





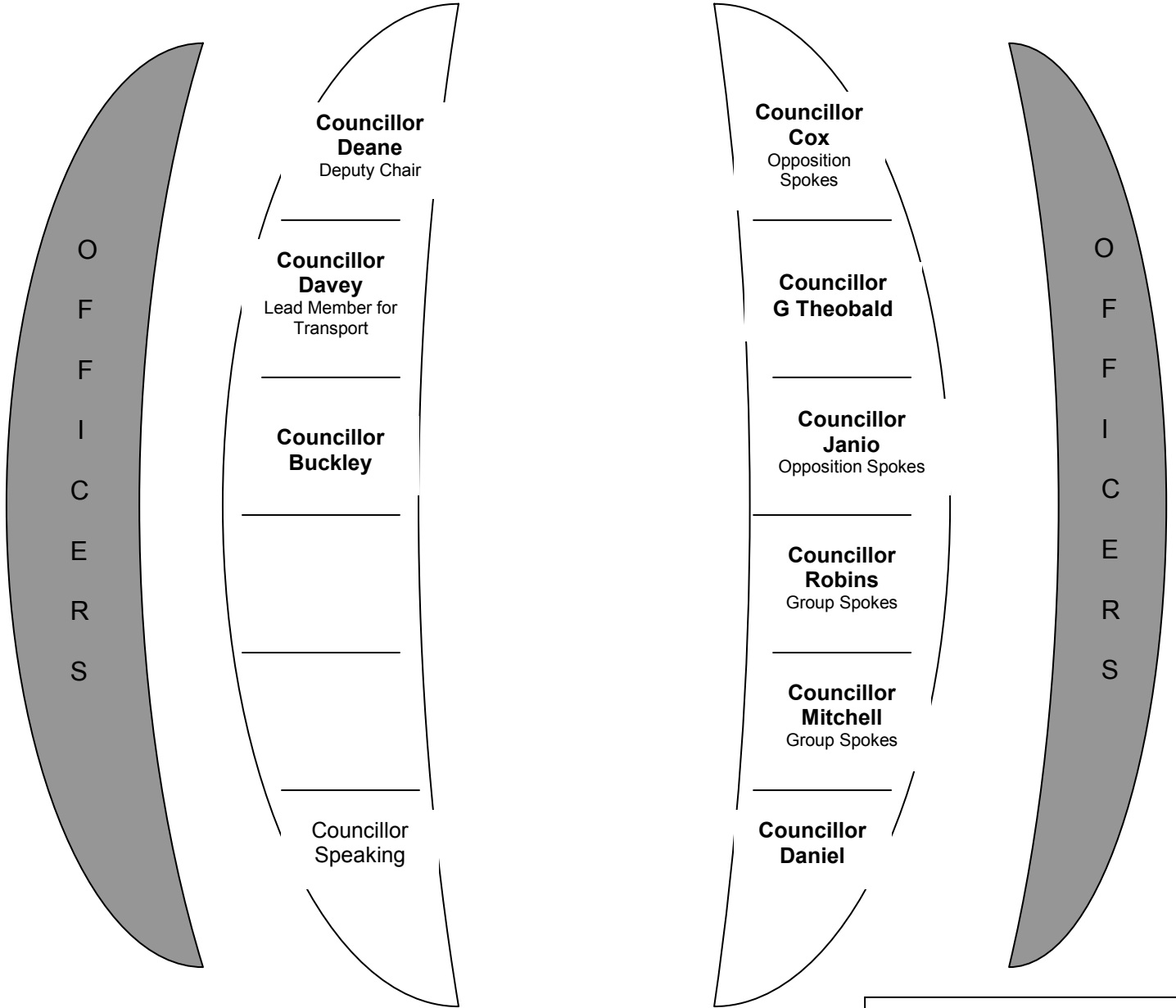
**Brighton & Hove
City Council**

Environment, Transport & Sustainability Committee

Title:	Environment, Transport & Sustainability Committee
Date:	20 January 2015
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: West (Chair), Deane (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Buckley, Daniel, Davey 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

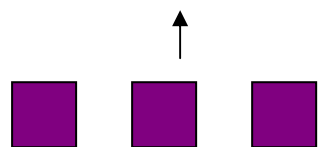
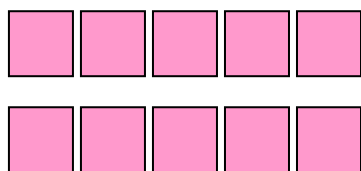
Legal Officer	Executive Director Environment, Development & Housing	Councillor West Chair	Democratic Services Officer
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Press

Public Speaker Public Speaker

Public Seating



AGENDA

PART ONE

Page

66 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;
 - (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.

67 MINUTES

1 - 14

To consider the minutes of the meeting held on 25 November 2014 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

68 CHAIRS COMMUNICATIONS

69 CALL OVER

- (a) Items (73 – 80) 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.

70 PUBLIC INVOLVEMENT

15 - 16

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

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or at the meeting itself.
 - (i) Speeding up the consultation for residents parking north of Preston Drove
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 13 January 2015.
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 13 January 2015.

71 ITEMS REFERRED FROM COUNCIL

17 - 18

Item referred from the last meeting of Full Council held on 11 December 2014 (copy attached).

- (a) **Petitions**
 - (i) Bus shelter at the corner of Stanford Avenue and Southdown Avenue
 - (ii) Yellow lines on Goodwood Way, Moulsecoomb

72 MEMBER INVOLVEMENT

19 - 22

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions referred from Full Council or submitted directly to the Committee;
- (b) **Written Questions:** To consider any written questions;
- (c) **Letters:** To consider any letters;
 - (i) Lewes Road Triangle CPZ - Brighton Sea Cadets- Councillor

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

G Theobald

- (ii) Safety measures on Medina Terrace/King's Esplanade-
Councillor Hawtree

- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

GENERAL MATTERS

73 LOCAL TRANSPORT PLAN 23 - 42

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

Contact Officer: Mark Prior *Tel:* 01273 292095
Ward Affected: All Wards

74 FEES AND CHARGES 2015/16 43 - 64

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

Ward Affected: All Wards

TRANSPORT & PUBLIC REALM MATTERS

75 20MPH PROGRAMME 65 - 80

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

Contact Officer: Emma Sheridan *Tel:* 293862
Ward Affected: All Wards

76 HOVE STATION FOOTBRIDGE ACCESSIBILITY 81 - 84

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

Contact Officer: Andrew Renaut *Tel:* 29-2477
Ward Affected: Goldsmid

77 SAFER ROUTES TO SCHOOL SCHEME PORTLAND ROAD 85 - 104

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

Contact Officer: Matthew Thompson *Tel:* 29-3705
Ward Affected: Hangleton & Knoll; Hove Park; Westbourne; Wish

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

78 PEDAL CYCLE PARKING TRO OBJECTIONS SCOTLAND STREET 105 - 112

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

Contact Officer: Tracy Beverley *Tel:* 29-2813
Ward Affected: Hanover & Elm Grove

ENVIRONMENT & SUSTAINABILITY MATTERS

79 TRAVELLER STRATEGY 2012: 2 YEAR UPDATE 113 - 172

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

Contact Officer: Andy Staniford *Tel:* 29-3159
Ward Affected: All Wards

80 LOCAL FLOOD RISK MANAGEMENT STRATEGY 173 - 180

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

Ward Affected: All Wards

81 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 29 January 2015 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

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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

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Please inform staff on Reception if this affects you so that you can be directed to the Council Chamber where you can watch the meeting or if you need to take part in the proceedings e.g. because you have submitted a public question.

Date of Publication - Monday, 12 January 2015

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 25 NOVEMBER 2014

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor West (Chair), Councillor Deane (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Buckley, Daniel, Davey and G Theobald

Other Members present: Councillors Duncan, Hawtree, Mears, Simson

PART ONE

52 PROCEDURAL BUSINESS

52(a) Declarations of substitutes

52.1 There were none.

52(b) Declarations of interest

52.2 There were none.

52(c) Exclusion of press and public

52.3 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).

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

53 MINUTES

53.1 **RESOLVED-** That the minutes of the previous meeting held on 7 October 2014 be approved and signed as the correct record.

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

- 54.1 **RESOLVED-** That the minutes of the previous meeting of the City Sustainability Partnership held on 11 September 2014 be noted.

55 ENVIRONMENT, TRANSPORT & SUSTAINABILITY URGENCY SUB-COMMITTEE

- 55.1 **RESOLVED-** That the outcome of the meeting of the Urgency Sub-Committee on 12 November 2014 be noted.

56 CHAIRS COMMUNICATIONS

- 56.1 The Chair provided the following communication:

"I am pleased to be able to update committee members on some positive news and progress on the two coastal defence strategies that the council is involved in. The strategies provide a 100-year plan for improvements to areas of the city's coastal defences, and their ongoing maintenance, taking account of current climate change predictions.

The Brighton Marina to River Adur coast defence strategy, which was approved by this committee in July this year, has now been approved in principle by the Environment Agency. The costs of delivering the strategy will be met jointly by the Agency, Shoreham Port Authority and the council, and works are planned to start in 2020/21. The Brighton Marina to Newhaven coastal study will be starting this month. It will include a focus on the stability of the cliffs in this area, which is our primary concern. The study is expected to be completed by April 2015 and the results will inform the development of the longer-term strategy".

57 CALL OVER

- 57.1 With regard to Item 61- 20mph Programme, Councillor Theobald stated that he felt there had been a lack of consultation with ward councillors and he found the report details very unclear. Councillor Theobald proposed deferral of the report to the next meeting of the Committee in January.
- 57.2 The Chair stated that he would welcome the opportunity for officers to introduce the report as this may provide a chance to address and confusion. The Chair asked for advice on the protocol for Councillor Theobald's motion.
- 57.3 The Deputy Head of Law stated that deferral of the report was at the discretion of the Chair and agreement of the Committee and there was no protocol that restricted deferral without the report being introduced.
- 57.4 Councillor Theobald noted that there were several members of the public present at the meeting to provide representations and to hear discussion of the report and he felt it may be preferential to defer the report at this stage rather than ask them to wait.

57.5 Councillor Mitchell stated her preference that the representations still be heard but consideration of the report deferred to the next Committee. Councillor Mitchell added that she had similar concerns about the report as those expressed by Councillor Theobald and a deferral would allow for clarification of those issues.

57.6 Councillor Theobald moved a motion to defer the report to the next Committee meeting to be held on 20 January 2015.

57.7 Councillor Robins formally seconded the motion.

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

57.9 The following item on the agenda was deferred to the next Committee meeting:

- Item 61: 20mph Programme

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

- Item 62: Church Road, South Portslade- Traffic and Road Safety Improvements
- Item 63: Old Town Transport Plan

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

- Item 64: High Street, Portslade- Loading Bay

58 PUBLIC INVOLVEMENT

(a) Petitions

Reduce speed limit on Holmes Avenue

58.1 The Committee considered a petition signed by 280 people requesting a reduction in the speed limit on Holmes Avenue to 20mph.

