficult topic more so with an increasing amount of cars in the city as the 2001-2011 census demonstrated. Councillor Davey observed that much of the increase in car ownership was located in suburban areas like Preston Park. Councillor Davey added that as Lead Member for Transport, he had been asked many times to resolve the problem of indiscriminate parking in the area which included occupation of disabled parking bays by those not permitted to do so. Councillor Davey supplemented that he had received much correspondence on the matter from those for and against and he was convinced that concerns residents concerns had been addressed and compromise reached in the proposals.
- 91.9 **RESOLVED-**
1. That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;
 - (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order 2008 No.* 201*
 - (b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*
 2. That the Committee notes that any amendments included in the report and subsequent requests deemed appropriate by officers will be added to the proposed scheme during implementation subject to advertisement and approval as an amendment Traffic Regulation Order.

92. WISH WARD RESIDENT PARKING SCHEME CONSULTATION.

- 92.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that addressed the responses to an initial consultation in Wish ward. The consultation had asked residents, businesses and services whether they would like to be consulted on a detailed design for a resident parking scheme.
- 92.2 Councillor Peltzer-Dunn made a representation to the Committee. Councillor Peltzer-Dunn explained that the Wish ward councillors had conducted their own survey that had

concluded similar results to the survey conducted by the council. Councillor Peltzer-Dunn added that a light touch scheme appeared overwhelming the favoured choice in the area and the adjoining light touch scheme plus a full scheme would sandwich the specified area. Councillor Peltzer-Dunn asked for clarification on the report recommendations that stated a light touch scheme would be enforced between 11am and Noon and 7pm- 8pm Monday to Sunday.

- 92.3 The Parking Infrastructure Manager clarified that there was a mistake in the report and light touch enforcement was proposed to be between 10am and 11am not 11am to Noon as stated.
- 92.4 The Chair thanked Councillor Peltzer-Dunn for presenting his views to Committee.
- 92.5 Councillor Hawtree asked for further detail as to how the adjoining areas had become light touch scheme.
- 92.6 The Parking Infrastructure Manager explained that introduction had been down to long running efforts to reduce displacement parking in the area. He added that in practice, this had instead increased displacement particularly to the detriment to users of Wish Park.
- 92.7 Councillor Sykes stated his support for the recommendations and thanked officers for their extensive consideration of options and a potential solution for the area.
- 92.8 Councillor Davey stated that there had been long running investigations into how to maximise parking in the Bolsover Road area and he was pleased that those efforts had finally led to an option for residents to consider. Councillor Davey stated that whilst he believed the negatives of a potential light touch scheme outweighed the positives, it was down to residents to decide what they wanted for their area and he was pleased that options would be available to them in the consultation.
- 92.9 Councillor Mitchell stated her support for consultation on both a light touch and full scheme as it would provide the residents a choice.
- 92.10 **RESOLVED-** That the Committee approves:
- (a) That a new proposal for a resident parking scheme be consulted upon in the Wish Park / Aldrington Recreation Ground area
 - i) Consult residents in the agreed streets for a stand alone full scheme (9am-8pm Mon to Sun) or an extension to the Zone W light touch scheme (10am-11am & 7pm-8pm Mon to Sun).
 - (b) To take forward Bolsover Road as an extension to Area R (Westbourne West) as part of the next stage of consultation and to take forward an option to create parking lay-bys on the west side to maximise parking.
 - (c) That a further consultation for a resident parking scheme in any other roads within Wish Ward is not taken forward at this stage.

93. PROPOSED AMENDMENTS TO VERGE & FOOTWAY PARKING RESTRICTIONS

- 93.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that set out the representations, comments, support and objections to the amendment TRO's for verge and footway parking restrictions in parts of the Surrenden area of Brighton and Mile Oak in Portslade.
- 93.2 Councillor Hamilton expressed his full support for the proposals. As ward councillor for the area, he was very aware of the lack of parking available in the area particularly for users of the sports centre. Councillor Hamilton added that he hoped the proposals would also reduce traffic problems in the area.
- 93.3 Councillor Robins requested that Hillbank Close be monitored as some residents had raised concerns with him that Cityclean refuse trucks were sometimes unable to access the area.
- 93.4 The Programme Manager assured Councillor Robins that the issue would be monitored.
- 93.5 **RESOLVED-** That having taken into account the duly made representations and objections the Committee is recommended to approve the Brighton & Hove (Various Roads) (Prohibition Of Stopping and Waiting On Verges And Footways) Order 2013 Amendment Order No.* 201* and the Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.* 201* drafts of which are attached at Appendices C & D ("the Amendment Orders").

94. PRESTON PARK TRIANGLE INFORMAL CONSULTATION

- 94.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that presented the results of a consultation for a proposed residents parking scheme in the triangle roads between Preston Drove and Stanford Avenue.
- 94.2 In his presentation of the report, the Programme Manager explained that the report recommendations proposed to exclude Preston Drove, the reasons for which were set out in paragraph 5.32. However since publication of the report, officers had received a large number of representations requesting Preston Drove is included if the rest of the scheme went ahead. Many of those representations asserted that it was not made clear in the consultation that this road could be excluded if residents voted against. The Programme Manager explained that 32 emails had been received from separate households in Preston Drove requesting its inclusion, 29 of those were from numbers 129 eastwards, all in Preston Park ward and 3 are from the southern side of Preston Drove between Preston Park Avenue and Beaconsfield Villas, again all in Preston Park ward. A further three emails were also from the Tennis club and club members asking for Preston Drove in whole or part, to be excluded from the scheme. The Programme Manager added that Ward Councillors for Preston Park ward had also requested an amendment proposed to include that part of Preston Drove that is within their ward boundary. Furthermore, one of the three ward councillor for the area in Withdean ward had requested inclusion in the scheme with the other two ward councillors against. The Programme Manger explained that there were many advantages to inclusion of this

area benefits to local businesses, road safety benefits and uncontrolled parking retained for visitors to the Tennis Club. Possible disadvantages included a possible increase in parking in uncontrolled parking locations in the area. The Programme Manager explained that due to the high number of representations to the proposals and the advantages aforementioned, it was his professional judgement that recommendation 2.1 be amended to include a section of Preston Drove. The amended recommendation is shown in bold italics below:

- 2.1 That the Committee authorises the Executive Director Environment, Development & Housing to progress, with the exception of ***the section of Preston Drove between Preston Road and Harrington Villas (eastern kerb line)*** an extension to the Area J London Road station (North) residents parking scheme as set out in this report to the final design stage.

94.3 Councillor Davey noted there had been an empathic response from residents with 66% of the high number of respondents in favour of the scheme. Councillor Davey added that whilst the original proposals were well intended, it was clear from correspondence received from residents that it would be pragmatic to support the inclusion of the section of Preston Drove identified in the amended officer recommendation.

94.4 Councillor Theobald stated that in 2010 he assured residents that he would not support any further controlled parking schemes as there were already too many. Councillor Theobald added that his position remained the same and he did not support the proposals.

94.5 The Chair put the recommendations, as amended, to a vote.

94.6 **RESOLVED-**

1. That the Committee authorises the Executive Director Environment, Development & Housing to progress, with the exception of the section of Preston Drove between Preston Road and Harrington Villas (eastern kerb line) an extension to the Area J London Road station (North) residents parking scheme as set out in this report to the final design stage.
2. That the Executive Director Environment, Development & Housing be authorised to publish statutory notices of the necessary traffic orders to implement the proposed scheme to allow formal representations to be made.

95. NORTON ROAD CAR PARK ~ SUNDAY TARIFF

95.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that set out options for a reduction to half the weekly rate for Sunday parking charges at Norton Road car park as requested by Policy & Resources Committee on 5 December 2013.

95.2 On behalf of the Conservative Group, Councillor Cox formally moved a motion to add a further recommendation as shown in bold italics below:

2.2 ***That the Committee authorise a 6-month trial of free parking from 1800 hours to 0900 hours Monday to Friday, and all day Saturdays and Sundays, for vehicles displaying a valid Zone N Residents' Parking Permit***

- 95.3 Councillor Cox stated that whilst he was pleased a report had been produced, he did not think the proposals went far enough. Councillor Cox explained that the car park was under used partly due to the free parking at the local supermarket and on Sunday on George Street. Councillor Cox added that local residents with Zone N permits should be allowed to use Norton Road car park for free which would in turn free up on-street parking for residents and visitors and potentially become a de-facto park and ride with its excellent bus links. Councillor Cox supplemented that there were anti-social behavioural problems associated with the car park and introducing such measures could stop that downward cycle. Furthermore, Councillor Cox did not believe there would be any significant financial implication if the motion was accepted.
- 95.4 Councillor Janio formally seconded the motion adding that he too believed there would not be any significant financial implications and the proposal may promote use of the car park in the long-term.
- 95.5 The Chair asked the Head of Transport Operations if it was his view that there would be any significant financial implications to the motion.
- 95.6 The Head of Transport Operations stated that it was difficult to ascertain the financial impact of the proposal as limited data was currently available. The Head of Transport Operations added that the car park was currently open free of charge between 8pm-8am.
- 95.7 Councillor Mitchell stated her concerns regarding the capacity if both the measures proposed in the report and the Conservative Group motion were both accepted. Councillor Mitchell asked if there was a current waiting list for Zone N permits.
- 95.8 The Head of Transport Operations clarified that there was not currently a waiting list for Zone N permits.
- 95.9 Councillor Hawtree asked how the 6 month trial of free parking at weekends for hotel users would work.
- 95.10 The Head of Transport Operation confirmed that permits would be available on a pay-by-phone system and participating hotels would control the issuing of the permits. The Head of Transport Operations added that the system would be monitored by sample spot checks.
- 95.11 The Chair then put the Conservative Group motion to the vote which was not carried.
- 95.12 **RESOLVED-** That the Committee authorise a 6-month trial of free parking at weekends for hotel guests at Norton Road Car Park (Option 2).

96. **BAND OF INTEREST AFFECTING PROPERTIES IN CHEAPSIDE**

96.1 RESOLVED-

1. That the Committee agrees that the Band of Interest delineated on the plan attached as Appendix 1 be rescinded; and
2. That the Committee requests that the Executive Director notifies the owners of the affected properties of the rescission decision and ensures that council records are amended accordingly.

97. ITEMS REFERRED FOR FULL COUNCIL

- 97.1 No items were referred to Full Council for information.

The meeting concluded at 8.30pm

Signed

Chair

Dated this

day of

Subject: Items referred from 27 March 2014 Full Council meeting- Petitions
Date: 29 April 2014
Report of: Monitoring Officer
Contact Officer: Name: John Peel Tel: 29-1058
E-mail: john.peel@brighton-hove.gov.uk
Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive any petitions referred from the Full Council meeting of 31 January 2014.

2. RECOMMENDATIONS:

- 2.2 That the Committee 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) Hove Station Footbridge- Linda Freeman

To receive the following petition referred from the meeting of Full Council on 27 March 2014 and signed by 220 people

"We the undersigned call on the Department for Transport & Network Rail to fund improved access to the station via Hove Station footbridge"

3. (ii) Playground in Central Hove- Councillor Wealls

To receive the following paper and e-petition referred from the meeting of Full Council on 27 March 2014 and signed by 219 people:

“We the undersigned petition Brighton & Hove Council to build a playground in Central Hove (West Hove Infant School - Connaught Site area”).

3. (iii) Crossing across Eastern Road at Sussex Square- Councillor Mitchell

To receive the following petition referred from the meeting of Full Council on 27 March 2014 and signed by 82 people:

“We, the undersigned, petition Brighton & Hove City Council to install a pedestrian controlled crossing across Eastern Road at Sussex Square”

3. (iv) Petition for Wild Park- Councillor Meadows

To receive the following petition referred from the meeting of Full Council on 27 March 2014 and signed by 638 people:

“We, the undersigned, wish to support the Lewes Road Consortium, the Moulsecoomb Local Action Team and Tenants and Residents Association in asking the council to stop unwarranted incursions by Travellers onto the Wild Park. Every year the council allows Travellers to live in the Wild Park nad this means residents are not able to use their park. We the residents of Moulsecoomb, Bevendean, Bates Estate and Coldean ask the council in our strongest terms to put bollards and bunding up to prevent our park being misused in this way every year. Residents and their children cannot use the park during school holidays for example so we urge the council to listen to us for once and put up barriers to stop Travellers from taking over our park”

**ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE-
AGENDA ITEM 104 (d)**

Council	Agenda Item 106(e)
30 January 2014	Brighton & Hove City Council

NOTICE OF MOTION

GREEN GROUP

DEALING WITH FLOODING

“In the light of the effect of recent weather events on our city and more widely, this council resolves:

(1) To ask our Chief Exec to write to relevant Secretaries of State requesting they:

- Set a meaningful deadline for the requirement in new build for sustainable drainage systems, as set out under the Floods and Water Management Act 2010
- Increase spending on flood defences to the level suggested by the Climate Change Committee and reduce the cost benefit ratio required for schemes to be eligible for support;
- Commit to a policy to rethink land management policies to encourage the storage of water in upland areas, and make flood prevention a non-negotiable condition of all farm subsidies
- Strengthen planning rules for urban and rural areas to prevent further development on flood plains and ensure developers prioritise flood resilience and prevention.

(2) As one of ten Defra-defined Flood Risk Areas in England, to request the Environment, Transport & Sustainability Committee to prioritise work on our city Flood Risk Management Plan and in particular the Surface Water Management Plan to bring forward viable schemes to reduce flood risk in key ‘hotspots’.”

Proposed by: Councillor Hawtree Seconded by: Councillor Buckley

Supported by: Councillors Bowden, Davey, Deane, Duncan, Jarrett, Jones, Kennedy, A Kitcat, J Kitcat, Littman, Mac Cafferty, Phillips, Powell, Randall, Rufus, Shanks, Sykes, Wakefield and West.

Supporting Information:

Subject:	Response to petition on coach parking in Roedean Area		
Date of Meeting:	29 April 2014		
Report of:	Executive Director, Environment, Development & Housing		
Contact Officer:	Name:	Christina Liassides	Tel: 29-2036
	Email:	Christina.liassides@brighton-hove.gov.uk	
Ward(s) affected:	Rottingdean Coastal		

FOR GENERAL RELEASE.**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Following a petition submitted to Environment, Transport & Sustainability Committee on 14 January 2014 requesting a Traffic Regulation Order banning coaches and HGVs in the Roedean area, the Committee requested an officer report into this proposal.
- 1.2 This report analyses the current situation and investigates the potential for a Traffic Regulation Order in the area. The relevant Traffic Regulation Order is one that stops any public service vehicle (serving more than 8 passengers) entering a designated zone that is signed at entry points to that zone.
- 1.3 It is also recommended that HGVs should be included in the ban and this would require additional signs.

2. RECOMMENDATIONS:

- 2.1 That Environment, Transport & Sustainability Committee approve the advertising of a Traffic Regulation Order banning heavy goods vehicles and public service vehicles except for access in The Cliff, Cliff Road, Cliff Approach, Roedean Crescent, Roedean Way, Roedean Vale and Roedean Heights
- 2.2 That Environment, Transport & Sustainability Committee approve the advertising of a Traffic Regulation Order introducing a 4-hour tariff at Madeira Drive coach parking facility.
- 2.3 That Environment, Transport & Sustainability Committee approve the required expenditure for this Traffic Regulation Order as outlined in 3.18

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The petition received by the council stated: *We the undersigned request the council take urgent action to protect the residential streets of Roedean to include The Cliff, Cliff Road, Cliff Approach, Roedean Crescent, Roedean Way, Roedean*

Vale and Roedean heights by implementing a Traffic Regulation Order banning coaches and HGV's except for access. As local residents we are extremely concerned about the health and safety implications of coaches overspilling from their current unofficial parking on Roedean Road into our residential streets which are totally unsuitable for such traffic. We recognise there is a wider debate about coach parking for the city however we urge the council to act now with this specific TRO to protect our streets before it is too late and a major incident occurs

Current coach parking provision

- 3.2 Coach parking is provided by the council in Madeira Drive. All-day parking is permitted, at a cost of £15.00. This is a reduction from 2010, when the charge was £20.00
- 3.3 The facility provides spaces for 42 coaches.
- 3.4 During the summer months the coach parking at Madeira Drive is well-used. However, officer calculations based on daily transactions show that capacity is not reached during most of the peak holiday season. The busiest month is July, when the coach park comes close to reaching capacity on a few days of the month. See Appendix 1 – Average daily transactions

Coach parking in the Roedean Road area

- 3.5 It is clear that some coach drivers choose to park along Roedean Road even when there is plenty of capacity at Madeira Drive. Anecdotally it is believed that this is partly to avoid paying for parking and partly due to the popularity of a local café although no driver surveys have been undertaken here to date.
- 3.6 Coach parking in Roedean Road has been occurring for several years but has increased, resulting in occasional overspill into surrounding residential roads during the summer months.
- 3.7 Although formal parking surveys have not been conducted, photographs and site visits provide estimates that on peak days there are around 30 -35 coaches parking in the area. See Appendix 2 – Photographs of Roedean Road area
- 3.8 It is not possible to carry out detailed surveys prior to the presentation of this report, especially since in the winter months coach parking is much reduced. There is also a cost and resource implication to conducting such surveys.
- 3.9 Coach parking in Roedean Road and nearby roads is neither encouraged nor designated by the council. There are however very few parking restrictions in this area, meaning that any vehicle may park for unrestricted lengths of time.
- 3.10 Some parking restrictions (double yellow lines) have been introduced along Roedean Road at the junction with Wilson Avenue and part-way along towards the A259 to ensure safety at these points and to enable freer movement of the regular bus services, who utilise this throughout the year.
- 3.11 Enforcement of illegal parking is being targeted within the Roedean Road area.

Coach parking long-term strategy

- 3.12 It would require a more comprehensive piece of work to ascertain factual information about the factors that cause coaches to park in certain locations around the city and to analyse usage against available and potential new provision. This work involves wider investigation, data gathering and consultation.
- 3.13 As has previously been stated at this Committee, and the former Transport Committee, the intention is to take this issue forward as part of the development of the council's next Local Transport Plan, which is due to be completed by the end of 2014. That plan will include the council's long-term transport strategy aims and a shorter-term delivery programme.
- 3.14 A suitable permanent site for a purpose-built facility has not been identified to date other than the possibility of the former gas works site as part of Park & Ride site investigations in 2000. This has been subsequently ruled out due to the extremely high costs of acquisition and development.

Traffic Regulation Order banning HGVs and Coaches

- 3.15 A Traffic Regulation Order banning public service vehicles and HGVs is only enforceable by the police, as this is classified as a moving traffic offence. This has been discussed with Sussex Police, who have indicated that enforcement of this ban would be under their jurisdiction but would not be highest priority. The police could not enforce against vehicles that are parked in this location as opposed to moving through the area.
- 3.16 Officers have investigated the boundaries of such a ban on site, to ascertain the most effective and clear boundaries, bearing in mind that Sussex Police are not able to give highest priority to this.
- 3.17 The analysis considered whether Roedean Road should also be included in the ban. The advantage of this is that prohibition and enforcement would be easier and clearer, and with less street clutter due to only requiring signing at the entry points to Roedean Road.
- 3.18 The primary disadvantage, however, outweighs the benefit. The ban would prohibit all public service vehicles from traversing Roedean Road and this is not feasible as Brighton & Hove Buses, the Big Lemon and Compass Buses all run a service that stops at various locations in Roedean Road.
- 3.19 This does not mean that, by proposing to exclude Roedean Road, parking is accepted, condoned or directed to Roedean Road.
- 3.20 It is possible to designate only the residential roads (The Cliff, Cliff Road, Cliff Approach, Roedean Crescent, Roedean Way, Roedean Vale and Roedean Heights) as zones for prohibition of public service vehicles and HGVs; this would require signage at the entry points of each of the roads, including at one junction that forks. In total, up to 10 illuminated signs and posts would be required. See Appendix 3 – Map of area

- 3.21 There is sufficient capacity at Madeira Drive to accommodate coaches displaced from these residential roads in the Roedean area. However, if drivers chose to park for free, there is a risk of displacement into other non-restricted roads rather than coaches moving to Madeira Drive.
- 3.22 Calculations for a handful of peak summer days indicate that there is not enough capacity at Madeira Drive to accommodate all the coaches that visit and park in this part of the city; hence the requirement for a longer-term analysis and strategy. Therefore displacement at these times to other residential streets is a real possibility.
- 3.23 It is not known whether this displacement may occur but it could shift coach parking to other nearby residential streets or elsewhere in the city, with resulting disruption and parking issues. It is not possible to carry out an impact assessment as without detailed consultation and surveys, driver behaviour is impossible to predict. Any such surveys would form part of the LTP wider coach parking strategy.
- 3.24 However it is acknowledged that the current situation in the Roedean area is becoming more difficult for residents with coaches parking for long periods of time in residential areas.
- 3.25 Prior to any longer-term strategy for coach parking overall, there is no other immediate or short-term solution to this issue.
- 3.1 A Traffic Regulation Order could be advertised in May 2014 for a period of three weeks and would take approximately a further 2 – 3 months to implement on the ground due to the requirement for connections to the illuminated signs. If there are any objections to the TRO then this would need to be presented in a report to a further Environment, Transport and Sustainability Committee
- 3.2 It must be noted that this is a moving traffic offence and therefore only enforceable by the police.

Mitigation measures

- 3.3 Double and/or single yellow lines are currently being investigated for the southern end of Wilson Avenue, the nearest unrestricted parking adjacent to Roedean Road. This is part of the parking strategy for East Brighton Park and if agreed, would prevent displacement to this part of Wilson Avenue which is adjacent to Roedean Road.
- 3.4 It is proposed to offer a more flexible tariff structure for Madeira Drive coach parking. Analysis of daily transactions show that many coaches arrive around midday and may therefore only utilise the space for half a day.
- 3.5 A new tariff for half-day coach parking would therefore represent better value for shorter stays and may encourage more usage of the designated coach parking bays. It is proposed to advertise this change via a draft Traffic Regulation Order at the same time as the advertisement for the prohibition of public service

vehicles and HGVs in May 2014, and to review this in the annual parking tariff review for 2015-16. See Appendix 4 – Proposed tariff

Funding

- 3.6 Funding to carry out Traffic Regulation Orders outside of controlled parking schemes is no longer available following budget savings in 2012-13 onwards. However, this particular issue is not about controlling local parking but about the existence of unofficial and unsanctioned coach parking in small residential streets by vehicles visiting from all over the UK and Europe. It is therefore felt that an exception can be made but funding still needs to be identified if this TRO is to be advertised for the Roedean Road area.
- 3.7 The approximate cost of these works, including TRO advertising, lining and signing is £2,000 plus illuminated signage costs of £11,000 (8 x illuminated signs plus electrical connection costs).
- 3.8 This funding could be allocated from the LTP capital funds or from the revenue budget for signing and lining for 2014-15 if Environment, Transport & Sustainability Committee agree to this exception.
- 3.9 It should be noted that if displacement of coaches occurs to other locations, there is no funding identified to carry out further parking restrictions or TROs.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Double yellow lines could be considered but this would prevent any vehicle, including residents and their visitors, from parking in the whole of the Roedean area as well as cause potential displacement of all vehicles to nearby locations. The only benefit of double yellow lines is that they can be enforced by the council. However, due to the level of restriction that this would place on all vehicles, it is not recommended to proceed with this option in the residential streets.
- 4.2 A residents' parking scheme could be considered for the area. This would give priority to residents whilst allowing some paid parking along Roedean Road for visitors and users of local amenities. Coaches and HGVs would be able to park on pay & display bays providing they do not exceed the designated width but there would be no free parking and Pay & Display bays could be time-limited to prevent all day parking.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 There has been ongoing engagement, meetings and discussion with the Roedean Residents' Association, ward councillors and local residents for several years.
- 5.2 Senior officers and Councillor Pete West have met with resident representatives in recent months.

- 5.3 This petition has arisen as a result of a suggestion by a local resident.

6. CONCLUSION

- 6.1 It is recommended to proceed with a Traffic Regulation Order banning HGVs and coaches in residential roads in the Roedean area due to the increasing coach/large vehicle parking occurring here and due to the unique nature of the problem.
- 6.2 It is not recommended to include Roedean Road because this would prevent the regular bus services from using this. There are four sets of bus stops on Roedean Road.
- 6.3 Further work into a coach parking strategy is identified within LTP 4 to progress any issues arising out of the ban and to look at requirements for coaches visiting the city. However, this is a long term aim and will not resolve the Roedean area issue in the short-term.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The expected costs associated with the recommendations are provided within the main body of report. It is anticipated that the costs will be funded from existing Highways revenue budget within the Transport service.

Finance Officer Consulted: Steven Bedford

Date: 19/03/14

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural requirements are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given. Any person may, within 21 days of the notice, object to an order and any unresolved objections must be considered by this Committee before any order can be made. Section 1 of the 1984 Act provides that traffic orders can be made for purposes including preserving or improving the amenities of the area through which the road runs, avoiding or preventing the likelihood of danger to persons or other traffic using the road and for preventing the use of roads by vehicular traffic which is unsuitable having regard to the existing character of the road. Moreover, section 19 of the Act gives traffic authorities a specific power to ban public service vehicles from roads within their areas.

Lawyer Consulted:

Name Hilary Woodward

Date: 20/3/14

Equalities Implications:

- 7.3 There are no direct equalities implications arising from this report although enforcement of the proposed Traffic Regulation Order may make it easier for people with mobility difficulties to access their properties.

Sustainability Implications:

- 7.4 There are no direct sustainability implications arising from the report.

Any Other Significant Implications:

- 7.5 Opportunities: it is hoped that a ban on coaches using the Roedean Road area will encourage coach drivers to use the designated facility in Madeira Drive.

- 7.6 Risks: there is a risk that displacement of these vehicles may occur in other areas of the city.

Crime & Disorder Implications:

- 7.7 There are no crime and disorder implications arising from the report.

Public Health Implications:

- 7.8 There are no public health implications arising from this report.

Corporate / Citywide Implications:

- 7.9 The issue of coach parking in the city is a wider issue than the impact on the Roedean Road area, although no suitable permanent site has been identified. Coach parking is already provided in Madeira Drive at a charge of £15 for all day and is of sufficient capacity for the majority of coaches visiting the city.

SUPPORTING DOCUMENTATION

Appendices:

1. Average Daily Transactions
2. Photographs taken in Roedean Road area
3. Map of area
4. Proposed tariff structure

Documents in Members' Rooms

None

Background Documents

1. Petition at Environment, Transport & Sustainability Committee, 14 January 2014

2. Councillor Questions at Environment, Transport & Sustainability Committee 2013 and petition at Transport Committee (27 November 2012).
3. Deputation, petition and public question at Full Council, 25 October 2012

Appendix 1 – Average Daily Transactions

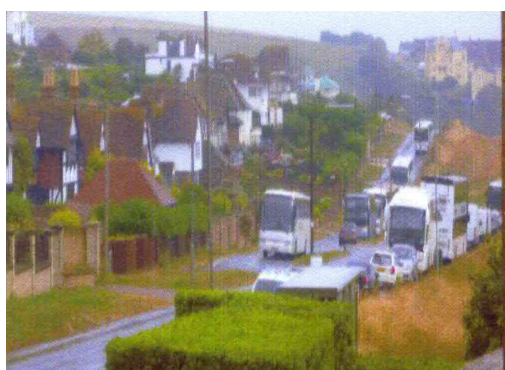
Row Labels	Total Income	Total Txns	Avg Income Per Day	Avg No. Txns Per Day
April	£7,320.00	604	£244.00	20
May	£7,337.05	505	£236.68	16
June	£7,670.30	507	£255.68	17
July	£8,205.10	643	£264.68	21
August	£6,276.40	538	£202.46	17
September	£7,636.25	333	£254.54	11
Grand Total	£44,445.10	3130	£242.87	17

Appendix 2 Photographs taken in Roedean Road area

Date: 27 July 2013 (busiest month for coach parking)



Undated photographs from local residents:







Appendix 4: Proposed coach parking tariffs for Madeira Drive coach bays

Current:

All day (8 hours) £15

Proposed

All day (8 hours) £15

Half day (4 hours) £8

Subject:	Vogue Gyratory Improvements – TRO Response		
Date of Meeting:	29th April 2014		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Martin Heath	Tel: 01273 293705
	Email:	Martin.Heath@brighton-hove.gov.uk	
Ward(s) affected:	St Peters & North Laine, Hollingdean & Stanmer		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The purpose of this report is to address comments and objections to the draft Traffic Regulation Order (TRO). The traffic order outlines the proposed introduction of a bus lane on Lewes Road from the junction with Upper Lewes Road for a distance of 50m in a northerly direction. The bus lane is one element of a proposed junction-wide improvement scheme at the Vogue Gyratory junction that will make it easier and safer for pedestrians and cyclists to manoeuvre through this busy intersection.
- 1.2 The proposals will also improve access to local bus services by allowing the No.25 University service to access a redesigned bus stop outside the adjacent supermarket. This will improve the frequency of the bus services at this stop whilst maintaining sufficient capacity for existing buses and general traffic using the junction to ensure that journey times will not be adversely affected.
- 1.3 This report also sets out the costs and timescales for delivering the Vogue Gyratory Improvement scheme and requests approval to proceed to implementation in July 2014.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Environment, Transport & Sustainability Committee approves as advertised The Brighton & Hove (Lewes Road Area) (Bus Lanes) Order 2006 Amendment No.1 201*.
- 2.2 That the ETS Committee instructs officers to implement the wider Vogue Gyratory Improvement scheme, as set out in this report.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In July 2011 the City Council was successful in bidding for £4.03m funding for the Lewes Road Corridor through the government's Local Sustainable Transport Fund (LSTF). The funding is being used to implement infrastructure measures on Lewes Road and in the surrounding residential areas, as well as a range of initiatives to encourage people to travel more sustainably. A further £2.25m has been committed to the overall project by local partners including Brighton & Hove Bus Company, Brighton & Sussex Universities and Brighton & Hove PCT.

- 3.2 Following award of the funding and after extensive initial engagement with local residents and businesses, detailed proposals for Lewes Road and the Vogue Gyratory were developed which comprised the following key elements:
- 1) Bus & Cycle Lanes in both directions on the dual carriageway section of Lewes Road between The Vogue Gyratory and the A27 at Falmer.
 - 2) On-road 2 metre northbound cycle lane through The Vogue Gyratory with improved pedestrian facilities and more efficient traffic lights to aid the flow of traffic. The existing southbound cycle lane would also be widened to 2 metres through the gyratory system.
- 3.3 Both schemes were subject to extensive public consultation in April / May 2012 where a majority of respondents were supportive of the proposals. Further details about this consultation are included later in this section under the heading 'Community Engagement and Consultation'.
- 3.4 Following the consultations and during the subsequent detailed design process, the citywide transport model was utilised to fully understand the wider impacts of both schemes and to predict the impact on journey times for general traffic and buses. The results of this modelling suggested that introducing the bus and cycle lane scheme on Lewes Road would not result in significant increases in journey times for general traffic.
- 3.5 The Lewes Road scheme was subsequently approved by committee in November 2012 and has now been implemented in full. Early monitoring results suggest that the scheme has improved bus journey times and that the impacts on general traffic have been minimised.
- 3.6 However, the detailed modelling undertaken on the Vogue Gyratory proposals suggested an unacceptable level of additional delay would likely occur for northbound traffic on Lewes Road south of the Vogue Gyratory. This is particularly relevant as there is insufficient space to provide any form of bus priority in this location and therefore bus journey times would be severely affected, negating the improvements implemented on the dual carriageway section to the north.
- 3.7 Officers therefore recommended that further design work was required, in conjunction with key stakeholders, to ensure that the desired benefits for buses, cyclists and pedestrians do not create unreasonable disbenefits for other users. Traffic Orders and detailed plans for the Vogue Gyratory were therefore not taken forward and it was agreed that revised proposals will be presented at a future meeting of the Committee before Traffic Regulation Orders are published.

Revised Scheme

- 3.8 On 14th January 2014, the Environment, Transport and Sustainability Committee agreed to move forward with the revised scheme for the Vogue Gyratory as set out below. Plans of the existing layout and the revised scheme proposal are included in **Appendix 1 and 2**. A diagram showing a cross-section of the proposal is included in **Appendix 3**.

3.9 The key elements of the revised proposal include the following:

Simplification of the existing complex layout, making the junction safer and more legible for all users

Continuous 2 metre wide northbound cycle lane through the Gyratory system

Improvements to the Sainsbury's bus stop through introduction of a 'floating bus stop' and larger bus shelter, as successfully used in the Lewes Road Scheme. This will allow the No.25 bendy buses to call at this stop where currently they are unable to gain access.

Pedestrian improvements across the Sainsbury's car park entrance in the form of a raised area to give pedestrians priority over traffic emerging from the car park

Changes to the kerb alignments at the entrance and exits to the Gyratory in order to provide adequate space for cyclists and vehicles to move through the junction without coming into conflict or causing delay

Improved and simplified pedestrian crossings

Replacement traffic signals to improve efficiency and traffic flow using up-to-date technology and linking the signals with the new signals on Lewes Road to maximise traffic flow throughout the area

Advanced green phases for cyclists at traffic lights, providing a 3 second head start to reduce conflict

- 3.10 The key difference between the revised proposal and the original is the omission of the cycle priority traffic signals at the left turn into Hollingdean Road for northbound traffic. The transport modelling suggested that this element, in conjunction with the required reduction in carriageway and revised signal timings, was the key factor in reducing capacity and therefore the predicted increase in journey times for buses and general traffic.
- 3.11 Removal of this element means that a possible conflict point remains for cyclists and general traffic at this location but that the overall capacity of the junction would be maintained at a reasonable level. This conflict point exists under the current layout and through good design and use of coloured surfacing and clear road markings it is considered that the conflict can be managed under the new proposal. The accident record for this location will need to be monitored following implementation to ensure there are no specific issues.
- 3.12 Despite the omission of the cycle priority traffic signals outlined above, the improvements still represent a significant improvement for cyclists, general traffic and buses. Reductions in the number of accidents taking place can be expected as well as further increases in the number of people cycling due to the vastly improved conditions that would result.

Traffic Flow Impact Assessment

- 3.13 Traffic modelling is being carried out on the proposed layout. Whilst this will provide an indication of the effects of the proposals on queuing and delay, the actual performance of the junction will only be determined once the scheme is in place and signal timings have had an opportunity to be optimised.
- 3.14 The junction currently functions under the control of two traffic signal controllers and the linking between these is poor. In the proposed new layout the junction will be operated by a single controller and will be more efficient, as it will allow for the computer program that controls timings to be operated under MOVA (microprocessor optimised vehicle actuation). Experience of the effectiveness of this controller has shown that reductions in delays of up to 13% can be achieved, compared to other vehicle actuated systems such as the one currently in use.
- 3.15 Whilst no change in vehicle demand is envisaged, the realignment of the carriageways through the junction will improve flow and lane discipline, reduce the space available for excessive speeds to develop and reduce the crossing distances for pedestrian, all of which will also improve junction performance.

Community Engagement and Consultation

- 3.16 An initial public consultation was held over a 6 week period in November and December 2011 to inform people about the award of the funding and gather local opinion on the transport issues that exist in the area. Further, more detailed public consultation was then undertaken over a further 6 week period in April 2012 on plans for the Vogue Gyratory and Lewes Road which involved as many local partners and stakeholders as possible.
- 3.17 Information leaflets and questionnaires were mailed to 31,190 residential and business addresses and a further 1000 consultation packs were sent to random city-wide addresses. A further 2069 packs were delivered to Brighton University who have sites and Halls of Residence in the area and similarly 3356 were delivered to Sussex University.
- 3.18 In addition to the direct mail-out, numerous exhibitions were held in local community centres and other venues throughout April and May 2012 and a further four exhibitions were held at University sites.
- 3.19 4166 responses to the consultation were received in total. A significant majority of respondents were local residents (82%), while 16% indicated they work in the area and 7% were students. 65% (3534) of respondents supported the proposed changes to the Vogue Gyratory.
- 3.20 The results of the consultation suggest a clear majority of respondents are in favour of the original proposals for the Vogue Gyratory. Given that the plans have not changed significantly, and the issues raised by local people in relation to the existing Vogue Gyratory layout still exist, it is considered that the results of the previous consultation will still be applicable to this revised proposal.

4. STATUTORY CONSULTATION

- 4.1 The draft Traffic Regulation Order (TRO) was advertised on 28th February 2014 with the closing date for comments and objections on 21st March 2014.

- 4.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 4.3 Notices were put on street for 26th February 2014 which outlined the proposal and after a week any missing notices on-street were replaced. The notice was also published in The Argus newspaper. Detailed plans and the Traffic Regulation Order were available to view at Hove Library, Jubilee Library, the City Direct Offices at Bartholomew House and Hove Town Hall. A plan detailing the proposals is included in **Appendix 2**.
- 4.4 The documents were also available to view and to respond to directly on the Council website.
- 4.5 In total, three items of correspondence were received in relation to the TRO. All three items objected to the introduction of the bus lane and the details have been summarised in Table 1.

Representations	Object / Support	Contents
1. Resident	Objection	<ul style="list-style-type: none"> Against the introduction of a bus lane as it will result in the loss of one lane for general traffic at a busy and overcrowded junction
2. Resident	Objection	<ul style="list-style-type: none"> Against the introduction of a bus lane as it will result in only one lane being available for traffic going northbound or turning right up Bear Road
3. Business	Objection	<ul style="list-style-type: none"> Concerned that the bus lane will cause confusion for drivers wanting to enter the supermarket entrance and may obstruct visibility Considers that the concerns could be alleviated if appropriate directional signage and line marking was installed.

Table 1 – Summary of objections

- 4.6 In response to the objections received from residents, it is understood that the residents may have misunderstood the proposed design and how it will operate. The proposals will not reduce the number of operational lanes available for general traffic at any of the sets of traffic signals and therefore the capacity of the junction will not be affected. This has been verified by evaluation within the City-wide Transport Model which is being revised to take into account the new proposals.
- 4.7 Officers met with representatives from the business objector prior to receiving their objection. At the meeting they raised their concerns about the visibility of their entrance for their customers and it was agreed that the objector would submit proposals for improved direction signs for the Council to consider as part of the scheme. Officers will assess any proposal received, along with any others received by other businesses in the area, and will incorporate additional signage as appropriate. The proposals include an overhaul and review of all traffic signs at the junction, with rationalisation and reduction where possible.

- 4.8 Officers are developing a further consultation programme with all business and residential frontages to ensure that the final detailed design does not impact upon their accessibility to premises, both during construction and after the construction is completed.

Conclusion

- 4.9 Having considered the objections raised, Members are asked to approve The Brighton & Hove (Lewes Road Area) (Bus Lanes) Order 2006 Amendment No.1 201* as advertised and to agree to the implementation of the Vogue Gyratory Improvement scheme as referred to in this report.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Detailed costing is currently in progress and the total cost of the project is estimated to be £750,000. Of this, approximately £650,000 will be funded from the Local Transport Plan budget. A further £70,000 will be funded for the Better Bus Accessibility project and a further £30,000 will be funded from s106 contributions.

Finance Officer Consulted: Jeff Coates

Date: 15/04/14

Legal Implications:

- 5.2 The Traffic Regulation Order has been advertised in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Any person may object to an order. As there are unresolved objections these are now referred to this meeting for consideration.

There are no human rights implications to draw to Members' attention.

Lawyer Consulted: Hilary Woodward

Date: 16/04/14

Equalities Implications:

- 5.3 The scheme will be designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society.

Sustainability Implications:

- 5.4 The measures outlined in this report will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking, cycling, and bus use. It is predicted that significant reductions in travel by private car would result from implementation of the scheme, with people instead choosing to travel by walking, cycling or bus due to their increased attractiveness and viability made possible through the improvements identified.
- 5.5 The scheme will seek to enhance health by encouraging active travel amongst local people and reducing the causes of air pollution in the area, namely excessive levels of motorised traffic.

Risk and Opportunity Management Implications:

- 5.6 Longer term risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk has been mitigated by a careful design process in the first instance, and thorough extensive consultation with end users.

Public Health Implications:

- 5.7 Increasing the number of pedestrians and cyclists and encouraging greater use of public transport will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.

SUPPORTING DOCUMENTATION

Appendices:

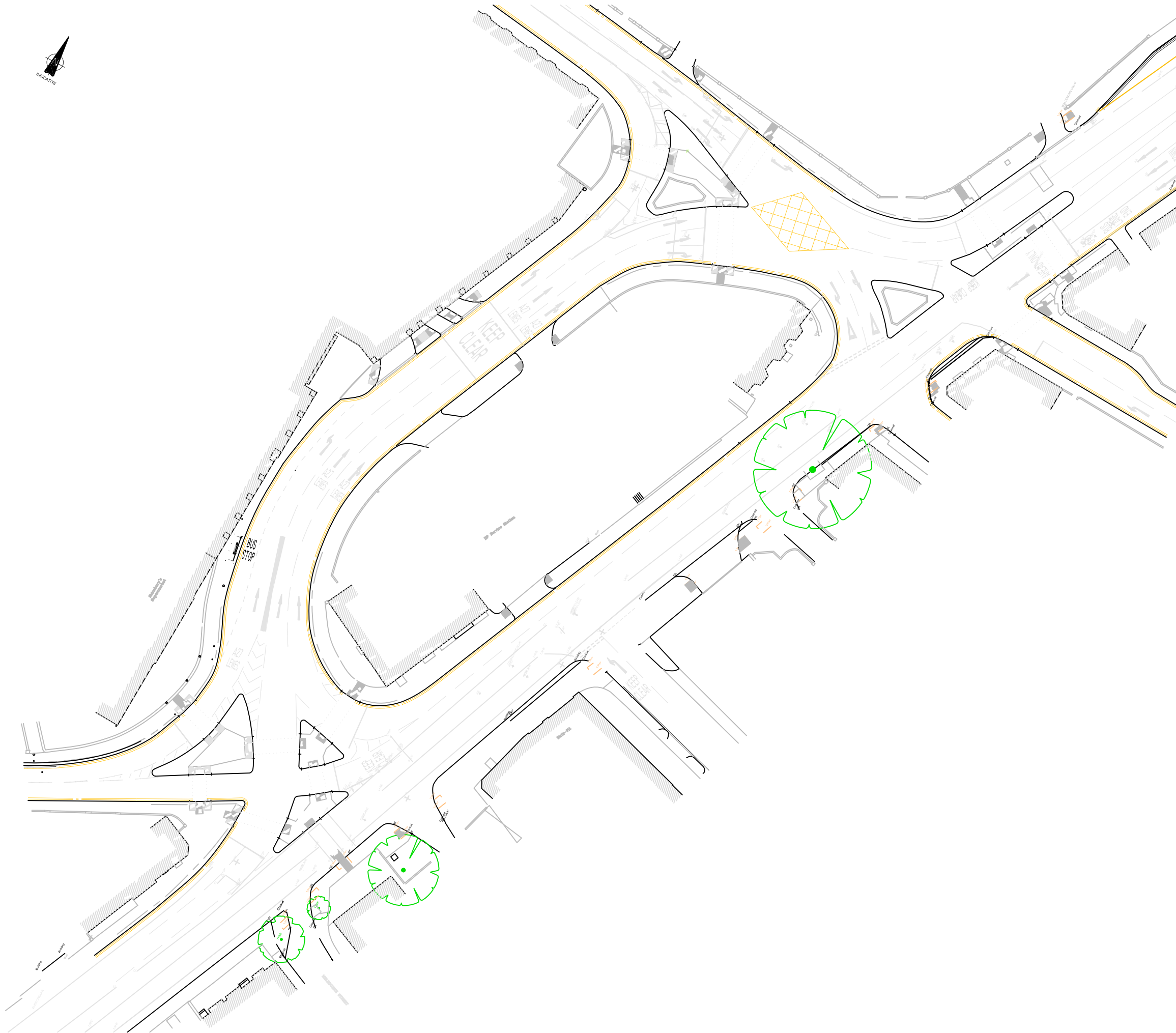
1. Vogue Gyratory - Existing junction layout
2. Vogue Gyratory - Proposed junction layout
3. Example cross-section drawings

Documents in Members' Rooms

None

Background Documents

None



KEY

Rev	Revision details	Date
	Signed	
Drawn:	Ben Stride	April 2014
Surveyed:	Amey Consultants	March 2012
Checked:		
Approved:		
File/Acad ref:	S:\	



**Brighton & Hove
City Council**

Project Name

The Vogue Gyratory Improvements

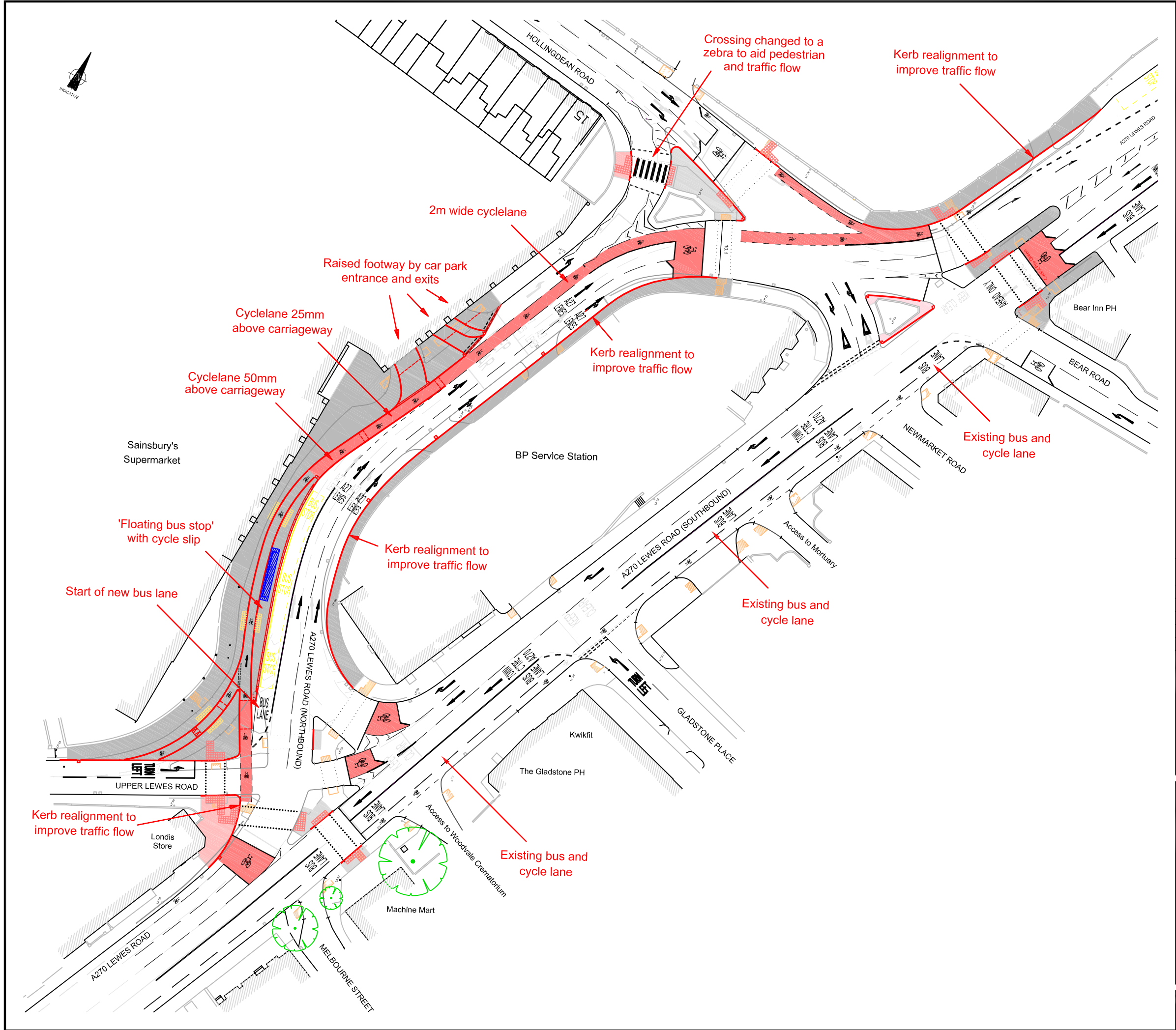
Drawing Title

Existing Junction Layout

Drawing No
Vogue/BS/Existing

Scale
N.T.S. @ A3

Rev



KEY

Rev	Revision details	Date
	Signed	
Drawn:	Ben Stride	April 2014
Surveyed:	Amey Consultants	March 2012
Checked:		
Approved:		
File/Acad ref:	S:\	