58.2 The Chair provided the following response:

“Thank you for your comments and concerns that I too share. Regrettably the report on a speed reduction on Holmes Avenue due to be considered at this meeting has been deferred”

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

(b) Written Questions

Old Shoreham Road cycle lane

58.4 Linda Freedman presented the following question:

“Prior to the installation of the cycle lane in Old Shoreham Road, Hove the houses and gardens south of the road did not experience flooding. Since the cycle lane was installed the gardens, garages and homes are impacted by flooding any time there is substantial rainfall. What does the Council intend to do to stop this happening? How will the Council compensate those householders who have been impacted by the design flaws apparent in the cycle lane?”

58.5 The Chair provided the following reply:

“The pedestrian and cycle facilities were completed in June 2012 and were designed with awareness of existing flat topography of the area and historical surface drainage issues. Designs therefore incorporated adequate surface water drainage gulleys. Overall drainage capacity along Old Shoreham Road is determined by the existing surface water sewer rather than the number and location of individual gulleys. In July 2014 73mm of rain fell on Brighton & Hove in 3 hours. The usual monthly average at that time is 40mm. The city has had similar severe weather events in October 2014. It should be noted that on Old Shoreham Road the gullies connect to the Southern Water surface water sewer and in extreme events, such as those experienced in July and October of this year, the road drainage can only clear the water from the road as fast as the sewer allows.

Radinden Manor and The Upper Drive are indicated as flow routes by the Environment Agency’s updated Flood Map for Surface Water. The Highway Maintenance Manager and Flood Engineer have suggested that gullies along this route would benefit from a more frequent cleansing schedule and whilst all gulleys located on this section of Old Shoreham Road have been cleansed recently, we are looking at this.

Our contractors will also be instructed to increase the opening of existing side-inlet gulleys and put in an additional surface gully adjacent to an existing surface gully located outside no. 54 Old Shoreham Road. Council contractors will aim to complete this work by Christmas 2014”.

58.6 Linda Freedman asked the following supplementary question:

“Why did the council opt for a raised curb in deference to a painted cycle lane on the existing road? Surely this would have been the cheapest option, offering identical protection for cyclists but would not have increased the flooding risk”

58.7 The Chair stated that he would provide a written response to the supplementary question.

59 ITEMS REFERRED FROM COUNCIL

(a) Petitions

(i) Mile Oak Improvements- Ms Soanes

59.1 The Committee considered a petition signed by 1388 people requesting improvements to the equipment and access to Mile Oak recreation ground. The petition had been referred from the meeting of Full Council held on 23 October 2014 that had also passed recommendations to the Committee to consider.

59.2 The Chair provided the following response:

“As members will recall this petition was debated at Council and recommendations were made to this committee which are offered on page 47 of our agenda.

Central Government Playbuilder funding provided a very welcome opportunity to provide better play facilities for the children of the City. However, we now have a great deal of equipment to maintain in the context of Government funding cuts which are diminishing our budget.

In the short term this is not a problem as new equipment requires little repair but as the equipment ages unless more money is put into maintenance we will not be able to keep the equipment we currently have.

Officers are undertaking a comprehensive review of our play parks and will be identifying possible ways of dealing with the funding gap we face as we go forward. I have asked for the Committee to receive this report by June.

Officers have already met with residents and I am happy to ask that they meet residents again to consider what improvements at Mile Oak Park residents wish to see and how residents might be able to make that a viable long-term possibility. But I have to be clear, there is currently little to no capacity in the parks project team to facilitate developing an Improvement Plan for Mile Oak Park, nor is there any money available in the parks budget to buy new equipment, and in the event we did receive external funding there will be no money to maintain new equipment once it starts to wear out. I appreciate this is a bleak outlook but this I’m afraid is the situation the Council is now placed in by Government funding cuts”.

- 59.3 Councillor Mitchell stated that whilst she understood the continuing financial constraints placed upon the council, she felt it would be appropriate for the Committee to receive a report on this specific matter that could examine options for external funding and the possibility of maintenance by the local community.
- 59.4 The Chair stated that the future of Mile Oak recreation ground needed to be considered in the wider picture of all the authorities parks and would be a part of a report to the Committee in the summer.
- 59.5 Councillor Robins stated that he disagreed with the Chair’s suggestion as that was not what was agreed by Full Council and June was some way off.
- 59.6 The Chair stated there were no funds available in the parks budget to undertake works and that Members had to be realistic in their ambitions in the context of severe budget cuts. The Chair added that Officers had indicated that a plan could not be drawn up for this one park outside of a wider review and suggested that a meeting between residents and Officers made lead to a solution that could be brought back to Committee.
- 59.7 Councillor Theobald stated that Carlton Park, which was in his ward, was maintained by funding raising events by local residents and that was a possible solution for Mile Oak recreation ground.
- 59.8 Councillor Cox stated that he felt there should be a specific report on this issue. Councillor Cox added that he was aware of a perception of neglect from residents living

in the outskirts of Brighton and Hove and focus on these types of issues may reduce that somewhat.

59.9 Councillor Daniel noted that the will of Full Council was for an officer report on the matter and not to do so may undermine resident's confidence and trust in the council.

59.10 Councillor Cox moved a motion for a report to be presented to a future meeting of the Committee considering options for improvement and refurbishment of Mile Oak recreation ground.

59.11 Councillor Mitchell formally seconded the motion.

59.12 The Chair put the motion to a vote which passed.

59.13 **RESOLVED-** That the Committee receive an officer report considering options for improvement and refurbishment of Mile Oak recreation ground.

(ii) Ban animal circus acts- Ms Baumgardt

59.14 The Committee considered a petition signed by 141 people requesting Brighton & Hove Council to refuse any circuses using animal acts from performing in the city. The petition had been referred from the meeting of Full Council held on 23 October 2014.

59.15 The Chair provided the following response:

“While the Economic Development & Culture Committee was considering the annual renewal of the application for Zippo’s Circus, a request arose for this Committee to review the Animal Welfare Charter.

At our meeting on 1 July 2014, Members considered an officer report on updating the Charter.

The Committee was asked to consider authorising a consultation for removing or retaining the exemption in the Charter relating to performances involving equestrian acts on council land. The recommendation was put to the vote which was not carried.

Having considered the issues in depth in July, and in the absence of any new information which would lead to a different decision, it is not proposed to call for another report”.

59.16 Councillor Buckley noted that she had originally proposed a review of the Charter that lead to the report presented in July 2014 and moved a motion requesting an officer report into the matter.

59.17 Councillor Davey seconded the motion.

59.18 The Chair put the motion to a vote that failed.

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

(iii) Bus shelter Grand Avenue- Mr Magee

59.20 The Committee considered a petition signed by 375 people requesting a bus shelter and real time bus information display at the northbound bus stop located outside Warnham Court. The petition had been referred from the meeting of Full Council held on 23 October 2014.

59.21 The Chair provided the following response:

"I am pleased to confirm that, following previous representations, the request for a shelter at the bus stop on the west side of Grand Avenue has already been added to the council's list of shelter requests. Whenever additional shelters become available officers prioritise this list, taking account of the location. Officers look at a number of factors, including how busy the bus stop is in terms of people boarding buses there; whether the location is exposed and how far it is to an alternative bus stop with a shelter. The council is in the process of retendering the contract for bus shelter provision and we hope that new shelters will become available during the next twelve months, with the start of the new contract. At that stage officers will certainly consider the bus stop on the west side of Grand Avenue as a potential site for a shelter, along with other stops in the city where shelters have been requested. Unfortunately we do not currently have funds for the provision of new real time bus information signs as these are generally funded by new developments around the City. However I am sure that Stagecoach will provide timetable information similar to that supplied for the other shelter on Grand Avenue".

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

(iv) Event Day Parking- Councillor Marsh

59.23 The Committee considered a petition signed by 140 people requesting the council properly enforce the Amex event day parking scheme in the Moulsecoomb area. The petition had been referred from the meeting of Full Council held on 23 October 2014.

59.24 The Chair provided the following written response:

"It is disappointing to hear that despite the work of the Club and our enforcement officers, some motorists attending matches and events at the AMEX Stadium are still choosing to flout the parking restrictions which then impacts upon local residents. Currently, we deploy at least 4 Parking Officers to enforce the AMEX event day parking scheme whenever there is a football match or other event. We deploy 2 Civil Enforcement Officers on each side of the scheme area. We only enforce the scheme during match times to avoid penalising residents as much as possible. This does limit the amount of streets we are able to visit but we always aim to enforce as much as possible and focus on the most affected streets. We also enforce the area on non-match days in the same way as anywhere else in the outer areas but only to enforce Double Yellow Lines, School Keep Clears, Bus stops and so forth. So far this season we have issued 306 PCN's in the scheme. We would not usually tow any vehicles as a matter of course; we would only tow from certain restrictions such as bus stops, loading bans and suspended bays.

We would be keen to work more closely with residents to identify streets that are particularly problematic. This way we can ensure that we visit them, if we don't already, to improve matters”.

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

(v) Pedestrian Crossing on Whitehawk Road- Councillor Mitchell

59.26 The Committee considered a petition signed by 1020 people requesting the council to provide a pedestrian crossing at the southern end of Whitehawk Road near the Steiner School. The petition had been referred from the meeting of Full Council held on 23 October 2014.

59.27 The Chair provided the following response:

“Brighton & Hove City Council receives many requests for pedestrian crossings and as a result has introduced a priority system to enable us to focus resources on those areas most in need.

The full methodology & assessment process can be found on the councils webpages. The assessment covers 12 different categories including pedestrian & vehicle numbers, current road layout, access to public transport and local environment issues. Assessments are normally carried out annually and made publically available. A request for a new crossing can be made to the Transport Planning Team who will consider this request & carryout appropriate assessments.

In this case the bottom end of Whitehawk Road near the Steiner School has been identified for improvements as part of the planning application for the Royal Sussex County Hospital development. Highway works required by the hospital development are specified in the relating Section 106 agreement. This section 106 agreement does not include detailed design drawings but does specify signalised traffic signals & pedestrian facilities at the junction of Eastern Road, Arundel Road and Whitehawk Road junction. This request will therefore be considered within the detailed design process for the overall hospital development”.

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

(vi) Water fountains- Councillor Duncan

59.29 The Committee considered a petition signed by 175 people requesting a network of public drinking fountains throughout the city. The petition had been referred from the meeting of Full Council held on 23 October 2014.

59.30 The Chair provided the following response:

“Thank you Councillor Duncan for your petition.

Personally I am in favour of more water fountains as access to drinking water is clearly important to good health, and water available from a tap water reduces unnecessary bottle waste.

I'm very pleased to say that we have included two new water fountains in the redevelopment of the Level and these facilities are proving highly popular.

I am therefore keen that we incorporate water fountains within the Valley Gardens project and this is being discussed by project officers. Such facilities will help to support the creation of a high quality and useable open space and sustainable transport environment.

As ever cost of installations, their operation and their maintenance are critical factors, and in the face of government cuts it is difficult to see how we would look to add further facilities without knowing how they would be funded in the long term”.