Project Name

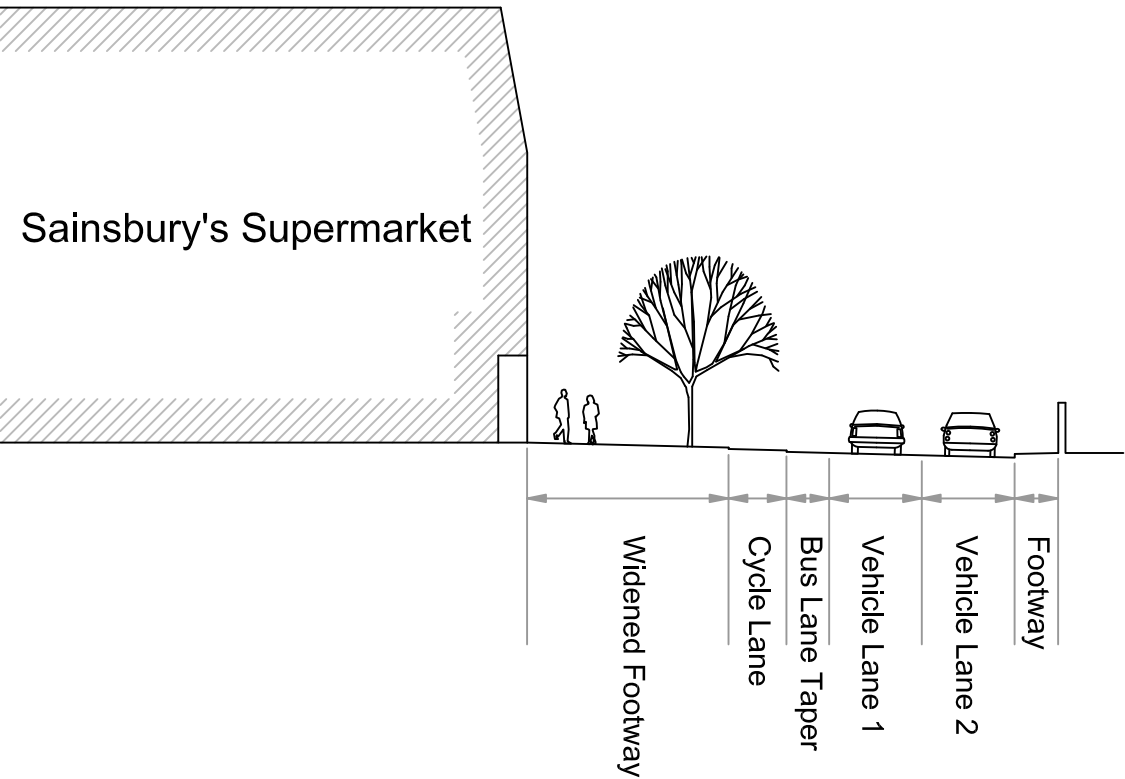
The Vogue Gyratory Improvements

Drawing Title

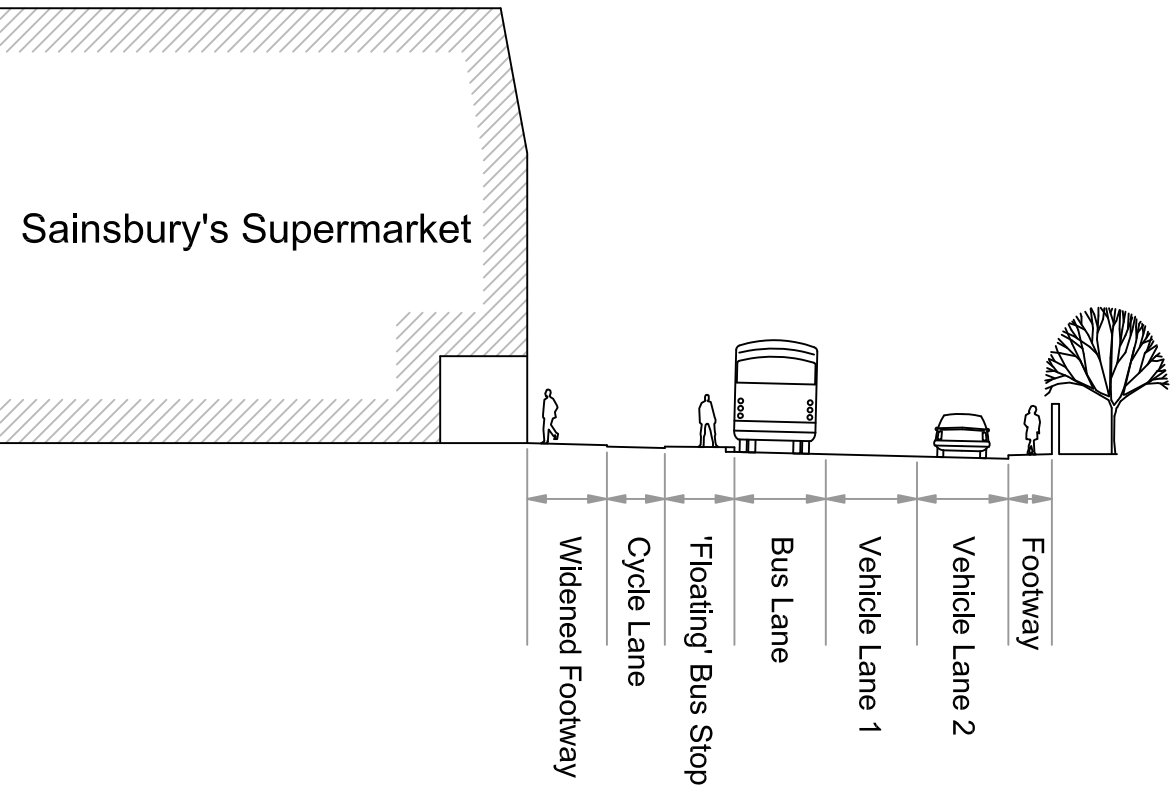
Proposed Junction Layout

Drawing No	Scale	Rev
Vogue/BS/Proposed	N.T.S. @ A3	

Cross Section Through Cycle Lane



Cross Section Through Bus Stop



KEY

Rev	Revision details	
	Signed	Date
Drawn:	Ben Stride	April 2014
Surveyed:	Amey Consultants	March 2012
Checked:		
Approved:		
File/Acad ref:	S:\	



Project Name		
The Vogue Gyratory Improvements		
Drawing Title		
Proposed Cross Sections		
Drawing No	Scale	Rev
Vogue/BS/Sections	N.T.S. @ A3	

Subject:	Brighton & Hove 20mph Speed Limit – Phase 2 : Objections to Speed Limit Orders for Surrenden Road, Preston Drive and Stanford Avenue		
Date of Meeting:	29th April 2014		
Report of:	Executive Director of Environment, Development & Housing		
Contact Officer:	Name:	Emma Sheridan	Tel: 29-3862
	Email:	emmasheridan@brighton-hove.gov.uk	
Ward(s) affected:	Preston Park, Withdean and Patcham		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to address comments and objections relating to the draft Speed Limit Orders (SLOs). The orders outline the proposed introduction of a 20mph speed limit in Surrenden Road, Preston Drive and Stanford Avenue.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Environment Transport & Sustainability Committee approves as advertised the following orders:
- Brighton & Hove (Phase 2, Area 4) (20mph Speed Limit) Order 20** Amendment No. * (TRO-9b-2014) Preston Drive, Surrenden Road (between Preston Drive and Braybon Avenue) and Stanford Avenue
 - Brighton & Hove (Phase 2, Area 5) (20mph Speed Limit) Order 20** Amendment No. * (TRO-9c-2014) Surrenden Road (between Braybon Avenue and Ditchling Road)

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In May 2010, following an investigation into 20mph speed limits and zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC), the panel produced a report containing 15 recommendations (see Background Document 1). In broad terms, the main recommendation was the wider implementation of 20mph speed limits in residential areas and on the roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.
- 3.2 In October 2011, the Department for Transport (DfT) set out a new policy

framework for the country's traffic sign systems. Included in this were provisions making it easier for councils to introduce 20mph schemes. This takes the form of a reduction in the need for physical traffic calming measures in 20mph zones by expanding the list of permitted traffic calming measures to include repeater signs and reducing the need for road humps and chicanes.

- 3.3 An outline proposal for the phased introduction of 20mph speed restrictions across the City was considered at the Environment Transport & Sustainability Cabinet Member Meeting in May 2012 where the principles of the proposed implementation programme (see Background Document 4) were agreed. Permission was granted to undertake city wide stakeholder and public consultation, preparatory research, surveys and street character assessments.
- 3.4 On 15th January 2013 the Brighton & Hove City Council Transport Committee granted approval for the first phase of implementation of 20mph speed limit programme in central Brighton and Hove (see Background Document 6). The limit came into force on 8th April 2013.
- 3.5 On 11th December 2013 the Brighton & Hove City Council Environment, Transport & Sustainability Committee granted approval for the advertisement of Speed Limit Orders for the Phase 2 area.
- 3.6 On 4th March 2014 the Brighton & Hove City Council Environment, Transport & Sustainability Committee granted approval for the implementation of 20mph limits in the Phase 2 area and, in response to public representations, for the advertisement of draft Speed Limit Orders to reduce the speed limit to 20mph on Surrenden Road, Preston Drove and Stanford Avenue.

4. COMMUNITY ENGAGEMENT & CONSULTATION

Petitions

- 4.1 A petition signed by 742 people was presented to full Council in January 2014 and to the Environment Transport and Sustainability Committee in March 2014 asking Brighton and Hove City Council "To reconsider the decision not to reduce the speed limit on Preston Drove, Stanford Avenue and Surrenden Road to 20mph
- 4.2 Following the presentation of the above petition and a deputation made at the March Committee, Committee members approved the advertisement of draft Speed Limit Orders for Surrenden Road, Preston Drove and Stanford Avenue.

Advertisement of Draft Speed Limit Orders

- 4.3 The draft Speed Limit Orders (SLOs) for Surrenden Road, Preston Drove and Stanford Avenue were advertised on 18th March 2014 with the closing date for comments and objections being 8th April 2014.
- 4.4 The Ward Councillors for the area were informed, as were the Bus and Taxi Companies operating within the City and the statutory consultees such as the Emergency Services. The notices were published in The Argus newspaper and were available to view at the City Direct Offices at Bartholomew House and Hove Town Hall. The documents were available to view and respond to directly via the

Council website. In addition, notification and copies of the orders were distributed by email to all those who had provided contact details for further information when responding to the public consultation on the Phase 2 area. On street notices were displayed on the relevant roads.

Individual responses to the Speed Limit Orders

- 4.5 In total, correspondence was received from 135 individuals or organisations in response to the SLOs (hard copies of the responses are available to view in the Members Room and a summary is provided as Appendix 1)
- 4.6 The correspondence has been reviewed in order to understand the various reasons behind the support for, or objections to, the proposals. A number of submissions related to more than one issue.
- 4.7 The majority of reasons provided for those supporting and opposing the proposals were the same as those raised during the public consultation on Phase 2 and previously with the advertisement of SLOs for the Phase 1 and Phase 2 areas. These issues were addressed at length in the Committee Reports presented to and debated by the Transport Committee in January 2013 (Background Document 6) and by the Environment, Transport & Sustainability Committee in December 2013 (Background Document 7) and in March 2014 (Background Document 8).
- 4.8 This report addresses in detail those issues which are new, those that are specific to the Speed Limit Orders for Surrenden Road, Preston Drove and Stanford Avenue and those where new information has become available.

Geographical Spread of responses

- 4.9 155 submissions from 135 individuals or organisations. Of these 132 were in support of the SLOs and 3 were in objection to them. This can be broken down as:
- 3 objections were received (1 from Compass Travel, 1 from a resident of Surrenden Road - the north/south section, and 1 from a resident of Woodingdean)
 - 6 submissions were received from residents of the east/west section of Surrenden Road - all of these were in support of the orders
 - 14 submissions were from residents of Preston Drove – all of these were in support of the orders
 - 6 submissions were from residents of Stanford Avenue – all of these were in support of the orders
 - 7 submissions were received from residents of the north/south section of Surrenden Road - 1 objected and 6 were in support of the orders
 - 6 submissions were from individuals resident outside the City,

- 25 submissions were from residents or business owners in other parts of the city (7 of which were from within the Phase 1 area, all of which were in support)
- All other submissions were from the roads around or adjoining the roads covered by the orders and all were in support (noteworthy are 10 submissions in support from Havelock Road, 9 in support from Loder Road)
- No responses/objections were received from Brighton and Hove Bus Company or the taxi trade

Support for the Proposals

4.10 132 individuals responded giving complete support to the proposals. In addition to stating general support for 20mph limits in principle, these submissions cited the following reasons for their support:

- Roads are major routes to and from local schools and parks
- Improved safety (particularly for children)
- Will encourage more walking and cycling
- Will create a more pleasant environment
- Will improve traffic flow
- Will reduce pollution and noise
- The limit was appropriate as streets are residential/family areas
- A feeling that current speeds were too fast

Objections to the Proposals

4.11 3 responses were received in complete objection to the proposals. 1 from Compass Travel who operate the supported bus service 56 along Stanford Avenue, 1 from a resident of Surrenden Road - the north/south section, and 1 from a resident of Woodingdean)

Impact on Bus Journey Times

4.12 1 objection, from Compass Travel, was made on the grounds that the scheme would have a negative impact on bus journey times, particularly route 56 which travels up Stanford Avenue.

4.13 This issue has been addressed in detail in Background Document 6: Paragraphs 4.15-4.21. Officers have undertaken journey time surveys specifically of Stanford Avenue which showed that the maximum impact of a reduced limit on this road would be 23 seconds. This is based on travel at a constant speed of 30mph compared to a constant speed of 20mph with the vehicle not stopping at any of the three bus stops along this 800meter stretch of road. Officers consider that such a scenario is unlikely to take place on a normal journey and as such the impact on bus journey times for the 56 route would be insignificant.

4.14 It should also be noted that Brighton and Hove Bus and Coach Company who also operate bus services on one the roads (Surrenden Road) covered by these orders have supported the Phase 2 proposals.

Casualties

4.15 Two objections stated a belief that 20mph would not reduce casualties.

4.16 Details of casualty and collision data within in the Phase 1 area was presented at

the March 2014 ETS Committee (Background Document 8: paragraph 4.50). Further collision and casualty data has been collated for the first 10 months of the 20mph becoming operational in the Phase 1 area. As can be seen from Figure 1 below, within the Phase 1 area there have been no fatal collisions since the implementation of the 20mph limit and overall there has been a decrease in the number of collisions and in the number of casualties based on 8 months of 2013 data compared with the 3 year average for the same months in the previous three years.

- 4.17 As was the case when earlier figures were presented to the Committee in March 2014, it should be noted that the figures here can only be considered indicative at this stage and in order to have truly statistically robust data it is preferable to have 3 full years of monitoring data as this will ensure that findings are not skewed by seasonal variations or unique/one off events. However, these interim results continue to be in line with the positive results seen by other cities and are an encouraging indication of success even at this early stage.

- 4.18 Figure 1: Casualty Figures 8th April to 7th February

All Collisions by Severity			
	3 yr average 2010 - 2012		2013-14
Fatal	1		0
Serious	43.3		39
Slight	225.7		189
TOTAL	270		228
All Casualties			
Fatal	1		0
Serious	44		39
Slight	272		235
TOTAL	317		274

Waste of Money

- 4.19 1 objection stated the opinion that the programme represented a waste money and that funds would be better spent elsewhere (e.g. of adult care services).
- 4.20 The funding for the 20mph programme is capital funding allocated via the Department for Transport and cannot be used for revenue expenses such as social services as was proposed.
- 4.21 Officers continue to consider that the proposals are cost effective and are significantly less expensive than the implementation of more geographically limited 20mph zones. The Department for Transport provides financial estimates of the average value of the prevention of reported road casualties and collisions. The average value of collision saving to society of just one collision is over £71k and it is at £50k on average per casualty (rising to almost £1.7 million for a fatal casualty), bearing this in mind it is considered that the casualty saving potential of 20mph limits more than justifies the relatively small expense of the programme.

Signage and Road Markings

- 4.22 1 objection stated that the respondent objected to the increase in metal signage
- 4.23 The Council is bound by the Traffic Signs Regulations and General Directions 2002, which sets out where and what type of signage is required on the highway. Signage of any speed limit is clearly important so that drivers and other road users have the information they need to travel safely and within the law.
- 4.24 As part of the implementation of Phase 2, just as was undertaken in Phase 1, a de-cluttering exercise will accompany the implementation so that any redundant signage is removed at the same time. A number of redundant signs have already been identified for removal on the roads covered by this report.
- 4.25 Wherever possible, and within the statutory requirements, signage for the scheme will be sympathetic to the area but it must be implemented correctly to ensure that the speed limit can be self enforcing. The approach that officers have adopted to signage has been developed with, and is supported by, Sussex Police.

5. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 5.1 It is an option to retain existing limits on Surrenden Road, Preston Drove and Stanford Avenue. To do so however would be contrary to the expressed wishes of local residents. For this reason it is recommended that the Committee accept the recommendations made in this report.

6. CONCLUSION

- 6.1 The vast majority (98%) of those who responded to the advertisement of the Speed Limit Orders supported the introduction of 20mph limits on these streets.
- 6.2 Strong public opinion exists amongst residents of the Preston area for speed limits on Surrenden Road, Preston Drove and Stanford Avenue to be reduced to 20mph as evidenced by recent petitions and representations by local ward councillors.
- 6.3 The benefits of 20mph speed limits continue to be recognised nationally and internationally and ongoing interim monitoring of the Phase 1 area of Central Brighton & Hove continues to indicate that these benefits are starting to be realised in the city after 10 months. There remains, however, a continued need for the investigation, monitoring and evaluation of speed limits across the city.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Capital: The sum of £0.320million has been allocated for Phases 2 and 3 of the introduction of 20mph speed reductions in the city, as part of the Local Transport Plan Capital Budget for 2014-15.

- 7.2 Ongoing maintenance of the scheme will be funded from within existing Transport budgets.

Finance Officer Consulted: Jeff Coates

Date: 16/04/14

Legal Implications:

- 7.2 Section 84 of the Road Traffic Regulation Act 1984 allows traffic authorities to set speed limits. Procedural requirements are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given. Any person may, within 21 days of the notice, object to an order and any duly made unresolved objections must be considered by this Committee before any order can be made.
- 7.3 There are no human rights implications to draw to Members' attention.

Lawyer Consulted: Hilary Woodward

Date: 17/4/2014

Equalities Implications:

- 7.4 The scheme should improve conditions for vulnerable road users and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable children, young people and adults to make more and better use of their local streets.

Sustainability Implications:

- 7.5 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's "One Planet Living" programme

SUPPORTING DOCUMENTATION

Appendices:

1. Summary of submissions made

Documents in Members' Rooms

1. Copies of the submissions received in response to the Orders

Background Documents

1. Environment and Community Safety Overview and Scrutiny Committee

(ECSOSC) report on 20mph (2010)

2. Speed Limit Review – A & B Class Roads (September 2010)
3. Speed Limit review – 20mph Pilot Schemes (June 2011)
4. Environment and Transport Sustainability Cabinet Member Meeting – “Brighton & Hove – A 20mph City” report (May 2012)
5. Item 32 – Transport Committee Report - “Brighton & Hove – A 20mph City?” (November 2012)
6. Item 52 – Transport Committee Report - “Brighton & Hove – A 20mph City?” (January 2013)
7. Item 49 – Environment Transport and Sustainability Committee Report (December 2013)
8. Item 89 – Environment Transport and Sustainability Committee Report - Brighton and Hove 20mph Limit Phase 2 – Submissions made in response to Speed Limit Orders (March 2014)

Crime & Disorder Implications:

- 1.1 There are no Crime and Disorder Implications of the report at this time.

Risk and Opportunity Management Implications:

- 1.2 There is a risk that the desired outcomes of the scheme will not be fully realised. Interim monitoring, however, suggests that this risk is very low and comprehensive monitoring will continue both in the Phase 1 area and in the Phase 2 area should it progress to ensure that any issues are identified, addresses and where necessary remedial action taken.

Public Health Implications:

- 1.3 Road casualty reduction is a Public Health priority and an indicator for Domain 1 of the Public Health Outcomes Framework 2013-2016. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph. A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children.
- 1.4 It is likely that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling. Physically active adults have less risk of premature death and of chronic diseases with the direct cost of physical inactivity to the NHS across the UK is estimated to be £1.06 billion. For Brighton & Hove this cost is estimated to be **£3,077,340**
- 1.5 Promoting active travel can bring important health benefits but also contributes to objectives in relation to sustainability & congestion & air pollution, especially to reduction in particulate matter. This is discussed above in paragraph 4.40.
- 1.6 NICE guidance PH 8, PH 25 and PH 31 all recommend speed restrictions and the prioritisation of pedestrian and cyclists as means to improve public health

Corporate / Citywide Implications:

- 1.7 The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Council's and partners' wider objectives including those set out in the Corporate Plan and the Sustainable Community Strategy.
- 1.8 Brighton and Hove Bus Company have in the past raised concerns about the impact of the 20mph speed limits in the off peak hours on a number of cross city bus routes. Research carried out whilst preparing the proposals, together with the growing evidence base of actual impacts of such schemes in other areas and in the Phase 1 area, indicate that such concerns are unlikely to be realised as a result of the Phase 2 proposals. A significant number of roads have been

excluded from the scheme, many of them requested by the bus company. In addition bus priority works being undertaken in a number of roads in the city and in the phase 2 area will provide time savings for buses that officers consider will more than compensate for any minor journey delays that could be caused by lower speed limits. Monitoring will however continue to be undertaken on this issue.

ETS Committee – 29th April 2014
Appendix 1

Submissions received in response to Speed Limit Orders for Surrenden Road, Preston Drove and Stanford Avenue

	Description	Order	Object / Support	Contents
1	Resident - Stanford Avenue	9b and 9c	Support	Residential streets used by children and families to access schools, parks, playgrounds and shops
2	Resident - Stanford Avenue	9b and 9c	Support	Routes are used by children to go to school. 20mph limits mean greater safety and a better environment for walking and cycling.
3	Resident - Havelock Road	9b and 9c	Support	Area with schools
4	Resident - Loder Road	9b	Support	Routes used by children to go to school, playgroups and college. 20mph will keep them safe
5	Resident - Havelock Road	9b and 9c	Support	Area where children travel to school. Will reduce injury from car accidents. Will make environment safer and help promote walking and cycling
6	Resident - Surrenden Crescent	9b and 9c	Support	Currently dangerous for young children and vulnerable people. 20mph will make it significantly safer

	Resident - Southdown Road	9b	Support	Reduction in limit will greatly improve safety for cyclists. Huge number of children live in the area and 20mph limit will improve their safety
7				
8	Resident - Surrenden Road (East/West Section)	9b and 9c	Support	currently it is dangerous
9	Resident - Surrenden Road (East/West Section)	9b and 9c	Support	currently it is dangerous
	Resident - Preston Drove	9b	Support	routes used by children to travel to schools, pre schools and local parks. 20mph will be safer and create a better environment for walking and cycling
10				
	Resident - Osborne Road	9b and 9c	Support	routes used by children travelling to school. 20mph will be safer and better for walking and cycling
11				
	Resident - Out of Area - (Phase 1)	9b and 9c	Support	Parent of child at Stringer School. Son walks and cycles in this area. Slower traffic saves lives
12				
	Resident - Whittingehame Gardens	9b and 9c	Support	use by children to access schools. Danger that Surrenden Could become a rat run if speed not lowered. Suggests traffic calming also for Surrenden Road
13				
	Resident - Grantham Road	9b and 9c	Support	Roads are used daily by children and young adults as routes to local schools. Slowing the traffic will lower the risk of an accident and improve environment for walking and cycling.
14				

	20a Plenty Campaign Group	9b and 9c	Support	Routes used by children to get to school. 20mph means greater safety and a better environment. Older people will benefit from reduced risk of injury
15	Resident - Cornwall Gardens	9b and 9c	Support	residential streets should be same limit as city centre. These roads are used by children walking to school and the lower limit will increase their safety
16	Resident - Hollingbury Park Avenue	9b and 9c	Support	The area is busy with considerable pedestrian traffic with large number of children travelling to schools and parks
17	Resident - Southdown Avenue	9b and 9c	Support	20mph limit is needed to reduce death and injury on roads. Needed on all roads to make it clear to drivers
18	Resident - Havelock Road		Support	For pedestrian safety and to stop speeding. Should have made the whole city 20mph
19	Resident - Preston Drove		Support	As cyclist would like all roads in the area to have a lower speed limit
20	Resident - Preston Drove	9b	Support	Roads that a lot of children have to cross to get to school. Lower speed limit will make it safer for everyone
21	Resident - Addison Road	9b and 9c	Support	Lots of children need to cross these roads and use the area and will be safer for cyclists
22	Resident - Hollingbury Park Avenue	9c	Support	Surrenden Road is a busy school route
23				

	Resident - Chester Terrace	9b and 9c	Support	roads used by many vulnerable road users (in particular children). Lower limits will make them safer, reduce noise and emissions pollution. Will make a better environment for walking and cycling
24	Resident - Stanford Avenue	9b and 9c	Support	numerous schools in the area. Without lower limit concerns that someone will loose their life on roads
25	Resident - Loder Road	9b and 9c	Support	A large number of schools and nurseries that families have to cross these roads to access.
26	Resident - Stanford Avenue	9b and 9c	Support	Large number of chidlren cross these roads daily - concern for their safety.
27	Resident - Preston Drove	9b and 9c	Support	all roads used by children and young families to access schools and shops. Preston Drove in particular due to park location. Surrenden Road (E/W) presence of vulnerable road users
28	Resident - Lowther Road	9b and 9c	Support	Routes used by children going to many local schools. 20mph will mean greater safety and better environment for walking and cycling
29	Resident - Bates Road	All	Support	in favour of 20mph in all residential areas
30	Resident - Harrington Villas	9b	Support	roads are crossed by large numbers of school children, less signage will be required, will make compliance more likely than if roads were excluded.
31				

	Resident - Osborne Road	9b	Support	high density of schools in the area and large numbers of children . To exclude would be a missed opportunity to improve pedestrian and cyclist safety in the area
32	Resident - Stanford Avenue	9a and 9b	Support	roads used by children going to many schools. We need to encourage more walkign and cycling and 20mph means greater safety
33	Resident - Preston Drove	9b and 9c	Support	roads are busy routes for children going to the local schools. 20mph means greater safety and a better environment for walking and cycling
34	Out of City - Visitor to Brighton	9b and 9c	Support	will improve safety, traffic flow and reduce noise and pollution aswell as improvign the "feel" of the area
35		9b and 9c	Support	roads used regularly by families, is a residential area with schools nearby. A lot of elderly people live in the area. 20mph is much needed
36	Resident - Surrenden Road (East/West Section)	9b and 9c	Support	Location of many schools with large number of children, families and elderly people in the area. Inclusion will make the scheme more consistent and be a step forward for safety
37				

38	Resident - Hollingbury Park Avenue	9b and 9c	Support	lower speed limit will encourage more children to cycle. Quieter, safer environment will help build commercial viability of local shops
39	Out of City - commutes and visits friends in the area	9b and 9c	Support	20mph will ensure smooth flow of traffic , reduce environmental and noise pollution and improve road and cycle safety
40	Resident - Peacock Lane	9b and 9c	Support	roads are used by children going to local schools. 20mph limits will mean greater safety and better environment for walking and cycling
41	Resident - Peacock Lane	9b and 9c	Support	roads are used by children going to local schools. 20mph limits will mean greater safety and better environment for walking and cycling
42	Resident - Peacock Lane	9b and 9c	Support	roads are used by children going to local schools. 20mph limits will mean greater safety and better environment for walking and cycling
43	Resident - Peacock Lane	9b and 9c	Support	roads are used by children going to local schools. 20mph limits will mean greater safety and better environment for walking and cycling

	Resident - Out of Area - (Portslade)	9a and 9b	Support	Support all 20mph limits. Cars drive too fast and are a danger to pedestrians and cyclists/ Lots of school children in the Surrenden Road Area so 20mph would be safer
44	Resident - Preston Drove	9b and 9c	Support	Better road safety for pedestrians and cyclists. Better environment to encourage walking and cycling. Key routes for childrens going to local schools.
45	Resident - Havelock Road	9b and 9c	Support	general support for 20mph limits
46	Resident - Preston Drove	9b	Support	Busy area and routes to number of schools and parks. Improve safety for the community.
47	Resident - Hollingdean Terrace		Support	Area populated by families and children accessing local parks and school - 20mph will improve safety on the roads, encourage more walking and cycling,
48	Resident - Cleaveland Road	9b	Support	improve safety of pedestrians especially children at local schools. Will reduce air pollution.
49	Resident - Out of Area - (Woodingdean)	9b and 9c	Object	Do not believe there is an a collision problem in the area. Traffic already slow at peak times. Do not see how reducing the limit will change driver speeds. Do not believe pedestrians and cyclists would currently perceive these roads as dangerous
50				

51	Resident - Loder Road	9b	Support	large number of children and families in area attending the local schools
52	Resident - Surrenden Road (North/South section)	9b and 9c	Support	major walking routes to schools and a residential area, 20mph will improve road safety
53	Resident - Loder Road	9b and 9c	Support	Roads crossed by hundreds of school children and 20mph will make it safer for walking and cycling
54	Resident - Ashford Road		Support	Routes used by children going to school and people of all ages who want safer roads. Will be a better environment for walking and cycling
55	Resident - Ashford Road	9b and 9c	Support	cars currently drive too fast making it dangerous especially for school children. Give the number of schools in the area surprised it isn't already 20mph
56	Resident - Out of Area - (Phase 1)	9b and 9c	Support	roads unsuitable for higher speeds with schools in the area
57	Resident - Havelock Road	9b and 9c	Support	routes for children and adults to local schools and 2 parks. 20mph limits will mean less danger for traffic collision and a better environment for walking and cycling. It is a residential area. Local people don't want fast traffic outside their houses.

	Resident - Preston Drove	9b and 9c	Support	residential streets with access to schools and parks. 20mph limits will reduce casulaty risk to pedestrians and encourage more walking and cycling, improve local environment and support community activity in the area. 9c forms a gateway to a residential area
58	Resident - Preston Drove	9b	Support	proximity to local schools. Lower limit with reduce risk of accidents. Needs of drivers need to be balanced by greater risk of accident or fatality
59	Resident - Preston Drove	9b and 9c	Support	20mph on these roads long overdue due to the high numbers of schools and nurseries nearby.
60	Resident - Out of area - (Phase 1)	9b	Support	residential streets and public support for 20mph here has been demonstrated. Routes used by children to attned local schools, presence of local shopping area and parks
61	Compass Travel - Bus Company	9b	Object	route 56 will be delayed by the lower limit in Stanford Avenue and thos will impact negatively on reliability. Could lead to timetable amendments or reduced frequency. "Madness" to introduce a 20mph limit on Stanford Avenue
62				

	Resident - Loder Road	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
63	Resident - Surrenden Road (East/West Section)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
64	Resident - Southdown Avenue	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
65	Resident - Out of Area - (Hollingbury) - Cycles through the area regularly	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
66	Out of City but niece and nephew live in the area and attend local schools	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
67	Resident - Out of Area - (Woodingdean)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
68	Resident - Out of Area - (Marina)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
69	Resident - Rugby Road	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
70	Resident - Out of area - (Phase 1)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
71				main routes to schools and 20mph will mean greater safety and better environment for walking and cycling

72	Resident - Out of area - (East Brighton)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
73	Resident - Ditchling Road	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
74	Resident - Whittingehame Gardens	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling. Daughter crosses Surrenden daily to get to school
75	Resident - Out of Area - (Portslade)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
76	Resident - Out of Area - (Portslade)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
77	Resident - Osborne Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools and local parks. Will create a better environment for walking and cycling.
78	Resident - Hollingbury Road	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling
79	Business Owner - Out of Area (Phase 1)	9b and 9c	Support	main routes to schools and 20mph will mean greater safety and better environment for walking and cycling

80	Resident - Beaconsfield Villas	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
81	Out of City - lives abroad for half the year	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
82	Resident - Florence Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
83	Resident - Surrenden Road (North/South section)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
84	Resident - Out of Area - (Phase 1)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
85	Resident - Rose Hill Close	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
86	Resident - Preston Drove	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.

87	Resident - Out of Area - (Hollingdean)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
88	Resident - Out of Area - (Hollingbury)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
89	Resident - Out of Area - (Phase 1)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
90	Resident - Out of Area - (Hollingbury)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
91	Resident - Havelock Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
92	Resident - Surrenden Road (East/West Section)	9b and 9c	Support	Walks children to school and parks along these roads. It is essential to improve safety
93	Resident - Chester Terrace	9b and 9c	Support	will make it safer for walking and cycling and are roads used heavily by school children
94	Resident - Stanford Avenue	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and

				cycling.
	Out of City (Hassocks)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
95	Resident - Hythe Road	9b and 9c	Support	Roads are currently dangerous with young children. Will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
96		9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
97	Resident - Havelock Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
98	Resident - Out of Area - (Portslade)	9b and 9c	Support	20mph limits will make a difference for encouraging walking and cycling and be safer for kids
99	Resident - Loder Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
100				

	Resident - Clermont Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
101	Resident - Havelock Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
102	Resident - Surrenden Road (North/South section)	9b and 9c	Support	speed restrictions are welcomed to aid pedestrians . Will stop Surrenden Road being used as a rat run
103	Resident - Havelock Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
104	Resident - Surrenden Road (North/South section)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
105	Resident - Cleveland Road	9b and 9c	Support	will mean a safer and more pleasant living environment. Area where children are crossing roads to schools and parks
106	Resident - Out of Area - (Hove)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling. 20mph is a more civilised speed to drive at
107				

	Resident - Havelock Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
108	Resident - Waldegrace Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
109	Resident - Out of Area - (East Brighton)	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
110	Resident - Friar Crescent	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
111	Resident - Hythe Road	9b and 9c	Support	having consistency of 20mph limits in the area will prevent driver confusion . Will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
112		9b and 9c	Support	having consistency of 20mph limits in the area will prevent driver confusion . Will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
113	Resident - Out of Area - (Portslade)			

	Resident - Osborne Road	9b and 9c	Support	Accidents and traffic congestion need to be addressed in the area. Will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
114	Resident - Loder Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
115	Resident - Loder Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
116	Resident - Balfour Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling. Surrenden Rd needs traffic calming measures
117	Resident - Vardean Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
118	Resident - Lowther Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
119				

	Resident - Loder Road	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
120	Resident - Surrenden Road (East/west section)	9b and 9c	Support	In particualr support order re section between Braybon Avenue and Ditchling Road. Will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
121	Resident - Preston Drove	9b and 9c	Support	will improve road safety, roads are main routes to local schools. Will create a better environment for walking and cycling.
122	Out of City (London)	9b and 9c	Support	Protection of children in area with local schools. Will improve environment for walking and cycling
123	Resident - Harrington Road	9b and 9c	Support	Roads are main routes to schools and will 20mph will mean greater safety and a better environment for walking and cycling
124	Resident - Out of Area - (Hove)	9b and 9c	Support	Roads are main routes to schools and will 20mph will mean greater safety and a better environment for walking and cycling
125				

	Resident - Out of Area - (East Brighton)	9b and 9c	Support	Introduction of 20mph in Kemptown has slowed the traffic and made it safer - these roads are routes to schools and should have limits to improve safety and make a better environment for walking and cycling
126	Resident - Edburton Ave	9b and 9c	Support	Roads are main routes to schools and will 20mph will mean greater safety and a better environment for walking and cycling
127	Resident - Southdown Road	9b and 9c	Support	Roads are main routes to schools and will 20mph will mean greater safety and a better environment for walking and cycling
128	Resident - Preston Drove	9b and 9c	Support	traffic in the area is currently dangerous especially around the parks. Convinced a reduced limit will improve safety and enhance the environment
129	Resident - Preston Drove	9b and 9c	Support	Aware of current safety issues. Believe 20mph is a safer limit and will signal a change in attitude to driving
130	Resident - Surrenden Road (North/South section)	9b and 9c	Object	general objection - critical of consultation and introduction of signage and road markings and money being spent on transport schemes that should be invested elsewhere in the city and impact of people trying to get to work
131				

	Resident - Out of Area - (Hove)	9b and 9c	Support	20mph limits have improved quality of life on my street , they have reduced pollution and casualties. Roads lead to schools
132	Resident - Bavant Drove	9b and 9c	Support	Surrenden Road crossed by children a various points to access local schools. 20mph will improve safety to help them cross
133	Resident - Surrenden Road (North/South section)	9b and 9c	Support	Surrenden Road currently dangerous especially at school times. 20mph is essential.
134	Resident - Surrenden Road (North/South section)	9b and 9c	Support	Surrenden Road currently dangerous especially at school times. 20mph is essential.
135				

Subject:	Queens Road Traffic Regulation Order		
Date of Meeting:	29 April 2014		
Report of:	Executive Director Environment Development & Housing		
Contact Officer:	Name:	Tom Campbell	Tel: 29-3328
	Email:	Tom.Campbell@brighton-hove.gov.uk	
Ward(s) affected:	St Peter's & North Laine		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 To consider objections received to the advertising of a Traffic Regulation Order to introduce loading bays and a contraflow cycle lane to Queens Road.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made objections and representations, the Committee approves the following order:
- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.X 201X (Ref TRO-4a-2014)
- 2.2 That, having taken account of all duly made objections and representations, the Committee approves the following order:
- Brighton & Hove (Junction Road, Queens Road and West Street) (One-Way Traffic and Prohibition of Right Turns) Order 2013 Amendment Order No.1 201X (Ref TRO-4b-2014)

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 This Traffic Order (TRO) seeks to introduce 3 loading bays and a contraflow cycle lane to the northern end of Queens Road as part of the Brighton Station Gateway project.
- 3.2 Currently loading occurs on double yellow lines at the side of the road. Under the new scheme the footway will be widened, meaning that vehicles will no longer be able to park on the carriageway without disrupting the flow of traffic.
- 3.2 The TRO seeks to formalise existing loading behaviour and allow it to continue under the new scheme. The 3 loading bays will be located partially on the footway and carriageway.

- 3.3 The contraflow cycle lane will allow cyclists to use the most direct northbound route to the station along Queens Road instead of diverting via Surrey Street.
- 3.4 The safety of the contraflow cycle lane has been assured by undertaking a safety audit during the design process.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Option 1: Not approve the new loading bays.
The approved Brighton Station Gateway scheme includes widened footways on Queens Road, reducing the carriageway to two lanes. If loading bays are not installed there would likely be increased congestion caused by delivery vehicles parking in the carriageway. Siting the loading bays partially on the footway will avoid creating congestion.
- 4.2 Option 2: Not approve the contraflow cycle lane
The cycle lane will ensure cyclists can use the most direct route to the station rather than travel with other traffic on a longer route via Surrey Street. By improving conditions for cyclists in this location and throughout the city the uptake of cycling will be encouraged. It has been shown that cycling levels in an area increase as the quality and quantity of cycle infrastructure increases.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The proposed Traffic Regulation Order was advertised on 21 February 2014 with the closing date for comments and objections on 14 March 2014.
- 5.2 Detailed plans and the draft traffic Regulation Orders were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee library and Hove Central Library.
- 5.3 The documents were also available to view and to respond to directly on the council's website.
- 5.4 2 objections were received from members of the public. Both objections stated that the 2 Orders would create congestion and one objection also raised safety concerns regarding the contraflow cycle lane.

6. CONCLUSION

- 6.1 These plans are an element of the Brighton Station Gateway scheme. They will ensure that, once complete, the new scheme provides good quality access to the station for pedestrians and cyclists and operates effectively for local businesses.
- 6.2 Congestion will not increase as a result of these plans as two running lanes will remain for passing traffic. Were the on-footway loading bays not approved there would be no additional carriageway space available but further congestion would

be caused by delivery vehicles parked on the carriageway. These plans will therefore reduce, not increase, congestion.

- 6.3 Correctly-designed contraflow cycle lanes do not pose a road safety risk and are used successfully throughout the city. These plans have been through an independent safety audit process to ensure they are correctly designed.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the recommendations of the report will be funded from the Local Transport Plan (LTP) capital budget. Budget allocations of £400,000 in 2013/14 and £1,050,000 in 2014/15 have been made for the Brighton Station Gateway project.

Finance Officer Consulted: Steven Bedford

Date: 18/03/14

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984 ("the Act"). Procedural requirements are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and require public notice of orders to be given. Any person may object to the making of an order.
- 7.3 Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before it can be made.
- 7.4 The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and offstreet parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters.

Lawyer Consulted: Katie Matthews

Date: 20/03/14

Equalities Implications:

- 7.1 The loading bays have been designed to ensure the minimum required footway space is available at all times (including when the bay is in use) to ensure the area is accessible to those with wheelchairs and buggies.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed Traffic Regulation Order

Background Documents

1. Minutes of Transport Committee 30 April 2013

**BRIGHTON & HOVE CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**Brighton & Hove Various Controlled Parking Zones Consolidation Order
2008 Amendment Order No.X 201X**

Brighton & Hove City Council (“the Council”) in exercise of its powers under Sections 1, 2, 3, 4, 19, 32, 35, 35A, 43, 44, 45, 46, 46A, 47, 49, 51, 53, 55, 61, 63, 63A, 66, 117 and 124 (1) (c) & (d) to the Road Traffic Regulation Act 1984 (“the 1984 Act”) as amended and Part 6 of the Traffic Management Act 2004 and of all other enabling powers after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act hereby makes the following Order.

1. This Order may be cited as The Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No. X 201X and shall come into operation on the day of 2013.
2. The Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 is amended as follows:

SCHEDULE 1 AMENDMENTS
Controlled Parking Zone Y

Part 2.1 No Loading At any Time

Revoke following item :

22	Queens Road	East	From the northern kerbline of Queens Road Quadrant, northwards for a distance of 45 metres	Y
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And replace with:

22	Queens Road	East	From the northern kerbline of Queens Road Quadrant, northwards for a distance of 12 metres	Y
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Revoke following item:

25	Queens Road	East	From a point opposite the northern property boundary of no. 64 Queens Road, northwards for a distance of 60 metres	Y
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And replace with:

25	Queens Road	East	From a point opposite the northern property boundary of no. 68 Queens Road, northwards for a distance of 53 metres	Y
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Part 12.1 Loading Only At Any Time

New Item 10b - Queens Road, West Side - From a point 17.77 metres south of the prolongation of the southern kerblineline of Junction Road southwards for 12 metres.

New Item 10c - Queens Road, West Side - From a point 47.77 metres south of the prolongation of the southern kerblineline of Junction Road southwards for 12 metres.

New Item 10d - Queens Road, West Side - From a point 77.77 metres south of the prolongation of the southern kerblineline of Junction Road southwards for 12 metres.

**MADE UNDER THE COMMON SEAL OF
BRIGHTON & HOVE CITY COUNCIL**

this day of 20

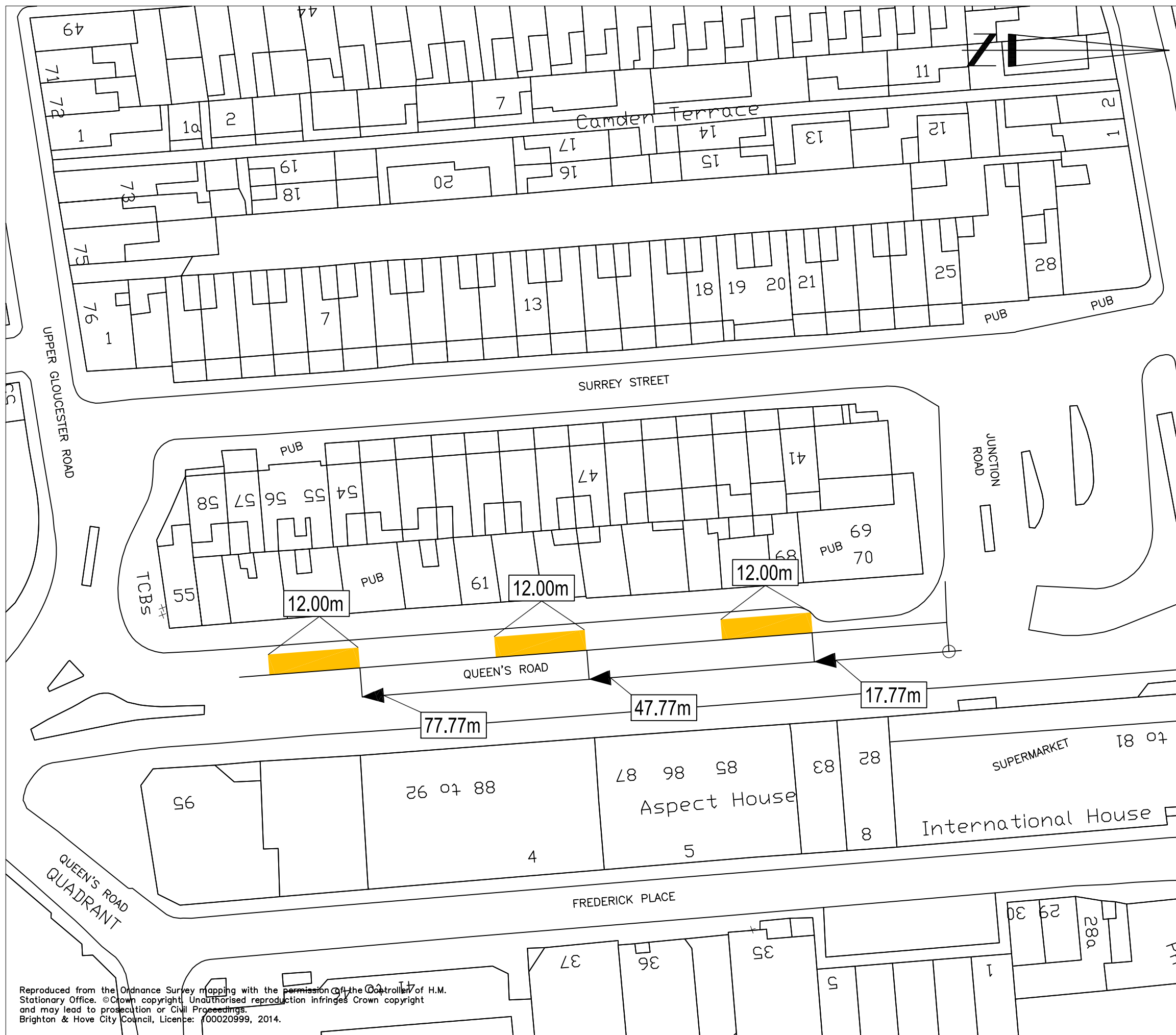
**THE COMMON SEAL OF BRIGHTON & HOVE CITY
COUNCIL** was affixed to this Order in the presence of

.....
Authorised Officer



KEY:	
Existing	
Topographical Survey	
Lamp Column (relocated)	
Proposed	
Kerb	
Road Marking	
PCC Slabs	
Stone Paving	
Tegular (special) Paving	
Tegular (standard) Paving	
Reinforced paving	
Coloured Asphalt	
Self-Binding Gravel	
Ramp	
Tactile Paving	
Traffic Signal	
Bus Shelter	
Litter Bin	
Seat	
Sheffield Cycle Stand	
Security Bollard (Standard/Rising)	
Information Kiosk	
Small Tree	
Large Tree	

Notes																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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KEY



PROPOSED
LOADING
BAY

Rev	Revision details	Date
Drawn:	Signed P. Osborne	February 2014
Surveyed:		
Checked:		
Approved:		
File/Acad ref:	S:\	



Brighton & Hove
City Council
Environment

Project Name

**BRIGHTON
STATION
GATEWAY**

Drawing Title

**QUEENS ROAD
LOADING BAYS
TRAFFIC REGULATION ORDER**

Drawing No
QR/TRO/001

Scale
NTS

Rev

Subject:	Lively Cities Project – Traffic order consultation		
Date of Meeting:	29th April 2014		
Report of:	Executive Director – Environment, Development and Housing.		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
	Email:	Charles.field@brighton-hove.gov.uk	
Ward(s) affected:	St Peter’s and North Laine		

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to address comments and objections to the draft traffic regulation orders. The traffic orders outline changes to the parking bays in the Ann Street/Providence Place area to allow implementation of the Lively Cities project for permanent public realm and environmental improvements near London Road and parking changes in the nearby area to improve parking for local residents.
- 1.2 The committee's approval is required to take forward the traffic order proposals and allow appropriate measures to be undertaken for the permanent works to go ahead. Such measures restrict HGV movements in the project area, reallocate on-street parking spaces and undertake any works to the carriageway to enable the pedestrian-focussed improvements to be realised.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;
 - (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No. * 20** (ref. TRO-8a-2014)
 - (b) Brighton & Hove (Providence Place, Ann Street & New England Street) (Weight Restriction & One-Way) Order 201* (TRO-8b-2014)
- 2.2 That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The plans for permanent improvements to Ann Street and Providence Place are based on the 'Common Room' scheme (the winning entry to the INTERREG IV B assisted Lively Cities project that was successfully piloted over two weeks in October 2012). The Ann Street/Providence Place improvements are part of a longer-term and ongoing process to regenerate London Road, as established in the council's London Road Central Masterplan (adopted as a Supplementary

Planning Document in 2009). This project was outlined in detail in a previous report to the Environment, Transport & Sustainability Committee on 14th January 2014 when approval was given to advertise the associated Traffic Regulation Orders.