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

(c) Deputations

(i) Hollingbury Road Closure

59.32 The Committee considered a Deputation requesting a permanent closure of the junction between Hollingbury Road and Upper Hollingdean Road to non-essential motorised through traffic. The Deputation had been referred from the meeting of Full Council held on 23 October 2014.

59.33 The Chair provided the following response:

“Thank you Ms Entwistle for your deputation.

I have read your submission and can see that you have looked carefully at the positive and negative aspects of this proposal.

As you are clearly aware, closing a road permanently, particularly a through road requires very careful consideration of issues such as the impact on the nearby network, legal requirements and consultation with residents, businesses and road users.

Officers have looked at the traffic impact that is likely to arise from closing Hollingbury Road and have concluded that this would place greater pressure and congestion on adjoining roads in the local network.

As a result, I’m sorry to say that officers do not recommend proceeding with the request at this time”.

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

60 MEMBER INVOLVEMENT

(a) Written Questions

(i) HGV Vehicles in Hangleton Valley- Councillors Barnett, Cox and Janio

60.1 Councillor Janio presented the following question:

‘The Hangleton Valley area, and Hangleton Valley Drive in particular, is being used as a training area by driver training companies teaching learners to drive Heavy Goods Vehicles (HGVs), coaches and Public Service Vehicles (PSVs).

We have witnessed a continual stream of lorries, large vans, flat bed trucks, articulated vehicles, buses and coaches (many towing trailers) being driven along these residential roads. None of these vehicles has any other purpose being in the Hangleton Valley area apart from training drivers.

All of the companies providing the driver training come from outside Brighton & Hove and many drive a considerable way to get there (from Lancing, Crawley and even Essex).

These residential roads are not built to withstand the weight of these vehicles and serious cracks are forming in the road surface: the cost of repairing this now failing, and potentially hazardous, surface, will fall on the council tax payers of Brighton & Hove. What action can the City Council take in order to deter the use of the Hangleton Valley area for these inappropriate purposes?’

60.2 The Chair provided the following response:

“Thank you for your Letter I agree that the over use of any roads for HGV driver training is not acceptable.

The Highway Safety Maintenance team has confirmed that the condition of Hangleton Valley Drive is not currently causing them any specific concerns in relation to this use. It has been suggested that a standard letter be developed and then sent to HGV training providers asking them to be more considerate with their practices and frequencies of using any particular area for training drivers.

In order to facilitate contact with the training providers, it would be appreciated if ward councillors might provide details from the vehicles to help officers identify the company addresses”.

(ii) Wheels to Work- Councillor Cox

60.3 Councillor Cox presented the following question:

“East Sussex Wheels to Work is a not for profit company which helps people to access work, education and training using affordable rented motorcycles and scooters. The scheme receives funding from East Sussex County Council through their Local Sustainable Transport Fund.

Given the success of the recent ‘Powered Two-Wheeler’ bus lane trial and the potential that this scheme would have in Brighton & Hove to cut rush hour congestion and enable young people in particular to access training and employment, will the Administration agree to meet with East Sussex Wheels to Work to explore how their scheme could be extended to Brighton & Hove?”

60.4 The Chair provided the following response:

“I have been advised that the East Sussex ‘Wheels 2 Work’ scheme is developing successfully as a project that provides further choice for some people to overcome any barriers to reach learning and work opportunities quickly and conveniently. This success has been recognised by the scheme’s recent shortlisting in the 2014 Sussex Business Awards as Social Enterprise of the Year.

Officers have already suggested on a number of occasions at Transport Partnership meetings this year that we could explore the opportunity to extend the project into the city as part of the council’s next Local Transport Plan.

I am therefore pleased to be able to inform you that a city council officer has therefore recently met with a County Council officer and the East Sussex W2W Chief Executive to discuss and explore the potential opportunities that Wheels 2 Work could deliver within the city.

It appears that the eastern part of the city could be a good place to start in the city, as our geography there is more rural; some wards have high levels of deprivation; and, as you rightly point out, we have had the successful trial of motorcycles in the priority lanes for buses and taxis on the A259. Some sort of trial scheme may be beneficial and, if successful, the opportunity for greater coverage within the Greater Brighton City region may then follow”.

(c) Letters

(i) Cycle racks- Councillor Hawtree

60.5 The Committee considered a Letter from Councillor Hawtree that welcomed the increase in cycling throughout the city and requested an increase in cycle racks outside Hove Town Hall, George Street and Blatchington Road to accompany that rise.

60.6 The Chair provided the following response:

“Thank you Councilolr Hawtree for requesting this item to be place on the agenda. I have a more detailed response that I will send to you but will also summarise one or two points for you here.

As you are aware the Council has made cycling provision one of its priorities including the implementation of strategic safe cycle routes and dedicated lanes, as well as supporting infrastructure including cycle parking facilities.

Alongside specific allocations for cycle parking within the current Local Transport Plan we are also taking other opportunities to provide additional funding for cycle parking through developer contributions and within the design process for new parking schemes. We are also increasing the efficiency of existing cycle parking facilities through the enforcement of abandoned bikes and removal and recycling in conjunction with local charities and other organisations.

I very much agree that we need to maintain our commitment to increasing cycle parking to keep track with the boom in cycling we have unlocked.

I hope this response reassures you of our continued commitment to increasing the supply of this important resource”.

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

61 20MPH PROGRAMME

The item was deferred to the next meeting on 20 January 2015 (see minute item 57).

62 CHURCH ROAD, SOUTH PORTSLADE - TRAFFIC & ROAD SAFETY IMPROVEMENTS

62.1 The Committee considered a report of the Executive Director for Environment, Development & Housing that set out the specific physical, legal and financial implications of introducing a formal pedestrian crossing facility in Church Road, south Portslade following a Committee request at its meeting on 7 October 2014.

- 62.2 Councillor Davey enquired to the implications of the Committee requesting proceeding with Option 1 of recommendation 2.1 of the report contrary to the advice of the Road Safety Manager.
- 62.3 The Head of Transport clarified that the Committee had provided a string steer at the meeting in October 2014 to explore options for a crossing at the North Street/Church Road location. He added that the report set out the legal and safety concerns of the Road Safety Manager regarding a crossing located at that location and also made clear why a crossing located in the section of Church Road, south of St Michael's Road was the preferred option in his professional view.
- 62.4 Councillor Robins stated that he had recently met with local residents and campaigners who had made clear that they were now content with a crossing located south of St Michael's Road but on the basis that railings be installed at the current pedestrian refuge to prevent people using it and that safety measures to direct people to the new crossing.
- 62.5 The Traffic Technician stated that it was his view that the current facilities were not viewed as unsafe and was a refuge not a formal crossing. Furthermore, the installation of guard railings was not deemed feasible due to the narrow width of the footway.
- 62.6 Councillor Mitchell stated it was the clear view of the local community that they would now accept the council's proposals and asked officers what could be done to assist this if barriers were viewed as unfeasible.
- 62.7 The Traffic Technician stated that the current facility wasn't viewed as unsafe by the Road Safety Team and unfortunately it was difficult within the current physical environment to install any such guidance measures.
- 62.8 Councillor Davey noted that the recommendations proposed an interim provision of a School Crossing Patrol that would hopefully help guide people to the new crossing facility if agreed.
- 62.9 Councillor Cox stated that the role of councillor was sometimes about compromise and this was one of those instances as there was no clear solution. Councillor Cox stated that he was pleased that Shoreham Port was thriving as it provided jobs and apprenticeships but that inevitably led to heavy traffic movement that could not be redirected. Councillor Cox added that the road did feel dangerous to a pedestrian particularly because of the narrow pavements and he understood the concerns raised about safety. Councillor Cox supplemented that he was concerned about going against the professional safety advice and he had attended with officers and their suggestions had made sense. Councillor Cox stated that option 1 was unfeasible and it would also require huge changes to infrastructure further toward the entrance to the Port. Councillor Cox noted that he felt the pedestrian refuge performed a traffic calming function and he was unconvinced that barriers should be installed along the road. Councillor Cox stated that he would be supporting option 2 to recommendation 2.1 and urged road safety officers to continue to pursue additional traffic calming measures.
- 62.10 Councillor Mitchell stated that she would also be supporting option 2 to recommendation 2.1 and echoed Councillor Cox's plea that the area be under constant consideration for

safety and traffic calming measures particularly because the local school would be expanding in capacity.

- 62.11 Councillor Deane thanked officers for providing a site visit that had been very useful. Councillor Deane stated that she would be supporting option 2 to recommendation 2.1 as it appeared the most realistic option.
- 62.12 Councillor Janio stated that he would be supporting option 2 to recommendation 2.1 adding that he hoped the crossing could be made highly visible.
- 62.13 **RESOLVED-**
- 1) That the Environment, Transport & Sustainability Committee approves to the inclusion of a formal pedestrian crossing in the section of Church Road, south of St Michael's Road in the Council's Priority listing for 2014/15 where the City Council's adopted assessment criteria indicates that a crossing is justified as set out at paragraph 4.11 of the report.
 - 2) That the Environment, Transport & Sustainability Committee approves the interim provision of a School Crossing Patrol in the section of Church Road between St Michael's Road and St Peter's Road, subject to appropriate Health & Safety at Work requirements being met.
 - 3) That the Environment, Transport & Sustainability Committee approves the implementation of associated traffic signs, road markings and road surface materials necessary to support the interim School Crossing Patrol facility.

63 OLD TOWN TRANSPORT PLAN - EAST STREET

- 63.1 The Committee considered a report of the Executive Director for Environment, Development & Housing that provided the findings of the investigation of the feasibility of closing East Street between 11am and 7pm on weekdays only following the decision made by the Committee at its meeting held on 7 October 2014.
- 63.2 Councillor Mitchell asked how long the experimental Order would be in place.
- 63.3 The Head of Transport clarified that the trial period would be in place for approximately 12 months.
- 63.4 **RESOLVED-** That the Committee authorises Officers to advertise an Experimental Traffic Order allowing East Street to be closed to traffic between 11am and 7pm on Saturdays and Sundays.

64 HIGH STREET, PORTSLADE - LOADING BAY

- 64.1 **RESOLVED-** The Committee is recommended to (having taken into account of all the duly made representations and objections):

Approve the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycles Lanes Consolidation Order 2013 amendment Order No.* 201*.

65 ITEMS REFERRED FOR FULL COUNCIL

65.1 No items were referred to Full Council for information.

The meeting concluded at 6.00pm

Signed

Chair

Dated this

day of

Subject: Petitions
Date of Meeting: 20 January 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 submitted directly to Democratic Services or any e-Petition submitted via the council's website.

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) Speeding up the consultation for residents parking north of Preston Drove- Jan Furness

To receive the following e-petition signed by 366 people:

"We the undersigned, residents of the streets North of Preston Drove, petition Brighton and Hove City Council to bring forward the proposed Controlled Parking consultation of our area, as soon as possible and at least to the first quarter of 2015, rather than at some point in the summer, as currently proposed".