- 3.2 The plans set out a range of physical works to improve the appearance of the area and the way that it is used, in order to provide a much needed 'oasis' for relaxation, rest and informal recreation on the edge of the high street shopping area and an improved environment on this important pedestrian route between the rear entrance of Brighton Station and London Road, the Level and beyond.

These works involved a number of measures which included the following and which required a Traffic Regulation Order to be advertised:

- reconfiguring the bottom end of Ann Street (adjacent to London Road) into a mini pedestrian 'square', with public seating;
- removing on-street car parking spaces which include resident permit bays and disabled bays (and reallocating them to nearby locations) to make space for the public realm pedestrian-focussed improvements;
- limiting movements of HGVs above 7.5 tonnes through the project area (this will allow necessary deliveries within the project area to be carried out but prevent unnecessary through movements);
- A number of changes to make exclusive pay & display bays shared with resident permit holders and to change some existing shared bays to resident permit only bays (see details below in Para 4.15)

4. CONSULTATION

- 4.1 The draft Traffic Regulation Order (TRO) was advertised on 7th March 2014 with the closing date for comments and objections on 28th March 2014.
- 4.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 4.3 Notices were put on street for 7th March 2014 which outlined the proposal. The notice was also published in The Argus newspaper on 7th March 2014. Detailed plans and the Traffic Regulation Order were available to view at the City Direct Offices at Bartholomew House and Hove Town Hall. Plans detailing the proposals are shown on Appendix A.
- 4.4 The documents were also available to view and to respond to directly on the Council website.
- 4.5 There were 14 items of correspondence received to the Traffic Regulation Orders. The 14 items were received from individuals and an interest group and included support, objections and general comments. The comments / objections are listed in Appendix B.
- 4.6 12 items of correspondence were support for the proposals due to the parking problems in the area. 1 item of correspondence was an objection to the proposals and a further comment was made regarding the relocation of the disabled bays.

Support

- 4.7 The 12 representations that supported the scheme contained 3 different types of reasons to support the proposals (some residents outlined more than one type of reason for their support).
- 4.8 6 of the representations were outlining that the traffic order proposals will improve parking for residents in the area.
- 4.9 4 of the representations was support for the changes as they were good for cyclists.
- 4.10 3 of the representations was support for the proposals as it would make it a safer environment.

Objections

- 4.11 The 1 representation that objected contained 2 different types of reason to object to the proposal.
- 4.12 Firstly they object to the removal of the parking bays in Providence Place as there are not enough resident permit bays in the area.
- 4.13 Secondly they object to the changes to make various bays shared pay & display bays or resident permit only as this is not a solution to the resident parking problem.
- 4.14 As part of the proposals seven existing Area Y resident permit bays will be removed in Providence Place and four existing disabled bays removed in Ann Street as shown in Appendix A.
- 4.15 However, as shown in further plans within Appendix A there are a number of proposals to improve parking in the local area for residents and relocate the disabled bays which include;
 - **Relocate the four disabled badge holders bays to Oxford Street (three bays) and Providence Place (one bay - south of the junction with York Hill)**
 - **Elder Place – Change the exclusive pay and display on the east side to shared permit and pay and display.**
 - **Kemp Street – Change the shared permit and pay and display bays on the west side of the road to permit only parking.**
 - **Kensington Place – Change the shared permit and pay and display bays on the west side of the road to permit only parking.**
 - **New England Street – Provide seven new permit only parking spaces.**
 - **Over Street – Change the shared permit and pay and display bays on the west side of the road to permit only parking.**
 - **Oxford Street – Amend the length of no waiting Monday to Saturday 9am to 6pm and increase the length of disabled badge holders only parking. (3 bays)**

- **Pelham Street – Change the exclusive pay and display on the east side to shared permit and pay and display.**
- **Providence Place – Install three new shared permit & pay & display bays and disabled badge holders only space further up the road on East Side south of York Hill.**
- **Tidy Street – Change the shared permit and pay and display bays on the west side of the road to permit only parking**

- 4.16 It is felt these above changes significantly improve the parking available to local residents in the area and allow suitable alternative locations for blue badge holders to park with priority.

Conclusions

- 4.17 The proposals improve parking for residents in the area and suitable alternative parking has been provided for blue badge holders. The overall proposals will also make it a safer environment and improve the situation for cyclists.
- 4.18 Therefore, the recommendation is that this traffic order proposal be progressed due to the reasons outlined within the relevant background and following the consideration of all the consultation responses.
- 4.19 Any additional amendments to the approved schemes deemed necessary through the formal consultation will be introduced during the implementation stage and advertised through a traffic regulation amendment order.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The cost of advertising the TRO's will be met from Planning budgets. Of this, 50% will be met from INTERREG grant and 50% will be met from the Council's planned matched funding for this scheme.

Finance Officer Consulted: Jeff Coates

Date: 02/04/2014

Legal Implications:

- 5.2 The Orders which are the subject of this Report's recommendations are made under the provisions of the Road Traffic Regulation Act 1984. The procedure for advertising the Orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Any person may object to an order and any duly made but unresolved objections must be considered by this Committee.

Lawyer Consulted: Hilary Woodward

Date: 3/4/14

Equalities Implications:

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

Sustainability Implications:

- 5.4 The proposals will improve facilities for Cyclists.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

- 5.8 The relocated legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The only alternative option for the proposals 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 within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of the proposal to the implementation stage after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.

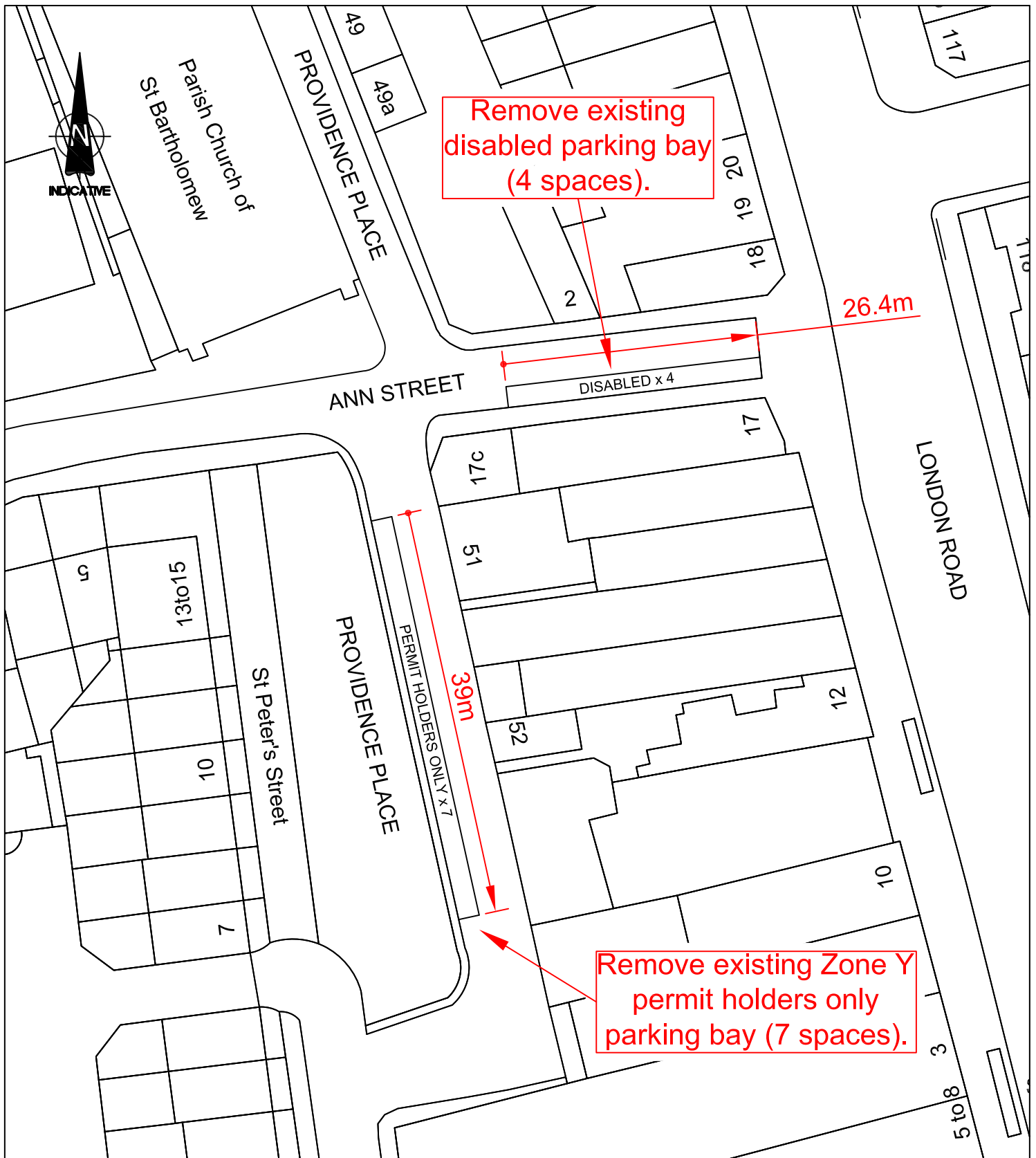
SUPPORTING DOCUMENTATION

Appendices:

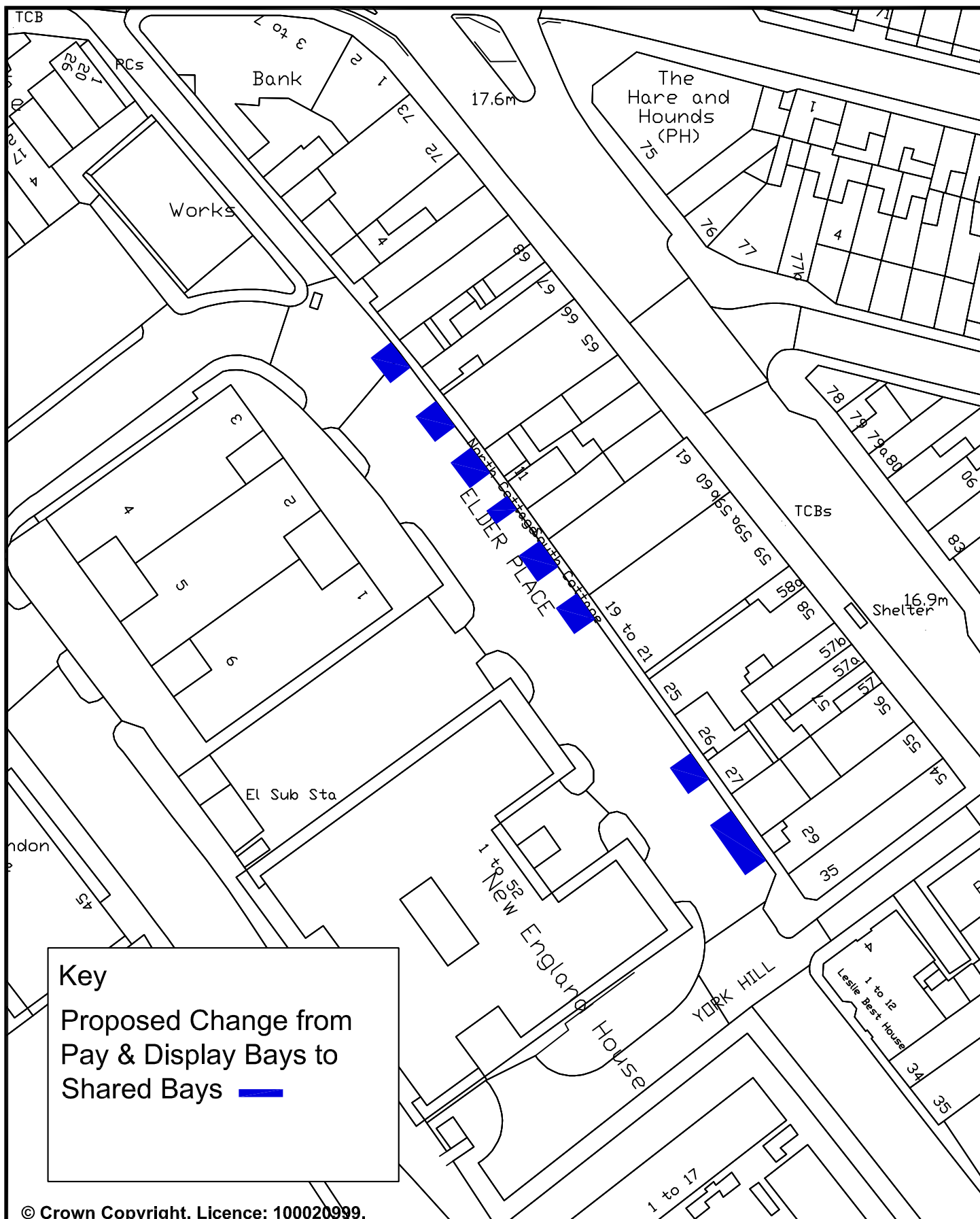
1. Appendix A – Plans of the traffic order proposals
2. Appendix B – List of comments made

Background Documents


1. Ann Street/Providence Place Gardens – Common Room Site Assessment Report 2012
2. Item 70 – Environment, Transport & Sustainability Committee Meeting Report – 14th January 2014

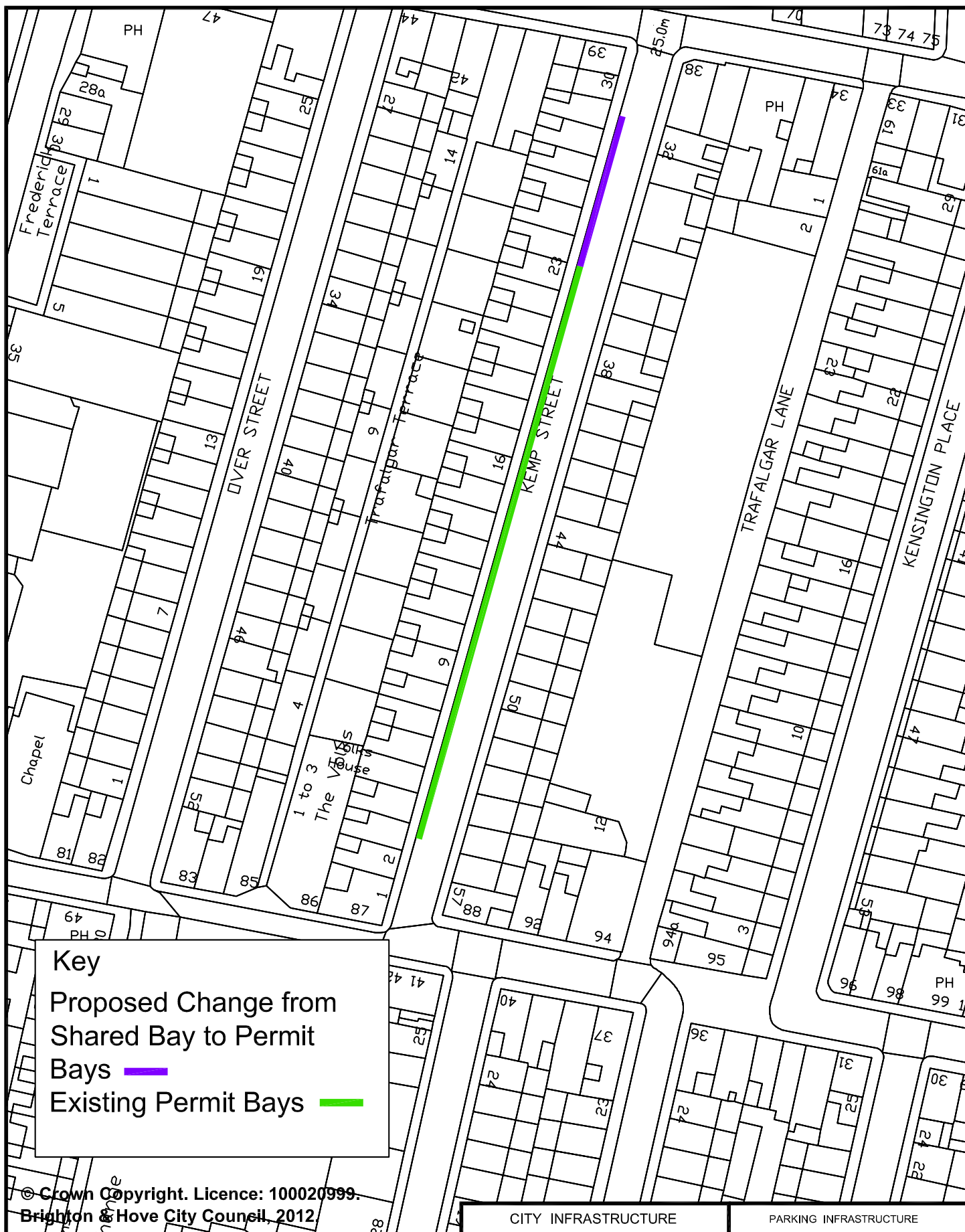


<p>Notes</p> <ol style="list-style-type: none"> 1. All dimensions are in metres unless noted otherwise. 2. Do not scale from this drawing. <p>Revision</p>	<p>Project Name</p> <p>Lively Cities Project Providence Place Gardens</p> <p>Drawing Title</p> <p>Traffic Regulation Order Ann Street, Brighton</p>	<div data-bbox="1157 1758 1396 1892"> </div> <p>Brighton & Hove City Council</p> <table border="1"> <tr> <td>Drawn Ben Stride</td><td>Checked —</td><td>Scale 1:500@A4</td></tr> <tr> <td colspan="2">Drawing No LIC1/BS/TRO/2</td><td>Rev</td></tr> </table>	Drawn Ben Stride	Checked —	Scale 1:500@A4	Drawing No LIC1/BS/TRO/2		Rev
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Drawing No LIC1/BS/TRO/2		Rev						



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CITY INFRASTRUCTURE		PARKING INFRASTRUCTURE
Address: Elder Place, Brighton	Scale : N.T.S.	 Brighton & Hove
	Date : Feb 2014	
Reason: To enable residents in the vicinity to park	Drawn : D.A.	
	Drawing Number : B&H-SHARED-02	




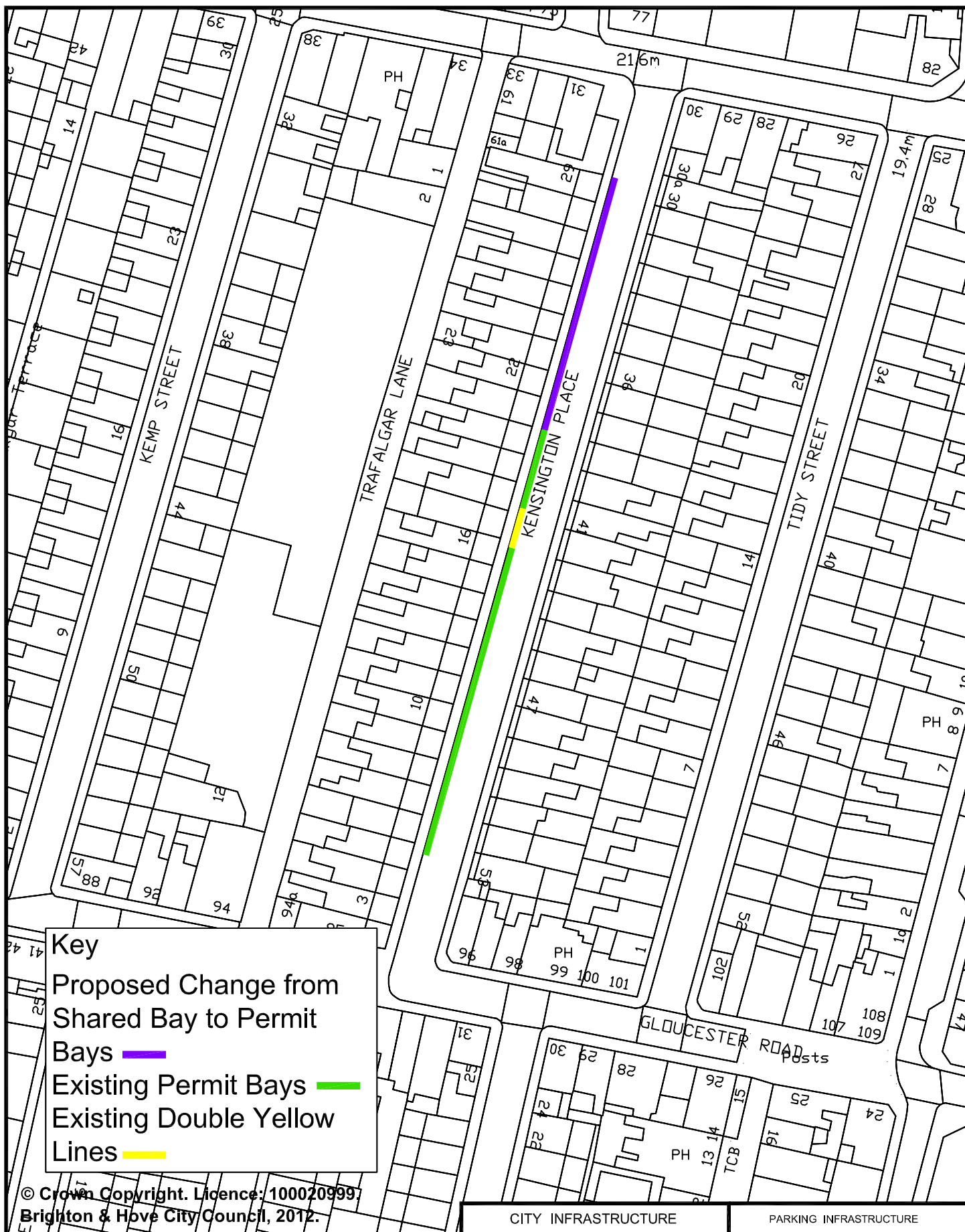
Key

Proposed Change from Shared Bay to Permit Bays —

Existing Permit Bays —

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Brighton & Hove City Council, 2012.		CITY INFRASTRUCTURE	PARKING INFRASTRUCTURE
Address: Kemp Street, Brighton		Scale : N.T.S.	 Brighton & Hove
		Date : Feb 2014	
Reason: To Provide additional parking for residents		Drawn : D.A.	
		Drawing Number : B&H-PERMIT-01	




Key

Proposed Change from
Shared Bay to Permit

Bays 

Existing Permit Bays 

Existing Double Yellow
Lines 

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Address: Kensington Place,
Brighton

Reason: To Provide additional
parking for residents

CITY INFRASTRUCTURE

PARKING INFRASTRUCTURE

Scale : N.T.S.