Subject: Items referred from 11 December 2014 Full Council meeting- Petitions
Date: 20 January 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 20 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) Bus shelter at the corner of Stanford Avenue and Southdown Avenue- Ms Garner

To receive the following petition referred from the meeting of Full Council on 11 December 2014 and signed by 99 people:

"We the undersigned petition the council for the erection of a bus shelter and if possible, a real time information board at the corner of Stanford Avenue and Southdown Avenue."

3. (ii) Yellow lines on Goodwood Way, Moulsecoomb- Mr Marchant

To receive the following petition referred from the meeting of Full Council on 11 December 2014 and signed by 46 people

“We the undersigned, residents of Goodwood Way, petition Brighton & Hove Council to look into:

- *The way the decision was made to paint yellow lines down one side of Goodwood Way*
- *Why no one from the council consulted residents or the local councillors on this proposal*
- *Why was it hidden in the consultation document on event day parking at the AMEX Stadium*
- *Who made the decision to make it a penalty charge zone for all times instead of restricting no parking between certain hours e.g. no parking between the hours of 07:00 and 16:00*

Penny Thompson – Chief Executive
Brighton & Hove City Council
Grand Avenue
Hove

24th December 2014

Dear Penny

Lewes Road Triangle CPZ - Brighton Sea Cadets

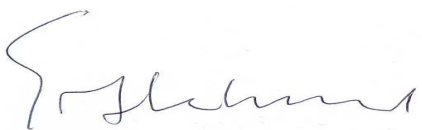
I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 20th January 2015.

The Brighton Sea Cadet Unit has its premises in Brewer Street, which is within the new Lewes Road Triangle Controlled Parking Zone – a scheme that the Conservative Group voted against because we could see problems such as this arising.

Since the new parking scheme was introduced, the volunteers who give up their time to help the young people, and come from across Sussex, mainly at evenings and weekends, have found it virtually impossible to park within walking distance of their premises. The Sea Cadets have raised the problems that they have had since the CPZ was brought in with the parking department and have been told that there is nothing that can be done as they don't qualify for permits either as 'residents' or as 'businesses' (even though they are classified as a business for local taxation purposes).

The Brighton Sea Cadet Unit, which has been established in these premises since the 1930s, cannot be unique amongst voluntary organisations in the city in experiencing these problems with new CPZs. Given that we all presumably want to encourage community organisations, and their many volunteers who give up so much of their time, across the city to flourish, I am requesting that Officers bring a report to the next meeting of this Committee (17th March) presenting some possible solutions to this specific problem with the Sea Cadets and the wider issue of community organisation parking. One option that has been mentioned to me is the possible introduction of some sort of specific Community Organisation permit, which could be issued in limited numbers to affected groups within CPZs.

Yours sincerely,



Cllr. Geoffrey Theobald

Penny Thompson – Chief Executive
Brighton & Hove City Council
Grand Avenue
Hove

6 January 2014

Dear Penny,

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 20th January

Naturally enough, I was dismayed that - for unexplained reasons - the Conservative and Labour parties opted to defer the latest phase of the 20mph scheme at the previous Meeting.

In particular, I am concerned that this meant there is a delay to implementing the safety measures on Medina Terrace/King's Esplanade.

As I have explained to residents, these 20 mph markings have to be in place for other aspects of it to follow.

It has taken some while, what with all the necessary analysis, to get to this stage with the section of road. For there now to have been an unnecessary delay in this makes for a wretched situation.

I should like to emphasise that this section ("A") of the Scheme must go ahead, as should have happened at the last Meeting, when the other parties slung out the whole caboodle.

Yours,

Christopher Hawtree
Central Hove councillor

Subject:	Local Transport Plan		
Date of Meeting:	20 January 2015		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Andrew Renaut	Tel: 29-2477
	Email:	andrew.renaut@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 Local highway authorities have a statutory requirement to have a Local Transport Plan [LTP]. The document outlines how the council plans to manage and deliver transport in the future and, in doing so, where it intends to invest available funding, including the grant funding it receives from the government in the Local Transport Capital Settlement. The current LTP (known as LTP3) was approved in 2011 and therefore it is considered to be an appropriate time to review and update the plan. The LTP should include a long-term Strategy and short-term Delivery Plan, including a capital investment programme of schemes and measures to maintain, manage and improve the city's transport network and assist in meeting much wider local and policy objectives to improve the economy, environment, health, safety and equality for residents, communities, businesses and visitors to the city.
- 1.2 This report outlines the public engagement and discussion that has taken place to assist in developing the draft plan, and includes the proposed framework and content of the final document; and seeks further endorsement from the Policy & Resources Committee and approval at Full Council during March 2015.

2. RECOMMENDATIONS:

- 2.1 That the Committee endorses the framework and principles established for the new Local Transport Plan, as attached in Appendix 2.
- 2.2 That the Committee agrees that a draft, revised document is submitted to Policy & Resources Committee in March 2015 prior to the final document being considered and approved by Full Council in March 2015.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The government process which requires local authorities to have a Local Transport Plan [LTP] recommends that the plan should 'best meet the area's

needs'. It no longer requires authorities to follow prescriptive guidance in terms of content and timescales, and allows discretion as to how this is approached. The development of the new LTP for the city builds on the previous plan (LTP3), and the success of schemes and measures that have been delivered. This includes the overall approach to developing the Strategy and the principles that feature within the Delivery Plan.

- 3.2 The creation of the Coalition Government in 2011 has led to a number of changes in local transport governance and funding, primarily based on decentralising and devolving power, decision-making and funding to more local levels. Although this has not directly affected the LTP process, it has altered the ways in which authorities have been able to access and secure additional funding for transport measures.
- 3.3 The principle focus of the government is to ensure that the country has modern transport infrastructure to support and grow a dynamic economy, as well as improve people's well-being and quality of life, and their local environments. This will be achieved by making the transport sector more sustainable, with tougher emission standards and support for new transport technologies. There is a particular emphasis on the role of sustainable travel in delivering local transport solutions, especially for some shorter journeys.

The Strategy

- 3.4 The new LTP therefore includes a number of high level goals that reflect the broad range of outputs that the government expects local transport to support, enable and deliver in a variety of ways, especially when investing capital grant funding. These are similar to those included in LTP3, and are summarised as:-
 - Grow the Economy
 - Reduce Carbon
 - Increase Safety & Security
 - Provide Equality, Mobility & Accessibility
 - Improve Health & Well-being
 - Enhance the Public Realm
 - Encourage Respect & Responsibility
- 3.5 These goals are supported by more detailed, strategic transport objectives which are consistent with or reflect the policies and aspirations of a significant number of local strategies that have been reviewed and/or approved by the council. These include the Community Strategy, the City Plan, the refreshed Economic Strategy and the Corporate Plan. A significant amount of data, statistics and surveys have also become available in recent years, such as the 2011 Census, the city's Joint Strategic Needs Assessment and the National Highways and Transport [NHT] Survey. This information and evidence has also been used to help inform priorities and issues that can be addressed through targeted investment. The LTP4 will include a range of projects that will help achieve these objectives and goals by focussing on renewing roads, pavements, highway structures and street lights; increasing the range and safety of transport choices for everybody; and using innovation and technology to reduce congestion and improve air quality, and therefore residents' health and well-being. The primary focuses of the planned investment are based on people, their local neighbourhoods, the places they want to travel to and from, and the different routes

and forms of transport that they use to travel. Those three key themes are summarised as:-

- People and Communities
- Places and Destinations
- Links and Routes.

3.6 The long-term Strategy for delivering transport improvements looks ahead to 2030, in line with the City Plan. Appendix 2 of this report summarises the proposed Vision Statement, high level goals and their associated local, strategic transport objectives, in addition to the key approaches that will be used to determine where and how those objectives could be fulfilled.

The Delivery Plan

- 3.7 The LTP Delivery Plan is proposed to cover 4 years (2015/16 to 2018/19) and will set out plans and priorities for investing transport funds, and the indicators against which the progress made towards meeting objectives will be monitored. The indicators will assist in reviews of the Delivery Plan programmes, alongside consideration of the overall levels of funding available for Transport which will continue to be considered and approved annually by the relevant service committee, following approval of the council's overall budget. A full review of the Delivery Plan is proposed to begin in 2018, in order to inform the development of the next Delivery Plan and/or the overall Strategy.
- 3.8 The Delivery Plan will continue to be based around three simple themes - 'maintain, manage and improve' – which help to outline the broad approach taken to delivering investment in the city's transport network. They are outlined in more detail in Appendix 2. The broad principles that will also underpin the development and delivery of measures will include being innovative and creative; providing and using accurate/robust information; involving partners, stakeholders and communities; ensuring integration and co-ordination; and securing additional investment. The process by which investment is identified and planned is summarised in five separate steps, proposed as being: develop ideas and concepts; deciding on priorities; designing measures in more detail; delivering the project; and determining its success in meeting aims and objectives.
- 3.9 The overall 4-year LTP4 Delivery Plan will be structured in a way that will not constrain the council to delivering schemes, projects or programmes within a specified timeframe. It will provide flexibility in progressing schemes, in order to respond to the future levels of funding available to invest in transport, and changing local priorities. Combining LTP budgets with funding from other investment programmes, or using them to match-fund other investment will also help to achieve this, and the council has been very successful in doing this in recent years. Since 2009, more than £30 million has been secured to improve the city's transport network, over and above the capital grant from LTP settlements and the other sources of revenue funding available.
- 3.10 The allocation of funding to projects within the first year (2015/16) of the Delivery Plan for the new LTP will be the subject of a report to the Policy & Resources Committee in March 2015. The 2015/16 programme will be significantly influenced by a number of factors including the progress made in delivering existing, approved schemes during 2014/15, such as Brighton Station Gateway; commitments required to support Local Growth Fund funded projects; and ongoing priorities for continued investment, such as

the renewal of the seafront arches. However, the level of LTP funding provided by the government for 2015/16 (£5.682 million) will be significantly reduced compared to 2014/15 (£7.749 million), as explained in section 7 of this report, and therefore it is anticipated that new projects will be unlikely to be able to be started.