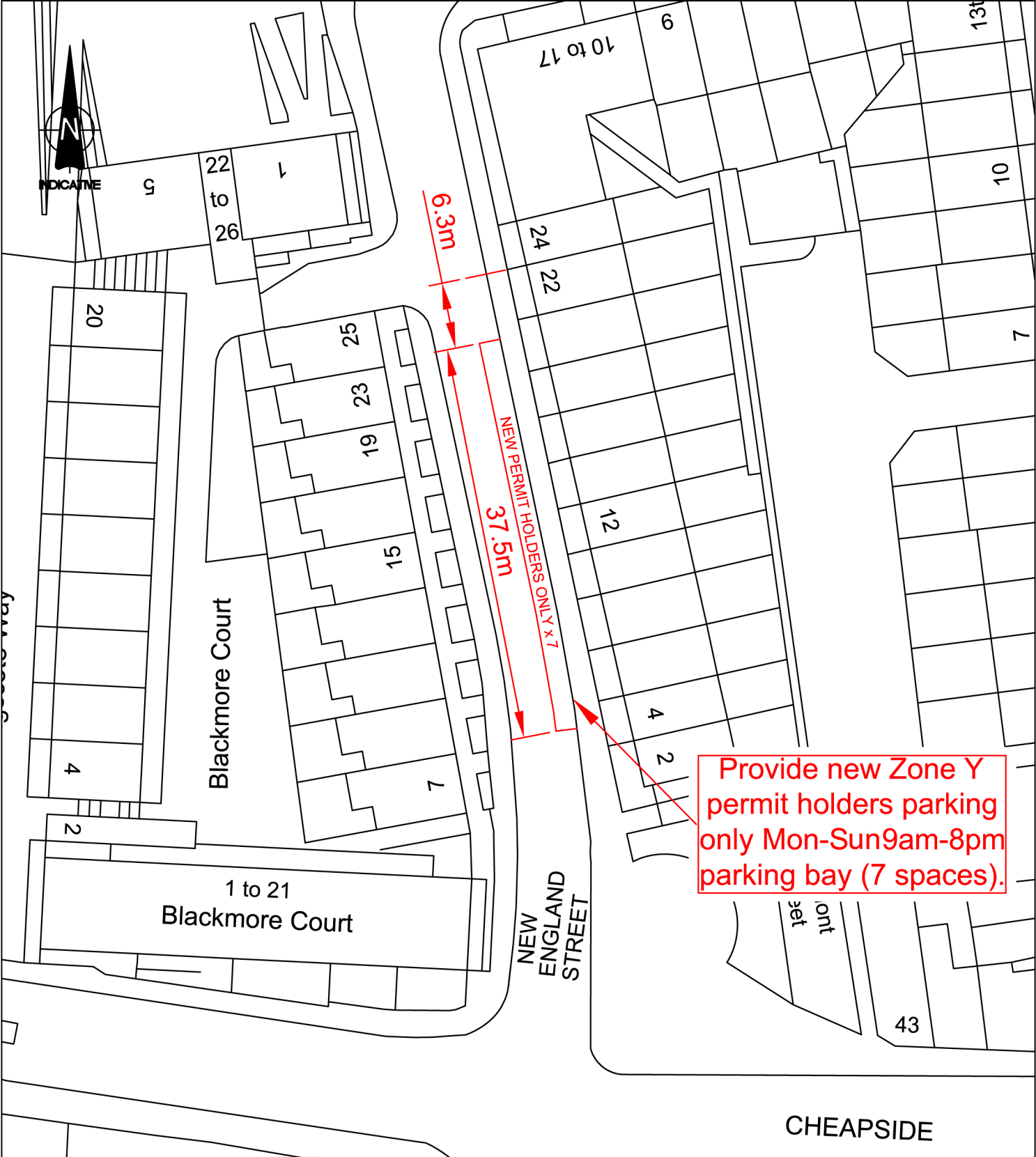
Date : Feb 2014

Drawn : D.A.

Drawing Number : B&H-PERMIT-02



Brighton & Hove



- Notes**
1. All dimensions are in metres unless noted otherwise.
 2. Do not scale from this drawing.

Revision

Project Name

Lively Cities Project
 Providence Place Gardens

Drawing Title

Traffic Regulation Order
 New England Street,
 Brighton



**Brighton & Hove
 City Council**

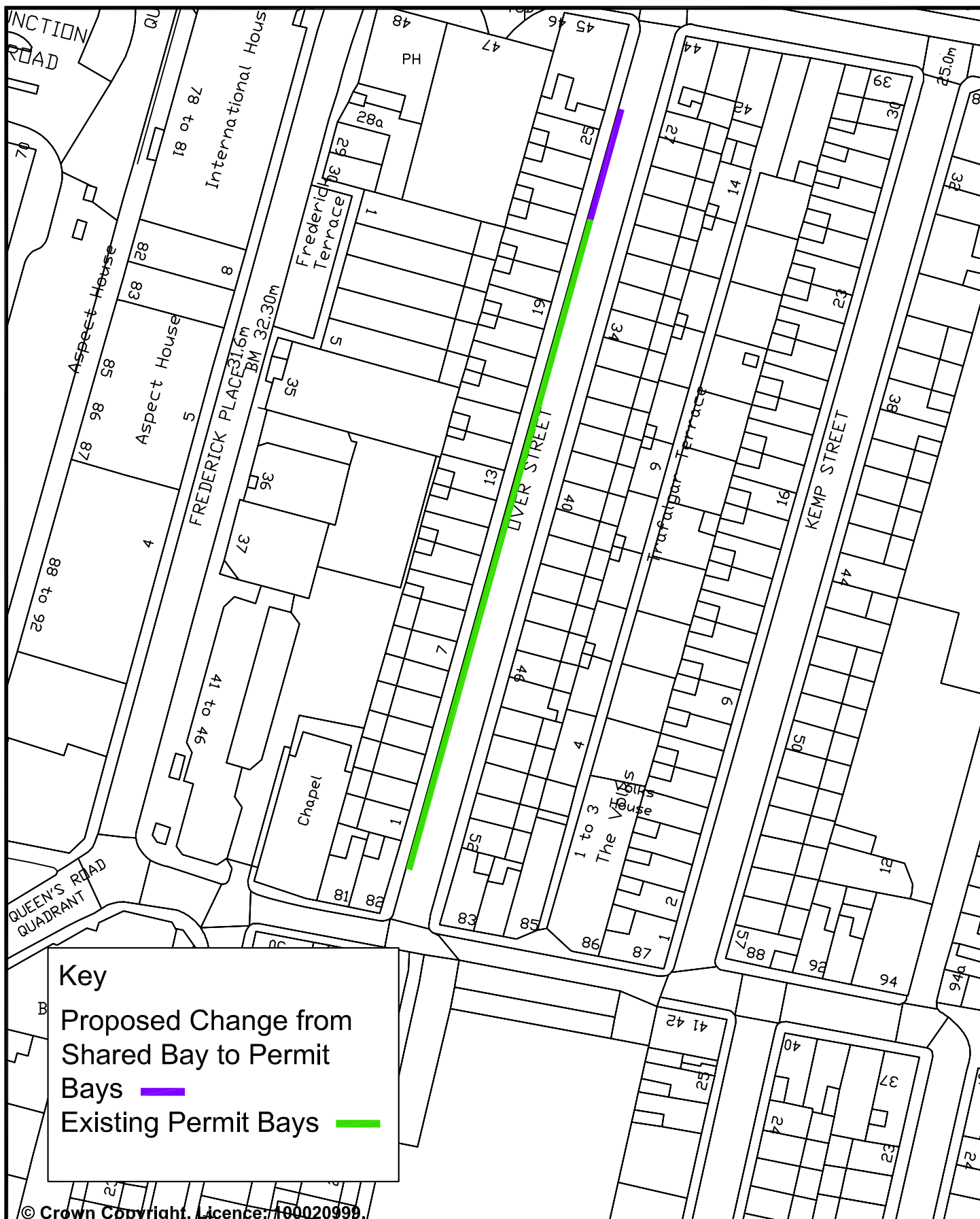
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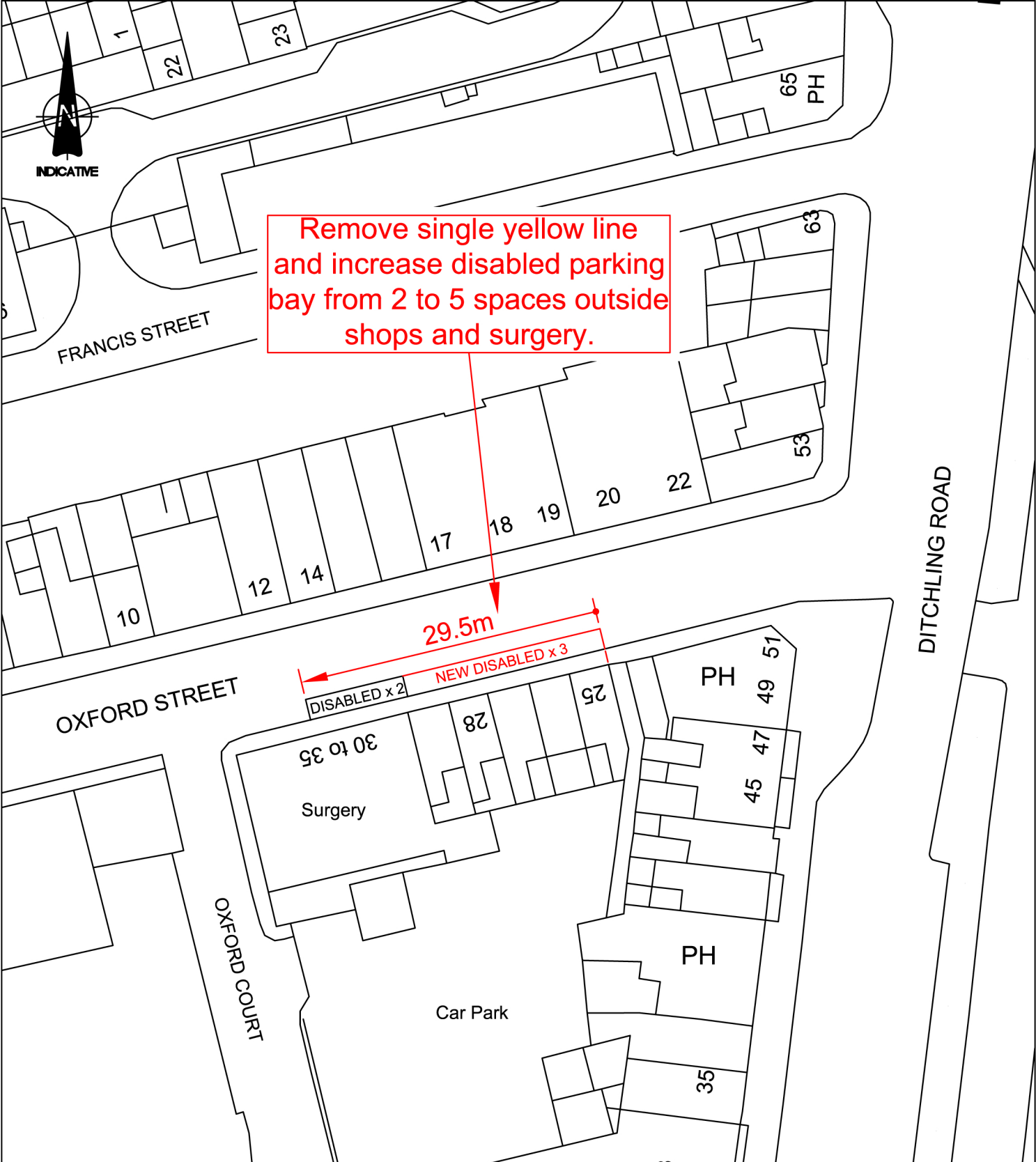
Drawing No
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Rev



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CITY INFRASTRUCTURE		PARKING INFRASTRUCTURE
Address: Over Street, Brighton	Scale : N.T.S.	 Brighton & Hove
	Date : Feb 2014	
Reason: To Provide additional parking for residents	Drawn : D.A.	
	Drawing Number : B&H-PERMIT-03	



- Notes**
1. All dimensions are in metres unless noted otherwise.
 2. Do not scale from this drawing.

Revision

Project Name

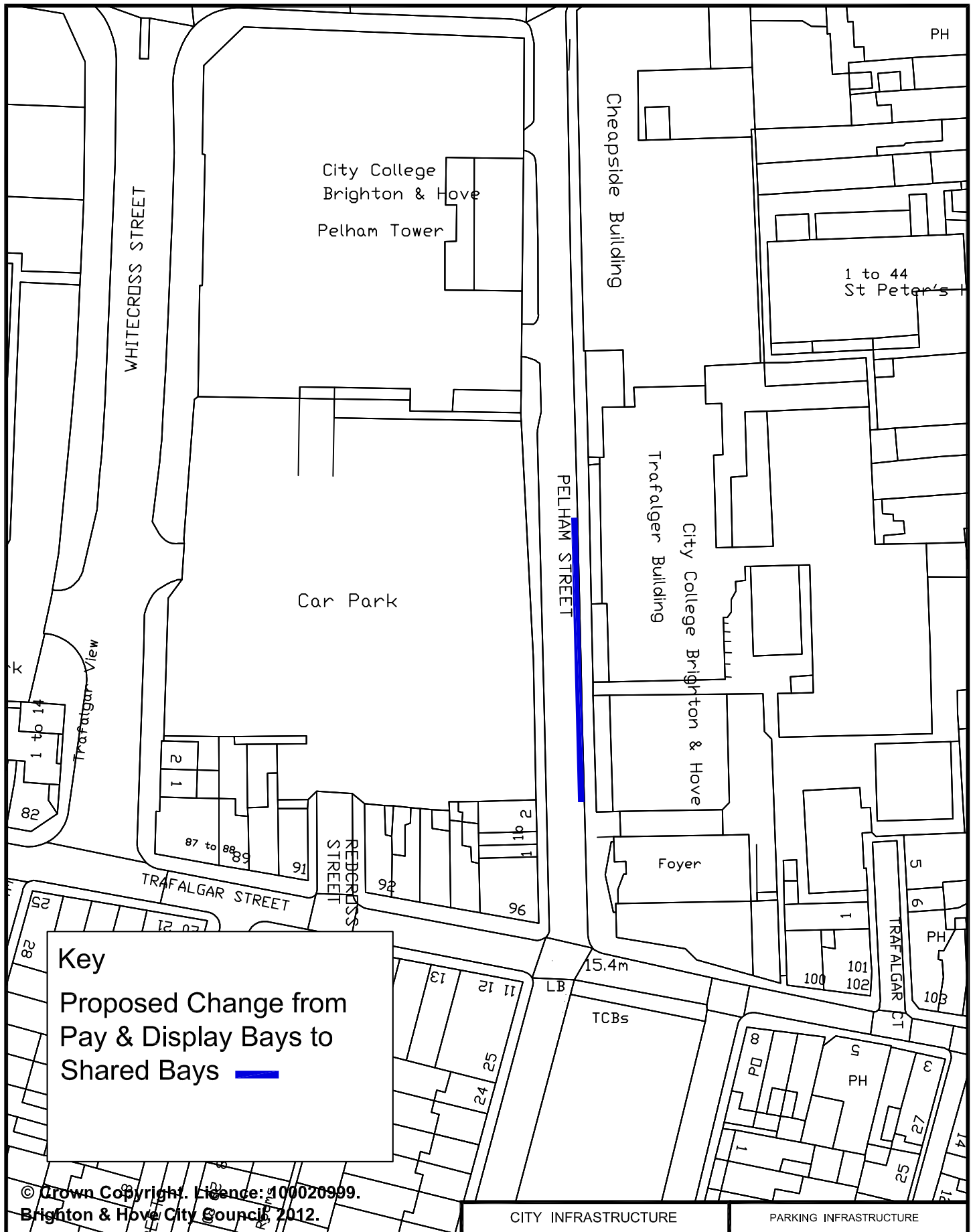
Lively Cities Project
 Providence Place Gardens


Drawing Title

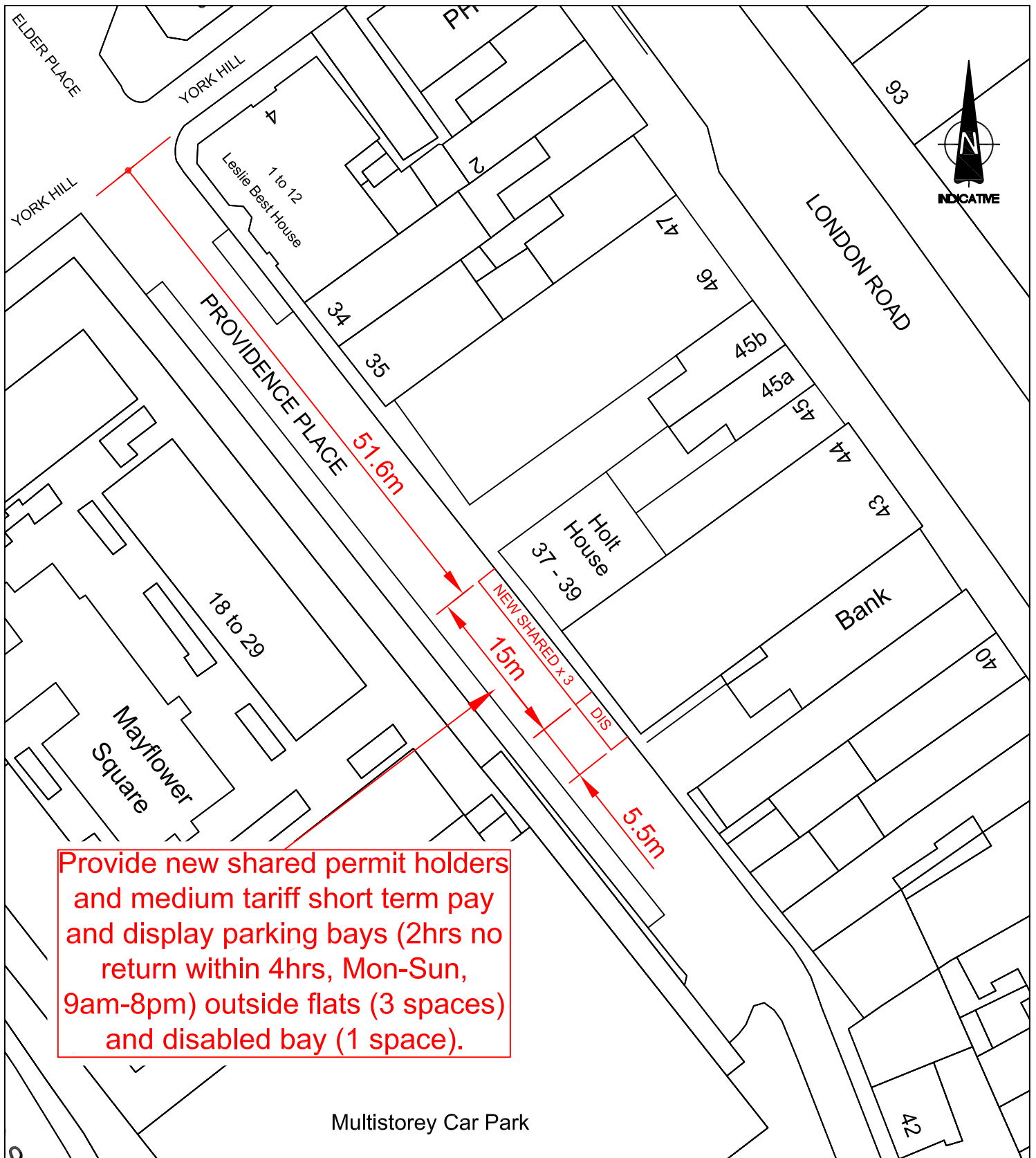
Traffic Regulation Order
 Oxford Street, Brighton
 115




Drawn Ben Stride	Checked —	Scale 1:500@A4
Drawing No LICI/BS/TRO/1		Rev

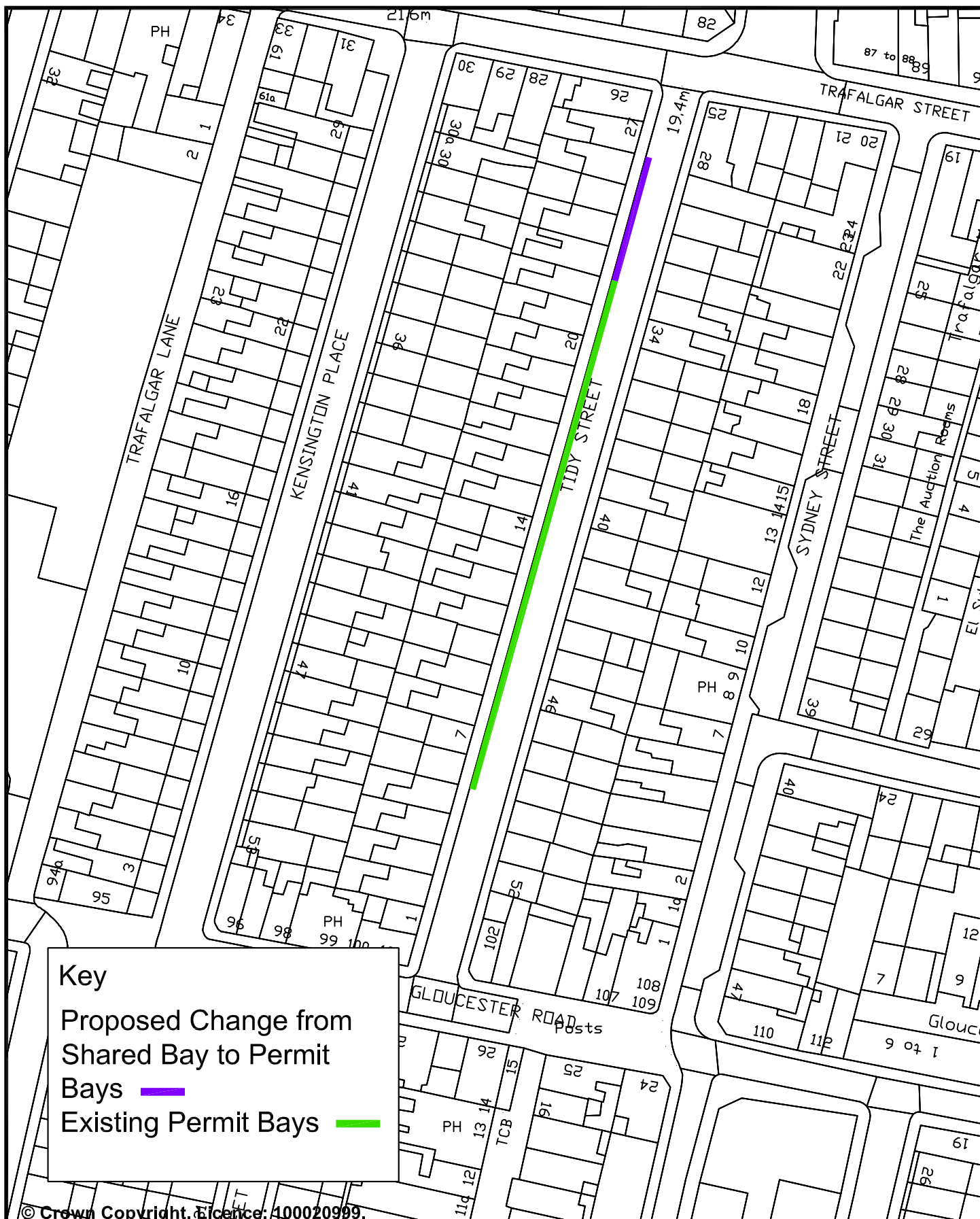


Address: Pelham Street, Brighton	Scale : N.T.S.	 Brighton & Hove
	Date : Feb 2014	
Reason: To enable residents in the vicinity to park	Drawn : D.A.	
	Drawing Number : B&H-SHARED-01	



Provide new shared permit holders and medium tariff short term pay and display parking bays (2hrs no return within 4hrs, Mon-Sun, 9am-8pm) outside flats (3 spaces) and disabled bay (1 space).

Notes 1. All dimensions are in metres unless noted otherwise. 2. Do not scale from this drawing.	Project Name Lively Cities Project Providence Place Gardens	 Brighton & Hove City Council		
	Drawing Title Traffic Regulation Order Providence Place, Brighton			
	Revision 	Drawn Ben Stride	Checked —	Scale 1:500@A4
		Drawing No LIC1/BS/TRO/3		
		Rev 		



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Address: Tidy Street, Brighton

Reason: To Provide additional parking for residents

CITY INFRASTRUCTURE

PARKING INFRASTRUCTURE

Scale : N.T.S.

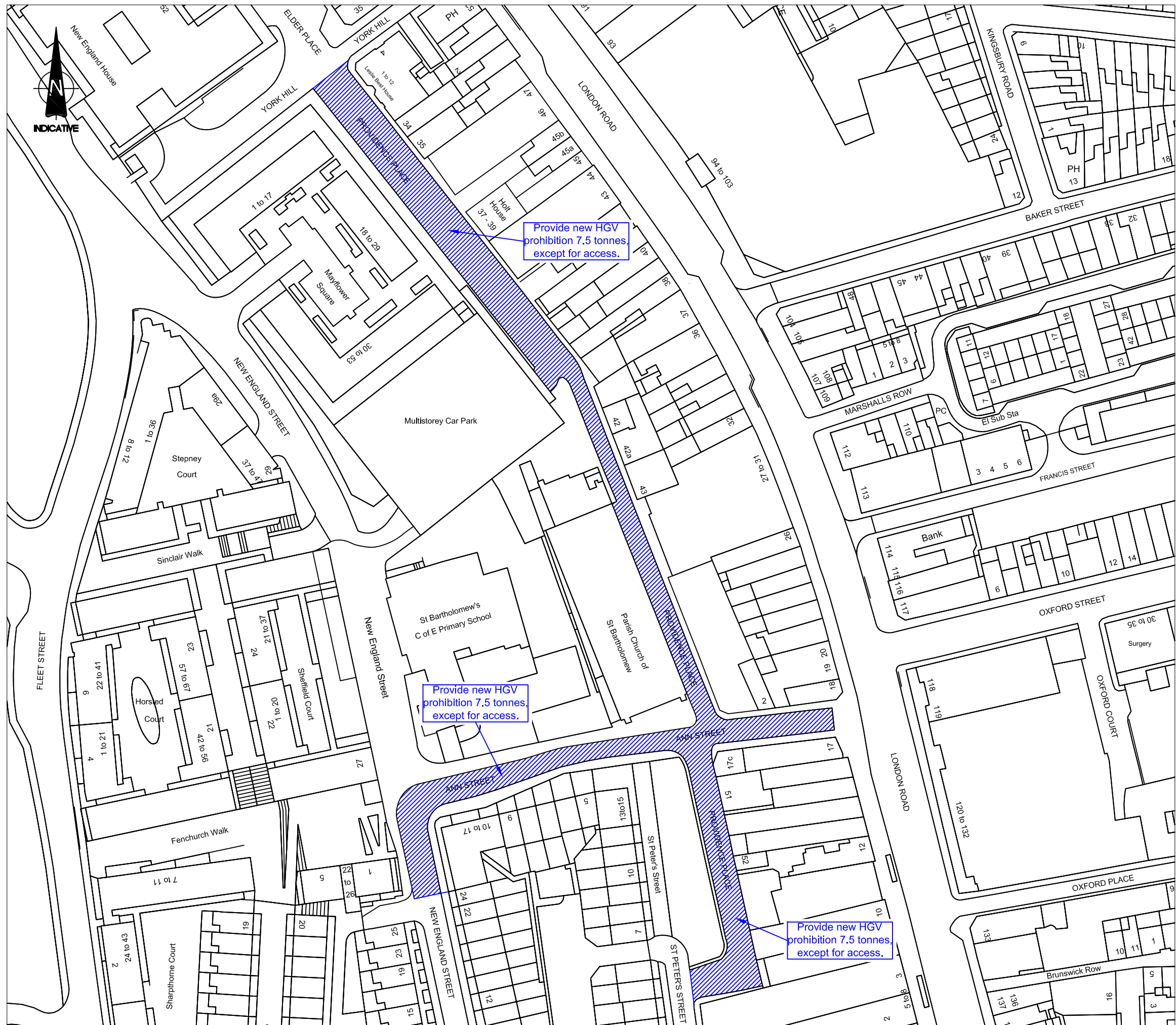
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Drawing Number : B&H-PERMIT-04



Brighton & Hove



KEY

Rev	Revision details	Date
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Drawn:	Ben Stride	February 2014
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Checked:		
Approved:		
File/Acad ref:	S:\	



Brighton & Hove
City Council

Project Name

**Lively Cities Project
Providence Place Gardens**

Drawing Title

**Traffic Regulation Order
HGV Prohibition - 7.5 tonnes
Providence Place and Ann Street**

Drawing No
LIC/BS/TR0/5

Scale
1:1000 @ A3

Rev

APPENDIX B – Items of Support

No.	Who	Contents
1	Resident	Good for Cyclists
2	Resident	Will improve parking in the area for residents.
3	Resident	Good for Cyclists
4	Resident	Will improve parking in the area for residents.
5	Resident	Will improve parking in the area for residents.
6	Resident	Will improve parking in the area for residents.
7	Resident	Will Introduce a safer environment
8	Resident	Will improve parking in the area for residents.
9	Resident	Will improve parking in the area for residents.
10	Resident	Will Introduce a safer environment
11	Resident	Will Introduce a safer environment, good for cyclists
12	Interest Group	Good for Cyclists

Item of Objection

No.	Who	Contents
1	Resident	Object to the removal of the parking bays in Providence Place as there are not enough resident permit bays in the area. Object to the changes to make various bays shared pay & display bays or resident permit only as a solution to resident parking.

Subject:	Sponsorship of Roundabouts		
Date of Meeting:	29 April 2014		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Jan Jonker	Tel: 29-4722
	Email:	Jan.jonker@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 This report seeks approval for the tendering of a concessionary agreement in which an external supplier will secure sponsorship from other organisations firstly for a number of roundabouts and soft landscaping displays within the city and secondly for the annual Sussex Festival of Nature held at Stanmer park.
- 1.2 Up until 2010 the council received sponsorship income for a number of roundabouts and floral displays including the 'Welcome' flower bed at the top of the A27. The sponsorship program was managed in-house within the City Parks team and raised approximately £15,000 worth of revenue which was ring fenced to the service City Parks. Sponsorship of these sites was not renewed when the corporate sponsorship contract was let. The new concessionary agreement will therefore formalise and outsource this requirement generating income for the Council once again.

2. RECOMMENDATIONS:**That the Policy and Resources Committee:**

- 2.1 Approves the procurement of a sponsorship concessionary agreement or agreements for two lots – firstly, for roundabouts and other floral displays and secondly, for the annual Sussex Festival of Nature on the basis set out in this report. The agreement(s) would be for a period of three years with the option of a two year extension.
- 2.2 Grants delegated authority to the Director of Environment, Development & Housing to award and let the concessionary agreement(s).

3. CONTEXT/ BACKGROUND INFORMATION

Sponsorship of roundabouts and floral displays – Lot 1

- 3.1 Roundabouts and flower displays present opportunities to generate income for the Council by allowing suppliers to sponsor these, and the income generated can be used to further enhance the local environment.
- 3.2 Until 2010 local businesses were given the opportunity to sponsor a number of features across the city such as the 'welcome' flower bed at the top of London Road in Patcham, the Floral Clock and the George VI Roundabout in Hove. The scheme was run internally by officers but came to an end in 2010.
- 3.3 The council has continued to receive requests to sponsor sites indicating local demand for this service. Neighbouring authorities have also awarded sponsorship contracts for such sites indicating that there is potential to gain sponsorship in these locations. This report sets out proposals to pursue these opportunities through procuring a concessionary agreement with one or more specialist agencies.
- 3.4 A number of sites could be suitable for sponsorship across the city. A provisional list is shown in the table below and includes roundabouts with and without floral displays, prominent flower beds, the floral clock and a number of bee banks. The contract would have flexibility to allow the council to add more sites it deemed suitable at a later date subject to all necessary consents being obtained.

Gateway Bed Patcham, Brighton
Crowhurst Road Small Shrub Roundabout, Brighton
Naturalised roundabout A259 Ovingdean – SSSI , Brighton
Herbaceous Beds at the front Preston Park , Brighton
East Brighton Park Bulb Field (seasonal), Brighton
Woodingdean Cross Roads Wild Flower Area , Brighton
East Brighton Park Butterfly Bank, Brighton (seasonal)
Boat Bed by Brighton Pier (new planting display required), Brighton
Herbaceous beds Vicarage Preston Drove , Brighton
King George IV Roundabout, Hove
Hove Park Bee Bank (new feature), Hove (seasonal)
Herbaceous Bed at the front Hove Park , Hove
Rose Walk Hangleton Valley Drive, Hove (seasonal)
Floral Clock Palmeria Square - Bedding display , Hove
Greenleas Wild Flower Bee Bank (new feature) , Hove (seasonal)
Gassie Boat Bed, Church Road, Portslade

- 3.5 It is proposed that the package of sites is put out to tender to companies who specialise in securing sponsorship for such locations. Most of these companies work on the basis of paying an annual licence fee and a percentage cut of the revenue raised. Many local authorities use this method of sponsorship management to secure revenue to further improve the local environment. The companies specialise in all aspects of sponsorship negotiations and provide a full service including surveys, sales, contracts, planning, administration and invoicing. It is envisaged that the Council will be able to generate income from this opportunity by letting a concessionary agreement to a specialist advertising agency who will be responsible for all aspects of the sponsorship process.

- 3.6 The maintenance of the planted sites would continue to be carried out by City Parks.
- 3.7 The council can specify criteria to which potential sponsors have to adhere, but it should be noted that the more stringent the criteria the less sponsorship is likely to be received for the sites. It is therefore proposed that the criteria used would be based on those for the billboard advertising contract which are attached as Appendix 1.
- 3.8 The specification of signage would be approved by Planning and Highways with maximum dimensions of 1 metre long by 0.3 metres tall. They would include the Brighton & Hove City Council logo and where applicable also include the City In Bloom logo. All sites would be risk assessed.
- 3.9 The level of income will vary from site to site, depending on location and appearance. It is proposed that all income generated is ring-fenced to an improvement fund for all sites listed. Income generated from sites requiring less work would be used to improve locations which are less attractive and therefore in greater need of investment.

Sponsorship for Sussex Festival of Nature – Lot 2

- 3.10 The council organises the annual Sussex Festival of Nature in Stanmer Park. The cost to organise the event is in the order of £20,000. In order to reduce the cost burden to the council it is proposed to try and secure sponsorship for the event in 2015/16 and if successful in subsequent years.

Procurement Process

- 3.11 The concession agreement will be tendered via an open tender procedure and will be split into 2 lots as detailed above. Suppliers will be allowed to bid for one or both lots.
- 3.12 The tender process will follow a transparent methodology which gives fair and equal access to all suppliers in the market, and the contract(s) will be awarded on the basis of a combination of price and quality criteria (most economically advantageous bid) in line with EU procurement principles.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 An alternative option is for council officers to manage the sponsorship process. However, this is likely to be less cost effective than tendering the work out. Specialist companies have a more detailed knowledge of the market and are likely to be able to negotiate higher income levels. Concessionary agreements which award a percentage of the income to the contractor encourage them to maximise the income for the Council.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Brighton and Hove In Bloom, a community based organisation working with residents and business committed to improving the environment with particular emphasis on planting schemes, are keen that the Council secures sponsorship

for floral displays to help improve the appearance of these displays. As part of this collaboration the Brighton and Hove In Bloom logo would appear along with the Council logo on signs located at floral displays such as the floral clock and the 'Welcome' flower bed in Patcham.

6. CONCLUSION

- 6.1 Roundabouts and floral displays present a sponsorship opportunity to raise revenue to further enhance the appearance of these areas. This report seeks permission to procure a concessionary agreement for the sponsorship of these sites forming Lot 1 and for the Sussex Festival of Nature for Lot 2.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The recommended procurement is subject to compliance with the Council's Contract Standing Orders and Financial Regulations. The procurement process will be prepared on a basis to maximise economy, efficiency and effectiveness and will therefore support achieving value for money.

The financial implications of the recommendations will depend on the outcome of the procurement process. It is anticipated that income generated will be treated as revenue income within the City Infrastructure budget.

Finance Officer Consulted: Steven Bedford

Date: 19/03/14

Legal Implications:

- 7.1 The proposed arrangement is within the Council's legal powers, and appropriate checks will be made in relation to the ownership of the various sites before they are added to the portfolio. Where proposals require advertisement consent, this will be dealt with by the contractor before a sponsorship agreement is concluded.
- 7.2 Concession agreements are not currently subject to the full application of the EU procurement rules, other than for a requirement to follow a fair and transparent process in the awarding of such contracts. The new EU Directive changes this so that concession agreements will be subject to a more regulated process. The procurement process outlined in this report complies with these legal requirements.

Lawyer Consulted: Jill Whittaker

Date: 04/04/14

Equalities Implications:

- 7.3 None

Sustainability Implications:

- 7.4 Sponsorship of roundabouts and floral displays will raise revenue to further enhance these areas. Planting schemes would continue to be managed by City Parks focussing on sustainability. The scheme would also promote the work of Brighton in Bloom.

SUPPORTING DOCUMENTATION

Appendices:

1. Advertising Restrictions in Poster Advertising Contract

1. Advertising Restrictions in Poster Advertising Contract

Part C Advertising Restrictions

- (1) The Contractor shall comply with the restrictions on Advertising set out in this **Part C of Schedule B.**
- (2) No Advertisement may be of a type which is on the 'Excluded' list below. If in doubt, the Contractor must always contact the Council BEFORE agreeing any contractual booking with a client or agency. If a booking for an excluded type of advertisement is taken in any way, without Council approval, then liability and all risks fall on the Contractor and the Council reserves the right to require immediate suspension/halt of the advertisement at no cost or liability to the Council.
- (3) Advertising must comply with codes of practice as set out by the:
 - ASA [see <http://www.asa.org.uk/asa/codes/>]
 - Committee for Advertising Practice [see www.cap.org.uk]

Excluded advertisements:

Advertisements must not promote or condone violence, hatred or advocate against any organisation, person or group of people, or a protected group.

A protected group is distinguished by its:

Race or ethnic origin.

Colour.

Cultural background.

Status as an asylum seeker.

National origin.

Religion.

Disability.

Medical condition.

Sex.

Age.

Veteran status.

Sexual orientation/Gender identity.

Financial status

Advertisements must not promote or endorse:

- Politics or politicians – unless as agreed in advance by the Council under specific circumstances (for example in relation to general elections)
- Counterfeit goods or services.
- Illegal Drugs and Drug Paraphernalia.
- Pornography.
- Fake documents or ID.
- Lap dancing or pole dancing or similar.

- Prostitution.
- Sexual and adult content.
- Solicitation of funds
- Weapons of any sort, including knives and imitation firearms; and toys which imitate weapons or knives.
- Illegal traffic devices - including radar jammers, license plate covers, traffic signal changers and related products.
- Illegal electronic devices – including mobile phone jammers.
- Gambling or spread-betting
- High interest money lending services

Other legislation which must be complied with by Advertisements

Advertisements must comply with the Consumer Protection from Unfair Trading Regulations 2008.

For more details see

- http://www.offt.gov.uk/shared_offt/business_leaflets/530162/oft931int.pdf
- http://www.opsi.gov.uk/si/si2008/draft/ukdsi_9780110811574_en_1
- http://www.opsi.gov.uk/si/si2008/draft/ukdsi_9780110811475_en_1

Advertisements must comply with all other Acts of Parliament, UK & EU regulation and case law regarding advertisement not expressly mentioned in this contract.

Advertisements for medicines or products/service claiming a health or medical benefit

Advertisements must comply with the Medicines Act 1968 and its regulations, as well as regulations implementing European Community Directive 92/28/EEC, govern the advertising and promotion of medicines and the conditions of ill health that they can be offered to treat. Guidance on the legislation is available from the Medicines Control Agency (MCA).

Advertisement for financial services

Advertisements for any financial service or product (whether UK-based or offshore) must comply with the Financial Services and Markets Act 2000 and the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005, both enforced by the Financial Services Authority (FSA), and also to other rules and relevant guidance issued by the FSA.

Advertisements directed towards children

Advertisements for alcoholic drinks should not feature in promotions directed at people under 18. Advertising for alcoholic beverages should not be sited within 100 meters of any school or youth club, or NHS building, or public sector building/premises/facility/park/leisure centre primarily used by those under the age of 18 (or their guardian or carers).

Advertisements must comply with ASA codes for advertising re. children as set out at:
http://www.asa.org.uk/asa/codes/cap_code/ShowCode.htm?clause_id=1731

Charity-linked Advertisement, advertisements for voluntary organisations

Advertising will comply with codes of practice re charity advertising as set out by the ASA [see http://www.asa.org.uk/asa/codes/cap_code/ShowCode.htm?clause_id=1636]

Advertisements for pharmaceuticals

Advertisements must comply with relevant UK and European law relating to the promotion of medicines, and if relevant, the Association of the British Pharmaceutical Industry's (ABPI) Code of Practice for the Pharmaceutical Industry.

Subject:	Recycling Incentives & Engagement Campaign		
Date of Meeting:	29 April 2014		
Report of:	Executive Director of Environment , Development & Housing		
Contact Officer:	Name:	Jan Jonker	Tel: 29-4722
	Email:	Jan.jonker@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Recycling rates in Brighton and Hove have levelled off and declined slightly in recent years. A significant proportion of materials for which a collection service exists are still being disposed of with residual waste. Increasing the capture of these materials through existing services will reduce costs as well as having a beneficial environmental impact.
- 1.2 This report sets out proposals for an incentive and engagement campaign to increase recycling rates.

2. RECOMMENDATIONS:

- 2.1 That the Committee agrees to establish a community incentive scheme to encourage residents to recycle more. The scheme would be self funded from savings to the waste disposal budget through increased recycling.
- 2.2 That Committee agrees to an engagement campaign to encourage people to recycle more. The campaign would run for a period of 12 months and be funded from existing budgets and a projected under-spend from the DCLG communal recycling grant funding.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Recycling rates in Brighton & Hove have levelled off in the last five years and declined slightly in the last two years. It is impossible to determine the exact causes, but it is believed to be due to a range of factors including changes in consumer behaviour (people buying fewer papers and magazines with the growth of electronic media), the economic down turn, prolonged cold winters in the last two years resulting in less garden waste to the HWRCs as well as disruption to the service as a result of industrial action during the pay negotiations and the introduction of new rounds.
- 3.2 Nationally recycling rates have levelled off between 2011/12 and 2012/13 at 43%. Recycling rates vary significantly across the country with Ashford Borough Council having the lowest recycling rate at 12% and Rochford Borough Council

having the highest rate at 67%. In the case of Rochford over half of its recycling consists of green waste collected for composting.

- 3.3 Brighton & Hove's recycling rate is low compared to its ONS Nearest Neighbours Bristol, Cheltenham and Bournemouth which all exceed 40%. The main reasons for these differences include that the best performing authorities collect food waste, provide fortnightly refuse collection and/ or garden waste collection. The feasibility of introducing these services in Brighton & Hove has been considered but would result in extra costs to the authority at a time when it is having to make significant budget cuts. The council is therefore seeking to maximise the efficiency of existing recycling services and minimising the total amount of waste produced.
- 3.4 Work to increase recycling rates includes the roll out of communal recycling in the city centre funded by DCLG, continued support for community composting schemes and working with the Food Partnership to promote food waste minimisation and home composting. Cityclean writes to all residents on a kerbside recycling scheme with details about their collection days on an annual basis and information is published in different media including the council tax mail out, local papers and magazines, the website and social media.
- 3.5 Despite this work a significant amount of recycling is still being disposed of as residual waste. Waste analysis in 2007 showed that if all residents recycled all their paper, card, plastic bottles, cans and glass using the existing kerbside scheme the recycling rate would increase to approximately 35%. A recent analysis of a small sample of residual waste showed that these figures had not changed significantly, with the maximum recycling rate being 34% if everyone recycled all the materials for which kerbside collection services are provided.
- 3.6 Many people are still unclear about what they can recycle (in particular what plastics) and why they need to keep glass separate. There is a lack of detailed and up to date information on what other barriers prevent people from recycling in the city.
- 3.7 Recycling is cheaper than residual waste disposal with every tonne of material recycled rather than disposed of to Energy from Waste resulting in a saving of £56 to the council based on 2013/14 prices. To put this into context an increase in the recycling rate from 25% to 30% would result in a saving of £293,000 per annum based on 2013/14 costs. Reducing waste would result in more significant savings of £105 per tonne but minimising waste is more difficult to achieve than increasing recycling rates.
- 3.8 The council could face financial penalties in its contract with Veolia if it does not meet the minimum contractual recycling targets. To date penalties have been avoided as the amount of recycling processed jointly by East Sussex County Council and Brighton & Hove has been above the minimum threshold. Based on these two points there is a clear financial case to increase recycling rates.