- 3.11 The Delivery Plan will continue to focus on achieving value for money and efficient working by delivering co-ordinated packages of maintenance works and transport improvements, wherever possible, that minimise disruption when being delivered and maximise benefits when completed. Its development and content will be informed by assessing locations and corridors against a number of different issues and identifying where a more comprehensive approach to addressing them could help meet a number of the objectives in the Strategy.
- 3.12 For example, consideration of factors such as local population statistics, indices of deprivation, the city's Air Quality Management Areas, locations of local shopping areas and other key destinations and the routes used to reach them, the amount of accessible infrastructure, areas in need of local regeneration, road safety problems and maintenance requirements will help identify locations where investment will help mitigate or resolve problems. Suitable, affordable and co-ordinated packages of work can then be developed based on such factors and will be delivered alongside other ongoing specific work programmes of freestanding schemes that will include maintenance, sustainable transport, interchanges, traffic management and road safety, and urban realm improvements.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Local highway authorities have a statutory requirement to have a Local Transport Plan [LTP]. The LTP therefore needs to be consistent with, and will help to deliver, other citywide strategies. It therefore needs to be up to date and include approaches to delivering transport improvements which will successfully help to address existing and forecast issues in the city.
- 4.2 Since 2011, the country has been experiencing the effects of the worldwide economic recession, although research has shown that the city has demonstrated a good degree of economic resilience. In that same period, a significant amount of progress has been made in the city to improve travel and transport as a result of securing and investing Transport funding and resources. New national, regional and local data and evidence have also been published and various strategies, policies, plan and priorities have been reviewed and updated. In that same period, the council has had to address ongoing reductions in government grants and support, and will have to continue to do so for the next few years. This requires consideration of the likely implications for budgets that support or deliver transport and travel options for the city, such as supported bus services and management and charging for parking.
- 4.3 New partnership working across wider areas, such as the establishment of the Coast to Capital Local Enterprise Partnership and the Local Transport Body, and the emergence of the Greater Brighton City Region as a result of the successful City Deal application has also changed the way in which transport needs to be considered and can be provided. More local initiatives, such as Neighbourhood Plans, have also helped identify issues within the city and its communities. The

formal establishment of the South Downs National Park and the newly designated Brighton and Lewes Downs Biosphere will materially influence the way in which the city is used and managed. It is therefore considered to be an appropriate time to update the LTP.

- 4.4 The content of the proposed new document, in terms of the overarching strategy and the majority of the measures that are being proposed or will be investigated, will not vary significantly from those included in LTP3. Therefore, other background studies or analysis underpinning that document still remain valid and have been taken into account in developing the new LTP.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 As well as new data and survey results, the development of LTP4 has drawn on a considerable amount of consultation and evidence from current/recently approved strategies and plans. The new LTP has regularly been the subject of a number of active discussions during meetings of the city's Local Strategic Partnership's Transport Partnership, which have helped to shape and influence the new document. The Transport Partnership includes a wide range of interests, including those who use or provide transport within in the city.
- 5.2 Some specific LTP4 workshops have been held to help identify the needs of communities who have 'protected characteristics' (those against which discrimination is unlawful) as defined by the Equality Act 2010. These involved representatives from many groups including the Older People's and Youth Councils, the Fed(eration for Disabled People), and Speak Out (an independent charity which supports adults with learning disabilities).
- 5.3 Opportunities to further engage with a wider range of interests have also been taken, such as a Community Works Network event, an Age-Friendly City Forum, a focused discussion with people with learning disabilities, a stakeholder event with representatives from the other Strategic Partnership themed partnerships and a workshop for councillors. The outputs and feedback from these events have helped to refine the overall approach to the LTP and confirm principles and priorities, as well as considering the relative merits of particular transport measures that could be used to achieve them.
- 5.4 The council also seeks public views in order to inform the development of specific schemes or projects through public consultation, and this process will continue in relation to any individual proposal that comes forward within the duration of the LTP4.

6. CONCLUSION

- 6.1 The Committee is being requested to consider and endorse the overall approach proposed for LTP4, as set out in this report and Appendix 2. The framework summarises the basis on which the full, draft LTP4 document will be based and which will be submitted to Policy & Resources Committee in March 2015 for consideration and approval. As LTP4 will be a new council strategy document, it is also required to be approved by Full Council.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The LTP4 will provide the basis for outlining how future levels of Local Transport capital funding received from the government will be invested to deliver transport improvements in the city. This funding will be split between programmes of work for Maintenance and Integrated Transport schemes. The council has now been advised by the Department for Transport of the following agreed and indicative sums of Local Transport capital grant to be received over the LTP4 period.

Allocation	Confirmed allocation (£'000) 2015/16	Confirmed allocation (£'000) 2016/17	Confirmed allocation (£'000) 2017/18	Indicative allocation (£'000) 2018/19
Integrated Transport Block	3,059	3,059	3,059	3,059
Maintenance Block	2,623	2,404	2,332	2,110
Total Funding	5,682	5,463	5,391	5,169

- 7.2 It is anticipated that the council's 2015/16 capital programme will be agreed at Budget Council in February, and the detailed 2015/16 Local Transport programme at Policy and Resources Committee in March. The Local Transport Plan will also support bids for other funding opportunities such as the Local Highways Maintenance Challenge Fund and Local Growth Fund.
- 7.3 Although revenue budgets are also available to fund transport improvements and to maintain the city's transport infrastructure, there are no significant financial implications in approving the outline framework for the LTP4 which has been funded from within existing revenue budgets. Any revenue budget variations arising as a result of the LTP 4 will be reported in line with the budget monitoring process.

Finance Officer Consulted: Steve Bedford

Date: 08/01/2015

Legal Implications:

- 7.4 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to consult on and produce a Local Transport Plan [LTP], to keep the LTP under review and to alter the LTP if considered appropriate. The LTP may be replaced as the local transport authority thinks fit.
- 7.5 The Local Transport Plan is required to be adopted by Full Council.

Lawyer Consulted:

Elizabeth Culbert

Date: 29/12/2014

Equalities Implications:

- 7.6 The consultation undertaken on developing the LTP4 has focused on securing, understanding and taking into account the views of people who are identified as having 'protected characteristics' (those against which discrimination is unlawful)

as defined by the Equality Act 2010. They have been invited to attend and participate in a number of events in order to develop the LTP4

- 7.7 In developing specific projects and programmes, the needs of these communities will also be prioritised from the outset, and wherever possible will be incorporated into projects and scheme designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to all, irrespective of any protected characteristic. The development of the LTP4 has taken the city's Single Equality Scheme and equality policies into account, and an appropriate level of Equalities Impact Assessment will be completed as a supporting document.

Sustainability Implications:

- 7.8 Achieving continued and increased levels of sustainability through transport policies and strategies and investment in transport and highway infrastructure and initiatives is a principal aim of the council. The council's One Planet Living Sustainability Action Plan outlines key measures that are currently in place and will continue to be within LTP4. Examples include a focus on active travel – walking and cycling – which are zero-carbon forms of transport, and measures to reduce the need to travel which reduce levels of traffic and congestion and therefore related emissions. Sustainable techniques and practises are also used during construction and engineering works, such as recycling materials and improving the city's street lighting.

Any Other Significant Implications:

- 7.9 As the LTP is a strategic document for the city, and transport and travel have a significant role in supporting and helping achieve the city's and council's wider objectives across a number of service departments. These are set out in Appendix 1.

SUPPORTING DOCUMENTATION

Appendices:

1. Other significant report implications
2. Outline framework for LTP4

Documents in Members' Rooms

1. None

Background Documents

1. 2011 Local Transport Plan
2. Brighton & Hove City Plan Part 1
3. Brighton & Hove Joint Strategic Needs Assessment 2013

Other Significant Report Implications

Crime & Disorder Implications:

- 1.1 The development of the LTP4 will reflect the aims of the council's Community Safety and Crime Reduction Strategy 2014-17, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. A key contribution will involve work to design, improve, manage and maintain public spaces and streetscapes so that people feel safe. The positive use of spaces will be encouraged to ensure that crime and antisocial behaviour are discouraged. The LTP4 will therefore have a focus on improving road safety and personal security.

Risk and Opportunity Management Implications:

- 1.2 Maintaining the seafront as an asset to the city is identified within the council's Strategic Risk Register. This therefore incorporates the transport routes and highway structures that form part of this area/corridor and which would be included within the LTP4. There are no significant risks associated with the development and approval of the LTP4 itself. By ensuring that the Strategy is reviewed regularly; the Delivery Plan is sufficiently flexible; and that monitoring informs how much progress is being made against indicators, the need for risk management should be minimised.

Public Health Implications:

- 1.3 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. However, the relationships between transport and health are multiple and complex. The city's Joint Strategic Needs Assessment sets out current data and understanding regarding the wider determinants of health and has been used to inform the strategic approach set out in LTP4. Improving people's and communities health and well-being is a key objective of the document.

Corporate / Citywide Implications:

- 1.4 The need for a review of the LTP is identified within the 'Creating a Sustainable City' section of the council's 2011-2015 Corporate Plan. The document also plays an important role in delivering the policies of the council's City Plan Part 1 submission, especially Policy CP9 on Sustainable Transport, and the schemes/projects identified within its associated Infrastructure Delivery Plan. The LTP will also reflect the current and emerging priorities and policies of the council and city, as established in other key strategies and policy documents

FRAMEWORK FOR DRAFT LOCAL TRANSPORT PLAN [LTP4]

STRATEGY – TO 2030

STRAPLINE = ‘A City CONNECTED by Travel and Transport’

CITY’S TRANSPORT VISION TO 2030 – THE CONNECTED CITY =

Promoting & providing sustainable travel

‘We want to continue to develop an integrated and accessible transport system that is well-maintained and enables people to travel around and access services as safely and freely as possible, while minimising damage to the environment and contributing to making our city a safer, cleaner, quieter, healthier and more attractive place.’

LTP4 PRINCIPAL AIM

‘To transform the city’s transport system to enable local people and their communities; businesses and their employees; and visitors, to become healthier, safer, better connected and well-informed, and ensure that Brighton & Hove can perform to its maximum capacity in delivering sustainable economic growth within the wider City Region, and protect the world class, natural environment of the Brighton and Lewes Downs Biosphere.’

STRATEGIC LTP4 GOALS

- Grow the Economy Sustainably
- Reduce Carbon Emissions
- Increase Safety & Security
- Provide Equality, Mobility & Accessibility
- Improve Health & Well-being
- Enhance the Public Realm
- Encourage Respect & Responsibility

LTP4 TRANSPORT OBJECTIVES

Economy = Ensure transport and travel contribute to the delivery of sustainable economic growth

- Remove barriers that prevent people from accessing jobs, shops, and cultural and visitor attractions.
- Improve connections within and between local neighbourhoods and the city centre.
- Increase the efficiency of the transport system through the use of technology.
- Ensure that the local transport system is well maintained and becomes more resilient.

Carbon Reduction = Reduce transport emissions that affect climate change and our local environment

- Reduce the need to travel for some journeys and activities.
- Provide information and choices for people to enable them to travel more sustainably on a regular basis.
- Promote and enable greater use of zero- and low-emission forms of transport.
- Use new technology to maximise reduction of carbon emissions

Safety & Security = Create streets and neighbourhoods that are safe and welcoming for people to move around and use socially

- Create safe, inclusive and accessible streets that everyone can enjoy.
- Develop and maintain convenient and pleasant routes between neighbourhoods
- Enable people to feel more safe and secure when travelling in the city, especially when using sustainable forms of transport

Equality, Mobility & Accessibility = Create an accessible and inclusive transport system for everyone

- Increase the availability and accessibility of travel choices for everyone, especially the most vulnerable and those with the greatest need
- Identify and overcome physical and social barriers to travel that prevent people from reaching essential and important facilities and services, and the city's green and open spaces
- Provide better access to 'real-time' information for all local journeys

Health & Well-being = Encourage and enable healthy and active travel choices

- Minimise the impacts of transport-related air and noise pollution on people and local communities.
- Encourage and enable people to achieve greater levels of active and healthy travel by providing greater choice.