Incentive Scheme

- 3.9 As part of the communal recycling scheme it was agreed to implement an incentive campaign. The proposals in this report seek to extend the scheme to all residents. The scheme would consist of a community fund. The funds raised would be directly linked to the increase in the percentage of material recycled over and above the baseline recycling rate for 2013/14 (expected to be 25%). A city-wide increase in recycling rates of 1% would amount to approximately £16,000 for the community recycling fund in addition to £43,000 worth of savings to the waste disposal budget. The calculations would be based on ring fencing £15 for every additional tonne of waste recycled from the disposal budget to the fund. The proposed scheme is low risk as it is funded from savings to the waste disposal budget as a result of increased recycling rates.
- 3.10 The fund would be open to any charity or formally constituted group to bid in to with proposals that would in some way benefit the city. Projects could include facilities for local groups, funding for events, restoration or improvement of buildings or public spaces. Funded schemes would be publicised to encourage people to recycle more.
- 3.11 It is proposed that the fund would be administered by the Sussex Community Foundation. Sussex Community Foundation already administers grants and would charge a commission of 10% of the funds raised to administer the scheme. It is proposed that approximately half the funds would be available as small grants of up to £1,000 the remainder would be available as larger grants of up to £5,000. The grants would be awarded on an annual basis and it is proposed to set up a cross-party member group to assist in the awarding of grants. The scheme would run for a trial period of two years.
- 3.12 The incentive scheme would be supported by an engagement campaign which is detailed in Section 5 below.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Nationally there are many different types of incentive campaigns to encourage people to reduce their waste and recycle more. These range from schemes provided by commercial companies such as those adopted by Windsor and Maidenhead to locally developed schemes. These types of schemes have been evaluated for Brighton and Hove but would be high cost and high risk and require more complex data collection on the amount of recycling each participating household does.
- 4.2 Reliable data on the effectiveness of incentive schemes is limited because many schemes are introduced as part of a service change making it impossible to isolate the effects of the incentive scheme and authorities have differing baselines and demographic properties.
- 4.3 Recent research carried out by Eunomia looking at incentive schemes implemented without a service change showed that 25% of people surveyed stated that an incentive would encourage them to recycle more. 42% of respondents said that community incentive schemes would encourage them to recycle more while 46% said that personal incentives would offer greater encouragement. While this suggests a slight preference for personal reward schemes they are significantly more complex and difficult to implement which is

why a community based approach is suggested. Feedback gathered as part of the research suggests that an effective communication campaign is critical to driving performance gains. The research showed that performance of five schemes compared varied significantly, with the average increase in recycling rates of 8%.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 The incentive scheme would be supported by a high profile engagement and communication campaign. The aim of the campaign would be to:

- Raise the profile of the recycling service and why people should recycle
- Emphasise key messages about how to use and access the service
- Promote the incentive scheme as an additional reason to recycle.

5.2 The detailed content of the campaign would be informed by feedback from resident focus groups to identify what prevents people from recycling and what would encourage them to recycle more. The focus groups have been commissioned in advance so the results can be used to help inform improvements to the service and the design of the campaign.

5.3 The campaign would seek to achieve high levels of recognition by residents through distinctive high profile coherent branding and effective use of communication methods including signage on refuse and recycling collection vehicles, social media, community groups, schools, local press and the web. The existing annual mailing of recycling calendars would also be incorporated in to the campaign.

5.4 The campaign would be funded from the existing communications budget and an under spend on the DCLG communal recycling grant of £35,000.

6. CONCLUSION

6.1 In Brighton & Hove recycling rates have levelled off and declined slightly in recent years. Large service changes to increase recycling rates such as food waste collection combined with fortnightly refuse collection would result in extra costs to the authority and are not considered viable in the current economic climate.

6.2 A significant amount of materials which can be recycled through existing services are still being disposed of with residual waste. An incentive scheme combined with an engagement campaign is proposed to encourage people to recycle more using existing services.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 It is proposed that the cost of the incentive schemes will be funded from anticipated contract cost reductions generated from increased recycling rates. The cost to the council of recycling household waste is cheaper than being disposed of to Energy from Waste; an increase in recycling rates will therefore

result in cost reduction to the council. The estimated cost reductions generated from increased recycling rates are detailed within the main body of the report. The net savings associated with increasing recycling rates do fluctuate with the market values for materials. Prices for recycled materials are currently high. It is proposed that the proportion of income ring-fenced to the incentive scheme is reviewed annually to take into account any significant reductions in material prices.

It is proposed that the engagement campaign would be funded from existing communication budgets and a projected under-spend from the DCLG grant awarded to the council to support the communal recycling scheme.

Revenue costs of officer time associated with the implementation and administration of the incentive schemes will be met from existing City Infrastructure revenue budgets.

Finance Officer Consulted: Steven Bedford

Date: 18/03/14

Legal Implications:

- 7.2 The Council has power to offer incentive and engagement schemes using the general power in s111 Local Government Act 1972 which allows authorities to do anything incidental, conducive or calculated to facilitate the discharge of their functions.

Lawyer Consulted:

Elizabeth Culbert

Date: 18/03/14

Equalities Implications:

- 7.3 The design of the campaign would consider equalities in terms of its targeting and design. It will be subject to an equalities impact assessment.

Sustainability Implications:

- 7.4 The campaign and incentive scheme are aimed at increasing recycling rates using existing collection services to reduce costs and improve environmental performance.

Subject:	East Brighton Parking Controls – Response to Consultation		
Date of Meeting:	29 April 2014		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Jan Jonker	Tel: 29-4722
	Email:	jan.jonker@brighton-hove.gov.uk	
Ward(s) affected:	East Brighton		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Parking in East Brighton Park is currently not controlled. Surveys have shown that a large proportion of the cars in the park do not belong to people using the park but instead to commuters, residents and van dwellers. The volume of parked cars is causing access problems, affecting the infrastructure and has a visual impact.
- 1.2 In response to these issues this Committee agreed to consult on proposals to control parking in East Brighton Park. The consultation included proposals to restrict parking at any time on east side and at night time on west side of Wilson Avenue.
- 1.3 The consultation has been completed and this report summarises the outcome of the consultation and based on the outcome recommends implementation of measures to control parking.

2. RECOMMENDATIONS:

- 2.1 That the Committee Members note the outcome of the consultation.
- 2.2 That the Committee approves the proposals to control parking in East Brighton Park set out in this report, subject to the statutory consultation process for Traffic Regulation Orders.
- 2.3 That the Committee approves proposals to restrict parking on Wilson Avenue with single yellow lines on the west side and double yellow lines on the East Side as set out in the consultation, subject to the statutory process for Traffic Regulation Orders.
- 2.4 That the Committee instructs officers to advertise the associated Traffic Regulation Orders.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 East Brighton Park is located to the east of Kemptown along Wilson Avenue. It is a popular park used for a range of activities. The road that runs through the park also provides access to the Brighton Caravan Club site, Brighton College, East Brighton Park Café and Whitehawk Football Club. Because of its proximity to the hospital the park is also used as a landing base for the air ambulance.
- 3.2 There are no parking restrictions within the park which is used for long term parking by residents, commuters and van dwellers. The residential area to the west of the park is part of Controlled Parking Zone H increasing parking pressure on the park itself. The parking is resulting in:
- Access problems, in particular for ambulances needing to transfer patients from the air ambulance, coaches accessing the college and customers for the caravan site. The extent of the problem is preventing some visitors from returning to the caravan site
 - Visual impact on the park (See photos Appendix 1)
 - Degradation of park infrastructure because of the high volume of traffic.
- 3.3 A survey was carried out in November 2013 to assess the number of cars accessing the park and the length of stay. The survey was carried out on a weekday and a Sunday (generally the busiest day with sports fixtures) provides a snapshot of parking patterns:
- During the week 20% of vehicles (32) were in the park for 7-12 hours most of which are likely to be commuters, none of which are likely to be genuine park users. This number was halved on Sunday (10%, 16 vehicles)
 - There were 40 vehicles in the park overnight on the weekday and 37 on Sunday
 - There were 15-19 lived in vehicles in the park during the survey period
- 3.4 In response to these issues it is proposed to implement parking controls similar to those introduced in Preston Park with the objective to:
- Limit parking to the areas shown on the plan attached as Appendix 2
 - Prevent long-term parking by non park users to ensure the remaining spaces are available to genuine park users
 - Ensuring the park is accessible to vehicles, cyclists and pedestrians.
- 3.5 As part of the proposed scheme there would be space for up to 62 cars along certain areas of the road which are wide enough to accommodate parking and in the area to the east of the tennis courts by the café. There would be dedicated blue badge bays outside the café. Based on the survey referred to above this is expected to provide sufficient capacity for genuine park users most of the time if the controls are put in place.
- 3.6 In order to cover the cost of implementing and enforcing the controls it is proposed to introduce parking charges and limit the maximum length of stay based on the Preston Park scheme. The charges would be significantly lower than on street parking and are set out in the table below be as follows:

Table 1 Proposed Parking Charges

Period	East Brighton Park	Adjacent Zone H CPZ On Street Charges
Up to 1 hour	£0.50	£1.00
Up to 2 hours	£1.00	£2.00
Up to 4 hours	£2.00	£3.00
Up to 6 hours	£3.00	-
Up to 11 hours	-	£5.00

- 3.7 The charges would apply 9am – 4pm Monday – Friday and 2pm – 6pm Saturday and Sunday. The maximum length of stay would be six hours. The scheme is anticipated to raise approximately £12,000 per year and the costs of implementation would be covered within three years.
- 3.8 Any surplus parking income after the costs have been recovered would be ring-fenced to improvements to the park. Decisions on how the money is used would be informed through consultation with park users, again following a similar model to the Preston Park scheme.
- 3.9 Vehicles also park on the verge along Wilson Avenue which runs along the western side of the park affecting road safety. Implementing the necessary controls in East Brighton Park is expected to displace more parking on to Wilson Avenue by non park users. To pre-empt this problem increasing it is also proposed to restrict parking on Wilson Avenue with single yellow lines (9am-5pm) on the west side to prevent parking during the day and double yellow lines on the east side to prevent parking at any time.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Doing nothing is not considered to be an option because access issues in particular need to be addressed in particular in relation to the air ambulance and the caravan site.
- 4.2 Charges are proposed as part of the scheme to cover the cost of implementation and on going enforcement.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Following approval at the January 2014 meeting of this committee a consultation on the proposals was carried out. The consultation was publicised through:
- A press release and information on the council website
 - Promotion through the Park Ranger and Friends of Whitehawk Hill
 - A display in the café
 - Notices put on cars parked in the park
 - A mail drop to properties along Wilson Avenue
 - Display and information stand at ASDA in Brighton Marine
 - Direct mail out to organisations operating in the park including the caravan club, the football club and Brighton College
 - Ward Councillors helped promote the consultation which was also advertised through posters and post cards.

- 5.2 People were able to respond by post or through the council's on-line portal. A copy of the consultation document and questionnaire is attached as Appendix 1. 189 people responded to the consultation. Of those who responded 48% visited the park, the adjoining nature reserve or the café for leisure and 46% visited the caravan site. Answers to the main questions are summarised in the table below a report summarising the responses is attached as Appendix x.

Table 2 Summary of Response to Consultation

Question	Yes Response (%/ number)	No Response (%/ number)
Parking in East Brighton Park needs addressing	89.6% (164)	10.4 (19)
Parking on Wilson Avenue needs addressing	84.4% (151)	15.4(28)
Do you currently park on verge	8.6% (16)	91.4% (171)
Do you drive to park	69.6% (128)	30.4 (56)
Should income be ring-fenced to park	88.8% (158)	11.2% (20)

- 5.3 The results show that of the respondents, most of who drive to the park, the majority agreed with the proposals to control parking in East Brighton Park and along Wilson Avenue. The results also show that support for addressing parking was generally consistent amongst respondents irrespective as to why they visited the park. Of the 34 households on Wilson Avenue who responded 83% supported the proposed parking controls along their road. There was strong support for any surplus to be ring fenced to the park maintenance budget.

6. CONCLUSION

- 6.1 Uncontrolled parking in East Brighton Park has to be addressed. The majority of respondents to the consultation agreed with the proposals to control parking both along Wilson Avenue and in East Brighton Park.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The cost of officer time and consultation associated to the introduction of the scheme has been funded from within existing Parks Projects and Parking revenue budgets. It is anticipated that the implementation costs of the scheme will cost approximately £20,500 in the 2014-15 financial year. These costs will be funded by unsupported borrowing to be repaid from the income generated from parking fees.
- It is anticipated that the scheme will generate approximately £12,000 in parking fees per annum, which will fund the ongoing revenue costs of the scheme of approximately £7,000 per annum and repayment of the implementation costs. Any surplus income after costs have been recovered will be transferred to an earmarked reserve specifically to fund improvement works at East Brighton Park. The fees set will be subject to the councils fees and charges policy and be reviewed annually as part of the budget and service planning process.

Legal Implications:

- 7.2 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the 1984 Act") 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. As far as is practicable, the Council should also 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.

Before making Traffic Orders, the Committee must consider all duly made, unwithdrawn objections.

Lawyer Consulted: Elizabeth Culbert

7th April 2014

Equalities Implications:

- 7.1 The proposals have been subject to an Equalities Impact Assessment. If implemented they will improve access for all to the park. There will be dedicated bays for blue badge holders

Sustainability Implications:

- 7.2 The proposals will prevent long-term parking by non-park users and improve the quality of the environment

Any Other Significant Implications:

- 7.3 The proposals to control parking will address access problems in particular for visitors to the caravan site and the air ambulance. They will also make the entrance to the park on Wilson Avenue safer.

SUPPORTING DOCUMENTATION

Appendices:

1. Consultation Document
2. Results of Consultation

Your views

The plan attached shows this in more detail. Please let us know what you think after looking at the attached plan by completing the short survey attached before the 19 March 2014 and returning it to us in the Freepost envelope provided to Brighton & Hove City Council, Room 501, Kings House, Grand Avenue, Hove, BN3 2LS. No stamp is required. Alternatively you can take part in the consultation online at: www.brighton-hove.gov.uk/EBP-parkingsurvey

If you require more information before filling in the questionnaire, please email us at: Parksprojects@brighton-hove.gov.uk or telephone 01273 292929.

Survey

Your postcode (this will help us validate responses and prevent duplication)

Do you agree that parking in East Brighton Park needs to be addressed? ☐ Yes ☐ No

Do you agree that parking on Wilson Avenue needs to be addressed? ☐ Yes ☐ No

Do you currently park on the verge on Wilson Avenue? ☐ Yes ☐ No

Do you, or someone you visit the park with, currently drive to the park? ☐ Yes ☐ No

If Yes, What is your reason for driving to the park?

☐ To visit the park for leisure ☐ To visit Brighton Caravan Club

☐ To visit City College ☐ To visit Pavillion Café

☐ To visit SheepCote Valley Local Nature Reserve

☐ To visit another destination close to the park. If so where?

☐ A different reason? If so what?

Do you agree that any parking income raised should be ring fenced to the park?

☐ Yes ☐ No

Do you wish to make any other comments about the option proposed?

Equalities monitoring form

The reason why we ask you these questions is so we can make sure that we have views from all across the city. The Equality Act 2010 makes these aims part of our legal duties. Your answers help us check that we have met the law and help improve our services.

Your answers are completely anonymous and confidential. We will only use them to make services better. Information from forms is combined so you cannot be identified. A short guide to these questions is available. Please ask if you would like it. You can also ask for a large print version. (Call 01273 292929 for assistance)

What age are you? years ☐ Prefer not to say

What gender are you? ☐ Male ☐ Female ☐ Prefer not to say

☐ Other - please state:

How would you describe your ethnic origin?

☐ White British ☐ Asian or Asian British ☐ Other Ethnic Group (please give details)

☐ Any other White background (please give details) ☐ Black or Black British

☐ Arab ☐ Mixed ☐ Prefer not to say

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

☐ Yes, a little ☐ Yes, a lot ☐ No ☐ Prefer not to say

If you answered 'yes', please state the type of impairment. If you have more than one please tick all that apply. If none apply, please mark 'other' and write an answer in.

☐ Physical Impairment ☐ Long-standing illness ☐ Sensory Impairment

☐ Mental Health Condition ☐ Learning Disability/Difficulty ☐ Developmental Condition

☐ Other - please state:

Are you a carer? A carer provides unpaid support to family or friends who are ill, frail, disabled or have mental health or substance misuse problems.

☐ Yes, a lot ☐ No ☐ Prefer not to say

Translation? Tick the appropriate box and take to any council office.

ترجمة؟ ضع علامة في المربع وخذها إلى مكتب البلدية.

Arabic

☐

অনুবাদ? বক্সে টিক চিহ্ন দিয়ে কাউন্সিল অফিসে নিয়ে যান।

Bengali

☐

需要翻译? 请在这方格内划勾, 并送回任何市议会的办事处。

Cantonese

☐

ترجمة؟ لطفاً این مربع را علامتگذاری نموده و آن را به هر یک از دفاتر شهرداری ارائه نمایید.

Farsi

☐

Traduction? Veuillez cocher la case et apporter au council.

French

☐

需要翻译? 请在这方格内划勾, 并送回任何市议会的办事处。

Mandarin

☐

Tłumaczenie? Zaznacz to okienko i zwróć do któregokolwiek biura samorządu lokalnego (council office).

Polish

☐

Tradução? Coloque um visto na quadrícula e leve a uma qualquer repartição de poder local (council office).

Portuguese

☐

Tercümesi için kareyi işaretleyiniz ve bir semt belediye bürosuna veriniz

Turkish

☐

other (please state)

☐

This can also be made available in large print, Braille, or on CD or audio tape

Consultation
19 February to 19 March 2014

East Brighton Park
Proposal to control parking

The number of vehicles parking in East Brighton Park is causing access problems for the South East Coast Ambulance Service and Brighton Caravan Club that share the access road through the park with park users. The volume of traffic is also affecting the look of the park and eroding areas of grass where vehicles are unable to pass due to obstruction from other vehicles.

We have been asked to develop a proposal to control parking in East Brighton Park. This is to address the uncontrolled parking in East Brighton Park, where increasing numbers of cars are parking for long periods of time. We have also been asked to address problem on street and verge parking that is dangerous to users of Wilson Avenue and the residential access roads leading from it at the same time.

We propose:

- 1. To limit parking on the access road so that there is room for motorhomes and vehicles in tow to pass.
- 2. To prevent long term parking by non park users to ensure the remaining spaces are available for park users.
- 3. To resurface an area of car parking near to the Pavilion Café to ensure plenty of parking is available.
- 4. To increase single and double yellow lines and control verge parking adjacent to double yellow lines to increase safety for drivers and pedestrians using Wilson Avenue.

To cover the cost of implementing these changes and enforcing the controls it is proposed to introduce parking charges and limit the maximum length of stay based on a similar scheme in Preston Park to 6 hours. The charges would be significantly lower than on street parking and are set out in the table below as follows:

Period	East Brighton Park	Adjacent Zone H CPZ
Up to 1 hour	£0.50	£1.00
Up to 2 hours	£1.00	£2.00
Up to 3 hours	£2.00	£3.00
Up to 6 hours	£3.00	-
Up to 11 hours	-	£5.00



Parking in East Brighton Park Consultation Report

1 Background

Parking within East Brighton Park is currently unrestricted. The council has received a number of complaints that:

- the current levels of parking in the park are causing access problems for the South East Coast Ambulance Service and for the Brighton Caravan Club
- the volume of traffic is affecting the look of the park and eroding areas of grass where vehicles are unable to pass due to obstruction
- on-street parking and verge parking in the area has become dangerous for users of Wilson Avenue and residential access roads leading from it

In February and March 2014 Brighton & Hove City Council consulted with park users, local residents and businesses and sports groups who regularly use Preston Park about proposals to restrict parking in the park.

2 Methodology

Following approval at the January 2014 meeting of this committee a consultation on the proposals was carried out. The consultation was publicised through:

- A press release and information on the council website
- Promotion through the Park Ranger and Friends of Whitehawk Hill
- A display in the café
- Notices put on cars parked in the park
- A mail drop to properties along Wilson Avenue
- Display and information stand at ASDA in Brighton Marine
- Direct mail out to organisations operating in the park including the caravan club, the football club and Brighton College
- Ward Councillors helped promote the consultation which was also advertised through posters and post cards.

3 Headline Results

189 people responded to the consultation, almost 90% of these agree that parking in East Brighton Park needs to be addressed.

84.6% agree that parking on Wilson Avenue needs to be addressed.

69.6% of respondents drive to the park.

4 Full Results

189 responses were received, 83 paper questionnaires and 106 on-line responses. Respondents were asked whether parking in East Brighton Park needs to be addressed. Results are in the table below:

	No.	%
Yes	164	89.6
No	19	10.4
Total	183	100

Respondents were asked whether parking in Wilson Avenue needs to be addressed.

	No.	%
Yes	154	84.6
No	28	15.4
Total	182	100

Most respondents say that they don't park on the verges on Wilson Avenue:

	No.	%
Yes	16	8.6
No	171	91.4
Total	187	100

Almost 70% of respondents currently drive to the park as follows:

	No.	%
Yes	128	69.6
No	56	30.4
Total	184	100

Reasons for visiting the park are as follows:

	Number of responses	%
To visit the Caravan Club	86	45.5
To visit the park for leisure	38	20.1
To visit Sheepcote Valley Local Nature Reserve	26	13.8
To visit the cafe	25	13.2
To visit City College	1	0.5
Total	176	

Other destinations close to the park include:

- Steiner School (x2)
- Whitehawk FC (x2)
- Brighton College sports ground
- Astroturf pitches

- Hospital

Different reasons include:

- Healthwalks (x6)
- Dog walking (x3)
- Friends of Sheepecote Valley storage shed
- Brighton College Playing fields
- Attend events
- To go to work at Whitehawk Bus Garage
- To see friends
- To stay in the Caravan Club

Parking Income

Respondents were asked whether parking income raised should be ring fenced to the park?

	No.	%
Yes	158	88.8
No	20	11.2
Total	178	100

Respondents were also asked if they have any further comments about the proposals. These have been themed as follows with the most often mentioned comment at the top of the table:

In favour because of current inaccessibility to park/ current parking difficulties / danger of verge parking	36
Want flexible parking schemes (two hours free) (health walkers tickets)	14
In favour to improve safety/ current dangerous parking	13
General Positive Comments	13
Need double yellow lines /other traffic calming	12
Improve park facilities/general upkeep/ health and safety/ maintenance/litter	12
Needs enforcement of current illegal parking/ long-term caravans	10
Don't want to pay for parking	10
No need for a scheme	9
Concerned about displacement	8
Concerns that the scheme will adversely affect businesses in the area/ attendance to the parks facilities	7
Feel intimidated by long term residents blocking access	7
Restrictions need to allow parking for Brighton College coaches and use of the sports fields/ verge parking for residents should continue	6
Don't want double yellow lines	5
Don't want signs, P&D and additional parking in a conservation area	5
Need better Access for emergency vehicles	3
This is purely a money making exercise	3
Need better parking for park facilities	2
Concerns about disabled parking	2

6 Demographic Information

Gender	No.	%
Male	98	59
Female	68	41
Total	166	100

Age	No.	%
U18	0	0
18-24	0	0
25-34	10	6.3
35-44	13	8.2
45-54	40	25.3
55-64	38	24
65-74	46	29
75+	11	7
Total	158	100

Ethnicity	No.	%
White British	154	93.9
Any other White background	6	3.7
Asian or Asian British	2	1.2
Black or Black British	0	0
Arab	0	0
Mixed	0	0
Other ethnic Group	2	1.2
Total	164	100

Disability	No.	%
Yes, a little	17	10.7
Yes, a lot	8	5
No	134	70.9
Total	159	100

Disability Types	No.
Physical Impairment	15
Long-standing illness	9
Sensory Impairment	3
Mental Health Condition	4
Learning Disability/ Difficulty	0
Developmental Condition	0
Other	2
Total	33

Are you a carer	No.	%
Yes	15	9.7
No	139	90.3
Total	154	100