Public Realm = Design and create places that are inviting and attractive and enhance people's quality of life and regenerate the city

- Ensure that the city is easy for people to navigate
- Create and enhance local distinctiveness and character within local neighbourhoods
- Design and deliver high quality places that everyone can enjoy, especially in the city centre and on the seafront

Respect & Responsibility = Increase people's awareness of others and change attitudes and behaviour when using the city's transport system

- Promote considerate and courteous behaviour by all road users
- Improve the experience and increase the levels of satisfaction amongst local residents and visitors when travelling in the city

GEOGRAPHIC SCOPE

Wider

- (Inter)national role – visitor destination
- Regional area – Coast to Capital LEP area
- Sub-region – Greater Brighton City Region

Local

- City
- City centre
- Wards
- Communities
- Streets/Corridors
- Destinations & interchanges

POLICY SCOPE

Regional, Sub-regional and Local Strategy & Policy

- Coast to Capital LEP - Strategic Economic Plan
- Greater Brighton City Region – City Deal
- B&H Community Strategy – Connected City
- Local Development Framework – City Plan (2014)
- BHCC Seafront Strategy (draft – Nov 2012)
- BHCC City Plan (Part One submission - Feb 2013)
- BHCC Corporate Plan (March 2013)
- City Region Active Travel Strategy (Cycle City Ambition Bid - April 2013)
- One Planet Living Sustainability Action Plan (May 2013)
- South Downs National Park Partnership Management Plan (draft – July 2013)
- Brighton and Lewes Downs Biosphere Management Strategy (July 2013)
- Air Quality Action Plan (draft – July 2013)
- BHCC Economic Strategy (refresh - July 2013)
- Neighbourhood Plan development – Rottingdean, Hove Park, Hove Station, Carlton Hill, Marina.

EVIDENCE AND DATA – including

- 2011 Census
- National Travel Survey 2013
- DfT Door to Door Action Plan – July 2014
- Strategic Economic Plan 2014
- City Plan 2014
- Joint Strategic Needs Assessment 2013
- City Tracker Survey 2013
- Air Quality Management Areas 2013
- City Snapshot 2014
- National Highways & Transport Survey 2014
- One Planet Living Sustainability Action Plan

ENGAGEMENT

- Transport Partnership
- Stakeholder workshops/events
- Councillor workshop

MAIN TRANSPORT CHALLENGES AND THE STRATEGIC OBJECTIVES THAT CAN BE MET

- **Tackling congestion** – *economy/carbon reduction/health & well-being*
- **Managing pollution (emissions = carbon, noise)** – *health & well-being/carbon reduction*
- **Improving road safety** – *safety/health & well-being/economy/*
- **Enhancing the public realm** – *economy/carbon reduction/safety & security/equality & mobility & accessibility/health & well-being*
- **Increasing transport choices** – *equality & mobility & accessibility/health & well-being/safety & security*
- **Maintaining infrastructure** – *economy/safety*
- **Changing behaviours** - *all*

DELIVERY PLAN (2015/16 - 2018/19)

STRAPLINE = 'TRANSFORMING the City's Transport and the Ways People Travel'

PRINCIPAL FOCUSES

Overall approach

- Maintain
 - Manage
 - Improve
- } Resilience

Area-based approach to improving travel and transport for people - with the primary focus on local

- Support local PEOPLE & COMMUNITIES with the greatest need or who are the most vulnerable
- Promote and provide active and healthy travel options for PEOPLE
- Encourage and welcome VISITORS

- Develop more cohesive, inclusive and sustainable local NEIGHBOURHOODS
- Improve the CITY CENTRE
- Maintain and enhance the SEAFRONT
- Protect and manage the NATIONAL PARK

- Enhance local STREETS to encourage greater use of them by residents
- Improve LINKS, ROUTES AND SERVICES to/from, or in, key local and central destinations

KEY THEMES

PEOPLE & COMMUNITIES - Connecting PEOPLE & COMMUNITIES with NEIGHBOURHOODS

- Age - children (15%) & older people (14%)
- Disability – mobility & sensory (DLA=75/1000)
- Ethnicity (11%) & religion
- Gender & sexual orientation (14%)

- Residents (273,000) & visitors (9.5m+/year)
- Workers & volunteers

Overall focus on connections within and between neighbourhoods

PLACES & DESTINATIONS - Enhancing NEIGHBOURHOODS & DESTINATIONS for PEOPLE

- **Shopping** – Town Centres, District Centres, Local Centres
- **Homes** – clusters/concentrations & outlying settlements
- **Work/jobs** – clusters/concentrations
- **Health** – GP Surgeries, Health Centres, Polyclinics, Hospitals
- **Education** – Schools, Colleges, Universities

- **Natural environments** – SDNP, SNCIs, SSSIs, Nature Reserves, Beach
- **Open spaces** – Parks, Allotments
- **Tourism/Leisure** – Pavilion, Volks Railway, Piers, Engineerium, (i360)
- **Sport/Leisure** – Marina, King Alfred, Prince Regent, Withdean Stadium, Golf Courses
- **Recreation/Leisure** – Cinemas, Playgrounds, Clubs
- **Culture** – Libraries, Museums, Ancient Monuments
- **Worship** – Mosques, Churches
- **Care/Community** – Nurseries, various
- **Multi-use/function** – Brighton Centre, AmEx Community Stadium, County Cricket Ground, Brighton Racecourse, Greyhound Stadium
- **Informal** – Clock Tower, New Road, Churchill Square

- **Interchanges (vehicle/people)**– train stations, bus stops, taxi ranks, coach station, coach parking, cycle parking, car parks, on-street parking (incl. disabled driver & car club & solo m/cycle)
- **Transfer points (vehicle/goods)** – refuse/recycling (MRF), retail parks, industrial estates, loading bays/PO sorting office/storage warehouses etc

Focus on shopping areas

- Town Centres – Hove, London Road
- District Centres – St James's Street, Lewes Road (DA3), Boundary Road/Station Road (DA8), (Brighton Marina – DA2)
- Local Centres – x 17 incl. Fiveways, Grenadier, St George's Road, Warren Way etc

Overall focus on maintaining and improving places & connecting people and neighbourhoods with, and improving, the city centre, the seafront and the National Park.

LINKS & ROUTES - Maintaining and managing LINKS & ROUTES to provide better access and mobility for PEOPLE and BUSINESSES

Strategic corridors - including

- A23 & A259 & A270 & A293
- Rail lines – Brighton Mainline - 2 stations (incl. Brighton) & West Coastway – 3 Stations (+ Fishersgate) & East Coastway – 3 stations
- Cycle routes – NCN2 and NCN20
- Rights of Way

Major distributor routes - including

- A2038 : King George VI Avenue/Hangleton Road)
- A2023 : Nevill Road/Sackville Road/Hove Street)
- C56 : Dyke Road Avenue/Dyke Road
- B2123 : Falmer Road
- C5060 : Ditchling Road &
- Woodland Drive/Shirley Drive/The Drive/Grand Avenue

Minor distributor roads - including

- A2010 : Queen's Road & B2194 Station & Boundary Roads & Edward Street/Eastern Road & Wilson Avenue & Warren Road & B2066 Western Road/Church Road/New Church Road & Portland Road & Carden Avenue & Preston Drove & Nevill Avenue & Fox Way/Chalky Road & Elm Grove/Warren Road

Overall focus on maintaining, managing and improving links and routes

LTP4 DELIVERY PLAN PROCESS PRINCIPLES

- Develop ideas and concepts that fulfil wider policy aims
- Decide on priorities and programmes in line with citywide objectives
- Design projects, initiatives and schemes in consultation with partners and stakeholders
- Deliver projects, initiatives and schemes in a co-ordinated way that minimises disruption and maximises efficiency and benefits
- Determine the success and value for money of the investment made

KEY PROGRAMMES

Feasibility & Research - including

- Coach Strategy
- Freight Strategy
- Interchange Strategy
- Information Strategy
- Corridor/Route Hierarchy

Renewal/Maintenance

- Highway Asset Management Plan
- Roads and pavements
- Street lighting
- Bridges, walls and structures

Integrated Transport

- Local access to schools/jobs & business/shopping/parks & opens spaces/cultural & visitor attractions etc
- Interchanges – bus stops/train stations/coach station/car parks/taxi ranks/parking – car/car club/m'cycle/cycle
- City centre/seafront/National Park
- Strategic transport links
- Public realm
- Road Safety

KEY PROJECTS

Local Growth Fund [LGF] Projects – including

Connectivity and capacity schemes

- Valley Gardens Phases 1 & 2
- Valley Gardens Phase 3
- A259 improvements
- A23 London Road/Preston Circus
- Shoreham Harbour Transport Strategy (joint with WSCC)

Sustainable Transport (Reliability & Quality)

- Cycling Ambition Network (incl. OSR2 & Marine Parade)
- Bike Share
- Sustainable Transport Package
- Gateway to the Sea

Resilience (Reliability)

- Seafront structures (incl. Former Shelter Hall)
- Intelligent Transport Systems package
- Principal (A) road maintenance

Local Projects - including

- Brighton Station Gateway (completion)
- Old Town
- 20 mph zones
- Safer Routes to School
- Pool Valley Coach station
- Church Road, Hove
- Electric Vehicle Charging Points

Potential new schemes - including

- Wheels to Work
- Parking sensors

OTHER POTENTIAL FUNDING SOURCES – including

- BHCC capital and revenue
- Surplus parking income
- EU initiatives
- DfT Highways Maintenance Challenge Fund
- DfT Cycling Delivery Plan
- DfT Go Ultra Low [GUL] City Scheme
- Technology Strategy Board (Innovate UK)
- Planning-related developer contributions

Subject:	Fees and Charges 2015/16		
Date of Meeting:	20 January 2015		
Report of:	Executive Director, Environment Development & Housing		
Contact Officer:	Name:	Steven Bedford	Tel: 29-3047
	Email:	steven.bedford@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to set out the proposed 2015/16 fees and charges for the service areas covered by the Environment, Transport and Sustainability Committee in accordance with corporate regulations and policy.

2. RECOMMENDATIONS:

- 2.1 That Committee approves the proposed fees and charges for 2015/16 as set out within the report and its appendices.

3. CONTEXT / BACKGROUND INFORMATION

- 3.1 The Council's Corporate Fees and Charges Policy requires that all fees and charges are reviewed at least annually and should normally be increased by either: the standard rate of inflation, statutory increases, or actual increases in the costs of providing the service.
- 3.2 The Budget Update and Process 2015/16 report approved at Policy and Resources Committee in July 2014 specified the assumption of a standard inflation increase to fees and charges of 2.0% with the exception of parking charges. The council's Standard Financial Procedures states that service committees will receive a report from Executive Directors on fees and charges variations above or below the corporately applied rate of inflation.
- 3.3 It is not always possible when amending fees and charges to increase by the exact inflation figure due to rounding. Therefore some fees and charges are rounded for ease of payment and administration.

City Infrastructure

- 3.4 Allotments
It is proposed to increase fees and charges by the standard rate of inflation. A schedule of fees and charges is included at Appendix 1.
- 3.5 City Parks

The principle of charging for dedicated benches and trees is to recover the costs to the council of running the service. It is proposed to increase these fees and charges by the standard rate of inflation. A schedule of fees and charges is included at Appendix 1.

3.6 Sports Bookings

Sports Bookings have historically been set at a rate to reflect the councils health and wellbeing objectives. It is recognised that most sports bookings do not recover the cost of provision. It is proposed to increase the charges for sports bookings by the standard inflation rate. A schedule of fees and charges is included at Appendix 1.

3.7 Flyering Licenses

Flyering licences fees are set at a rate that is reasonably considered to allow appropriate regulation and minimisation of flyering activity, and also to partly recover the cost of work required to clear litter generated from flyering activity. It is proposed to increase the charges for flyering licenses by the standard inflation rate. A schedule of fees and charges is included at Appendix 1.

3.8 Preston Park and East Brighton Park Parking

Car parking charges at Preston Park and East Brighton Park were introduced to manage the level of parking activity. Any surplus generated from parking income is ring fenced to fund improvement works at the parks. It is proposed to maintain fees at the current level as it is considered that the current fees meet to rationale of managing parking.

Planning and Building Control

3.9 Building Control

Building Control charges seek to achieve full cost recovery of carrying out the building regulations chargeable services as specified in the Building (Local Authority Charges) Regulation 2010. It is proposed to increase charges by the corporate inflation rate in order to ensure that cost recovery continues to be maintained.

3.10 Development Control

Development Control fees and charges are set by central government. Fees were last increased in November 2012 by 15% and it is expected that there will be no fee increases during the 2015-16 financial year.

The Development Control service is planning to introduce a charge for its pre-application service in the 2015-16 financial year. The Local Planning Authority is able to charge for this service to recover costs only. A report will be presented to committee for agreement to implement these fees at a later date.

Public Protection

3.11 Environmental Health

It is proposed to increase the non-statutory fees and charges in line with the corporate rate of inflation with the following exceptions. A schedule of fees and charges is included at Appendix 2.

- The Pest Control services intends to introduce new charges for a Wildlife Advice Service and Pest Control Self Help Kits. This is proposed to increase income generated by the service as part of a five year business plan to make the service more financially viable. The proposed charges are in line with the corporate fees and charges policy and have been set at a rate that is reasonably expected to recover costs.
- It is proposed to increase the charge for rats and mice residential visits by 44% to £75. Charges for this service have previously been kept below market rates. The proposed increase has been compared to public and private sector comparators and set at a rate that is reasonably expected to optimise total income.

3.12 Trading Standards

It is proposed to increase the non-statutory fees and charges in line with the corporate rate of inflation. A schedule of fees and charges is included at Appendix 2.

Transport

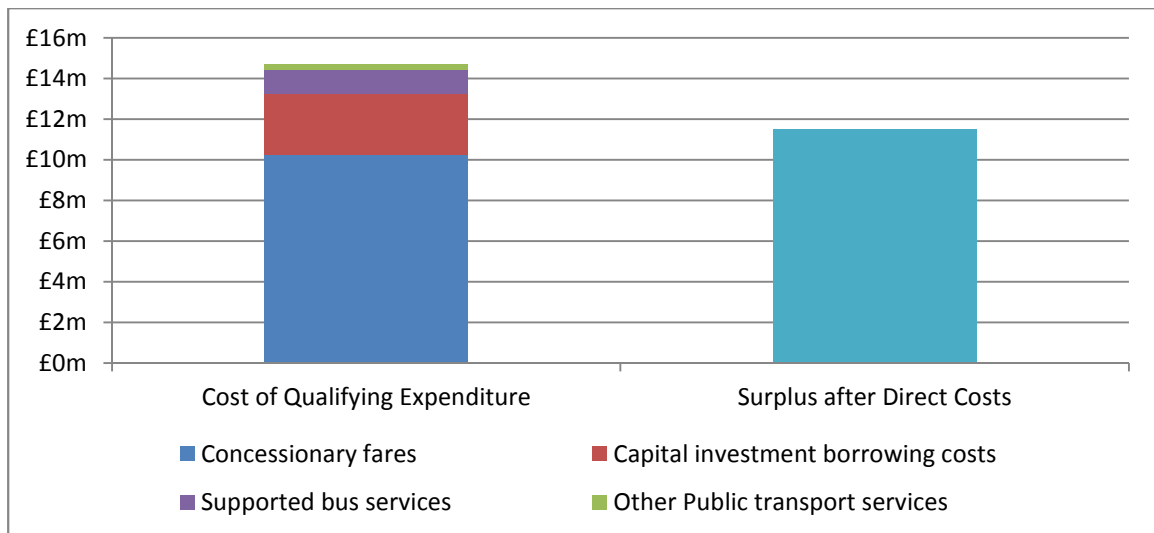
3.13 Highways

The majority fees and charges will increase in line with the corporate rate of inflation with the following exceptions. A schedule of fees and charges is included at Appendix 3.

- Parking Infrastructure lines & signs will remain at current prices as there has been no increase in cost to the team for these services.
- At Environment, Transport and Sustainability Committee in October 2014, some members asked for a review of the individual disabled bay charges of £100. Having reviewed this charge, it is not considered appropriate to reduce the fee because this would mean that the team is operating at a loss in the provision of the service. General disabled bay applications are already supported by the council. An individual disabled bay incurs extra costs because of the bespoke signage required and the additional costs of converting existing disabled bays to individual ones.

3.14 On-Street Parking

Decriminalised Parking Enforcement (DPE) of on street parking was introduced in July 2011 with the aim of reducing congestion and improving traffic management. Any surplus arising from on street parking is used to defray qualifying expenditure as governed by section 55 of the Road Traffic Regulation Act 1984, as amended from October 2004 by section 95 of the Traffic Management Act 2004. The surplus generated from charges after direct costs contributes towards the part funding of bus subsidies, concessionary bus fares and Local Transport Plan costs. The table below shows the level of surplus generated after direct costs of £11.48m and the cost of qualifying expenditure of £14.66m in the 2013/14 financial year.



Significant work has been carried out to set parking tariffs at a level which reflects the administrations traffic management objectives, therefore changes to the tariffs will not reflect the assumed 2% standard budgetary inflation value. The proposed 2015/16 fees follow the objectives set out in the councils Local Transport Plan. A schedule of fees and charges is included at Appendix 4:

- It is proposed to increase fees in the 'high demand zone' at rates between 2.9% to 6.7% at an average of 4.2%.
- It is proposed to increase fees in the 'medium demand zone' at rates between 0.0% to 5.0% at an average of 3.0%.
- It is proposed to increase fees in the 'low demand zone' at rates between 0% and 6.7% at an average of 2.5%.
- It is proposed to increase fees for parking permits at rates between 0% and 7.7% at an average of 3.3%.

Improving air quality is a key objective in Brighton & Hove. Nationally, poor air quality reduced average life expectancy in the UK by over 6 months and is responsible for approximately 50,000 premature deaths annually. In some parts of Brighton & Hove, levels of nitrogen oxides are double European and English legal limits. As part of a range of measures to improve air quality, such as the introduction of a Low Emission Zone, parking charges in this area can help to encourage less polluting travel options and reduce emissions. In Brighton and Hove, the Joint Strategic Needs Assessment has local figures for the impact of local air quality on health:

In addition, congestion in the central area can affect the reliability of journey times and long term parking can reduce accessibility and the turnover of spaces. Parking charges can help to encourage alternative transport choices and higher turnover of spaces. Better accessibility helps to support local businesses.

Penalty Charge Notices (PCNs) are set by central government and cannot be changed independent.

3.15 Off-Street Parking

As with on-street parking charges, significant work has been carried out to set parking tariffs to a level which reflects the administrations traffic management objectives, particularly to reduce congestion the city centre and promote alternative forms of transport. A schedule of fees and charges are included at Appendix 4:

- It is proposed to maintain fees at The Lanes car park with the exception of the week-day 1 hour rate where an increase of 100% of £1 to £2 is proposed. The increase of the week-day 1 hour is proposed to moderate demand in this band.
- It is proposed to increase fees at London Road car park at rates between 0.0% and 6.7% at an average of 3.3%.
- It is proposed to reduce the majority of rates at Regency Square car park between 20.0% and 53.8%. It is also proposed to introduce new weekly ticket and an annual commercial season ticket. These changes aim to promote the car park as an alternative to car parks in the very centre of Brighton and reduce congestion in the busiest area of the city. An increase to the week-day 1 hour rate is proposed from £1 to £2 to moderate demand in this band.
- It is proposed to increase fees at Trafalgar Street car park at rates between 0.0% and 100.0% at an average of 16.4%, with the exception of quarterly and annual season tickets were rate reductions of 60.0% and 40.0% are proposed. This is to reflect current demand in the car park.
- It is proposed to increase fees at other car parks at rates between 0.0% and 6.7% at an average of 3.9%

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The proposed fees and charges in this report have been prepared in accordance with the council's fees and charges policy and form part of the proposed budget strategy. They take into account of the requirement to increase by the corporate inflation rate of 2.0% (unless otherwise stated) and consideration has been given to other factors such as statutory requirement, cost recovery and prices charged by competitor / comparator organisations.
- 4.2 A report presented to the Policy & Resources Committee on 12 June 2014 suggested considering free parking on Sundays. This was not deemed consistent with the council's policy objectives to encourage sustainable transport choices and it is therefore not recommend to proceed.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 No specific consultation was undertaken in relation to this report.

6. CONCLUSION

- 6.1 Fees and charges are considered to be an important source of income in enabling important services to be sustained and provided. A wide range of services are funded or part funded by fees and charges including those detailed in the report. The overall budget strategy aims to ensure that fees and charges are maintained or increased as a proportion of gross expenditure through identifying income generating opportunities, ensuring that charges for

discretionary services and trading accounts cover costs, and ensuring that fees and charges keep pace with price inflation and/or competitor and comparator rates.

- 6.2 Fees and charges budgets for 2015/16 are assumed to increase by a standard inflation rate of 2.0% with the exception of parking charges. The Council's Corporate Fees and Charges Policy requires that all fees and charges are reviewed at least annually and should normally be increased by either; the standard rate of inflation, statutory increase or increases in the costs of providing services.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The fees and charges have been reviewed in line with the corporate fees and charges policy and with budget assumptions approved by Policy and Resources Committee. The expected 2015/16 budgets for fees and charges for the service areas covered by this report are set out below.

Fees and Charges Budget by Service Area	£'000
City Infrastructure	
Allotments	105
City Parks	34
Sports Bookings	215
Leafleting Licences	27
Preston Park Parking	30
Planning & Building Control	
Building Control	832
Development Control	1,141
Public Protection	
Environmental Health	946
Trading Standards	17
Transport	
Highways	539
On-Street Parking	20,714
Off-Street Parking	6,101

There will be costs associated to advertising Traffic Regulation Orders (TROs) for changes to charges within the Transport service which will be met from existing revenue budgets.

Finance Officer Consulted: Steven Bedford

Date: 10/12/14

Legal Implications:

- 7.2 The council needs to establish for each of the charges imposed both the power to levy charges of that type and, where applicable, the power to set the charge at a particular level. In some cases the amount of the charges is set by Government. In other cases where a figure is not prescribed, the amount that can

be charged is in general restricted to costs recovery. Special provisions apply in the case of parking charges which are set out below. In all cases, the council must act reasonably and ensure that any statutory formalities which govern the particular charge are complied with.

- 7.3 The Council is entitled to set parking charges at levels that will enable it to meet its traffic management objectives by e.g. managing supply and demand for parking. Under section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004, the Council must keep an account of all parking income and expenditure in designated (i.e. on-street) parking spaces which are in a Civil Enforcement Area, and of their income and expenditure related to their functions as an enforcement authority. Regulations and guidance confirm that in respect of off-street parking in places, the term “income and expenditure as enforcement authorities” includes that related to the issue of PCNs. It does not, for example, include pay and display or permit/season ticket income or the direct expenditure relating to collecting that income. The use of any surplus income from civil parking enforcement is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.

Lawyer Consulted:

Elizabeth Culbert

Date: 10/12/14

Equalities Implications:

- 7.4 Management of fees and charges is fundamental to achievement of Council priorities. The Councils fees and charges policy aims to increase the proportion of costs met by the service user. Charges, where not set externally, are raised by corporate inflation rates unless there are legitimate anti-poverty considerations.

The Corporate Fees and Charge policy states that fees and charges reviews should have an Equalities Impact Assessment where appropriate. Where significant amendments to fees and charges have been proposed, the need for an Equalities Impact Assessment has been assessed and carried out where appropriate as part of the budget setting process. A cumulative impact assessment on fees and charges is included within the budget setting process.

Sustainability Implications:

- 7.5 There are no direct sustainability implications arising from the recommendation this report.

Any Other Significant Implications:

- 7.6 There are no other significant implications arising from the recommendation in this report.

Crime & Disorder Implications:

- 7.7 There are no direct crime and disorder implications arising from the recommendation in this report.

Risk and Opportunity Management Implications:

- 7.8 There are no direct risk or opportunity implications arising from the recommendation in this report.

Public Health Implications:

- 7.9 There are no direct public health implications arising from the recommendation in this report.

Corporate / Citywide Implications:

- 7.10 The councils financial position impacts on levels of Council tax and service levels which are considered as part of the wider budget setting process.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed City Infrastructure Fees and Charges 2015-16
2. Proposed Public Protection Fees and Charges 2015-16
3. Proposed Highways Fees and Charges 2015-16
4. Proposed Parking Fees and Charges 2015-16

Documents in Members' Rooms

There are no documents in Member's Rooms.

Background Documents

There are no background documents.

CITY INFRASTRUCTURE FEES & CHARGES 2015-16

	2014-15	2015-16	
	Actual Charge £	Actual Charge £	Change %
	Prices include VAT unless stated		
CITY PARKS			
Allotments Rents per square metre - 25% discount to allotment rent for senior citizens, full-time students, unemployed, disabled and community groups	0.29	0.30	2.0%
Allotments Waiting List Application	15.00	15.00	0.0%
Dedicated Benches	963.80	983.10	2.0%
Plaques for dedicated benches - includes engraving of 50 letters. Any additional engraving costs 85p+VAT per letter.	121.28	123.80	2.1%
New Tree Planting - dedicate a tree	295.20	301.20	2.0%
Copy of Tree preservation order (TPO)	30.75	31.40	2.1%
FLYERING LICENCES			
Standard Annual License - Can operate between 07:00 and 19:00	100.00	102.00	2.0%
Premium Annual License - Can operate 24 hours	150.00	153.00	2.0%
Standard 28 Day Licence - Can operate between 07:00 and 19:00	50.00	51.00	2.0%
Premium 28 Day Licence - Can operate 24 hours	75.00	77.00	2.7%
Standard Annual Renewal	70.00	72.00	2.9%
Premium Annual Renewal	150.00	153.00	2.0%
Fringe Badge	25.00	26.00	4.0%
Additional Badge (cost per badge)	25.00	26.00	4.0%
BASEBALL			
Per pitch (Adults & Juniors)	60.12	61.40	2.1%
BOWLS			
Per person per hour - Casual	2.87	3.00	4.5%
Concessionary per hour - Compass Card, Over 65s, unemployed (casual)	1.90	2.00	5.5%
Club session - Outside area club	4.20	4.30	2.3%
Club concessionary session - Compass Card, Over 65s, unemployed, outside area club	3.23	3.30	2.2%
Season ticket - adult attended green	88.87	90.70	2.1%
Season ticket - adult unattended green	77.37	79.00	2.1%
Season ticket - junior	55.41	56.60	2.1%
Hire of woods	2.87	3.00	4.5%
Pavilion - evening committee meetings	31.37	32.00	2.0%
CRICKET			
Adult per match (changing)	59.86	61.10	2.1%
Adult (wicket only)	51.23	52.30	2.1%
Junior (changing)	32.41	33.10	2.1%
Changing facilities	31.37	32.00	2.0%
Junior (wicket only)	27.18	27.80	2.3%
Changing facilities	31.37	32.00	2.0%
Training strip - Aldrington	16.21	16.60	2.4%
Net hire per session (+£20 deposit)	24.57	25.10	2.2%
Nets block booking (charge/occasion) we erect nets [VAT exempt]	14.69	15.00	2.1%
Nets block booking (charge/occasion) they erect nets [VAT exempt]	9.93	10.20	2.7%
STALLBALL, SOFTBALL & ROUNDERS			
First match booked	24.65	25.20	2.2%
Subsequent matches	15.06	15.40	2.3%
NETBALL			
Per match (no changing)	19.86	20.30	2.2%
block booking charge per occasion	11.82	12.10	2.4%
CYCLING			
Preston Park Velodrome Cycle Track per hour	4.38	4.50	2.7%
Club season (once a week 2.5hrs for 3 months) [VAT exempt]	159.12	162.40	2.1%
TENNIS			
Adult court per hour	7.48	7.70	2.9%
Junior court per hour (under 18's)	3.90	4.00	2.7%
Concessionary court per hour Compass Card, Over 65s, unemployed	6.97	7.20	3.3%
Junior court per hour weekday before 5 (including summer holidays)	1.95	2.00	2.7%
Concessionary court per hour weekday before 5 (including summer holidays)	3.38	3.50	3.5%
Season ticket	89.39	91.20	2.0%
Junior season ticket	13.59	13.90	2.3%
Club season ticket	30.32	31.00	2.2%
FOOTBALL			
Adult (pitch only)	52.75	53.90	2.2%
Changing facilities	31.37	32.00	2.0%
Junior (pitch only)	15.06	15.40	2.3%

CITY INFRASTRUCTURE FEES & CHARGES 2015-16

	2014-15	2015-16	
	Actual Charge £	Actual Charge £	Change %
	Prices include VAT unless stated		
Changing facilities	31.37	32.00	2.0%
Junior training, no requirements	14.09	14.40	2.2%
Full day Junior training with toilets	29.05	29.70	2.2%
5/7-a-side @Preston/Waterhall (per pitch)	42.56	43.50	2.2%
ASTROTURF			
Adults full size (lit)	47.99	49.00	2.1%
Adults full size (unlit)	32.93	33.60	2.0%
Adults 5-a-side (lit)	31.99	32.70	2.2%
Adults 5-a-side (unlit)	22.90	23.40	2.2%
Adults mini (lit)	16.73	17.10	2.2%
Adults mini (unlit)	11.77	12.10	2.8%
Juniors full size (lit)	29.27	29.90	2.1%
Juniors full size (unlit)	20.28	20.70	2.0%
Juniors 5-a-side (lit)	21.55	22.00	2.1%
Juniors 5-a-side (unlit)	15.36	15.70	2.2%
Juniors mini (lit)	14.64	15.00	2.5%
Juniors mini (unlit)	10.46	10.70	2.3%
PAVILIONS			
Pavilion -Casual per day	104.55	106.70	2.1%
Play group Mile Oak per half day [always VAT exempt]	14.11	14.40	2.0%
Table Tennis Mile Oak per evening [VAT exempt]	23.44	24.00	2.4%
Dolphin Playgroup per day [always VAT exempt]	46.78	47.80	2.2%
Table Tennis Hollingbury/Preston Park per evening [VAT exempt]	21.98	22.50	2.4%
RENTS			
Waterhall [Brighton Rugby Club VAT exempt]	3,818.17	3,894.60	2.0%
Patcham Utd (Horsdean pitch + pavilion season)	1,825.44	1,862.00	2.0%
Queens Park tennis club (Clubhouse + Courts)	9,026.85	9,207.40	2.0%
Brighton & Hove Cricket Club - Pitch	704.41	718.50	2.0%
Brighton & Hove Cricket Club - Clubroom	704.41	718.50	2.0%
Rottingdean croquet club	1,067.14	1,088.50	2.0%
MISCELLANEOUS			
Hot Air Ballooning (flat year rate)	288.88	294.70	2.0%
Cross Country (flat rate, no facilities)	32.62	33.30	2.1%
School Sports (Initial 8x100m) [VAT exempt]	67.09	68.50	2.1%
School Sports (overmarking) [VAT exempt]	24.84	25.40	2.3%

PUBLIC PROTECTION SERVICES FEES & CHARGES 2015-16

	2014-15		2015-16		
	Actual Charge		Proposed Charge	Change	
	£		£	%	
TRADING STANDARDS					
Buy with Confidence (1-5 Employees)	127.00		130.00	2.4%	
Buy with Confidence (6-20 Employees)	192.00		196.00	2.1%	
Buy with Confidence (over 21 Employees)	256.00		262.00	2.3%	
Licence to store explosives where, by virtue of regulation 27 of, and Schedule 5 to, the 2014 Regulations, a minimum separation distance of greater than 0 metres is prescribed:					
1 Year	178.00		178.00	0.0%	
2 Years	234.00		234.00	0.0%	
3 Years	292.00		292.00	0.0%	
4 Years	360.00		360.00	0.0%	
5 Years	407.00		407.00	0.0%	
Renewal of licence to store explosives where a minimum separation distance of greater than 0 metres is prescribed:					
1 Year	83.00		83.00	0.0%	
2 Years	141.00		141.00	0.0%	
3 Years	198.00		198.00	0.0%	
4 Years	256.00		256.00	0.0%	
5 Years	313.00		313.00	0.0%	
Licence to store explosives where no minimum separation distance or a 0 metres separation distance is prescribed					
1 Year	105.00		105.00	0.0%	
2 Years	136.00		136.00	0.0%	
3 Years	166.00		166.00	0.0%	
4 Years	198.00		198.00	0.0%	
5 Years	229.00		229.00	0.0%	
Renewal of licence to store explosives where no minimum separation distance or a 0 metres minimum separation distance is prescribed					
1 Year	52.00		52.00	0.0%	
2 Years	83.00		83.00	0.0%	
3 Years	115.00		115.00	0.0%	
4 Years	146.00		146.00	0.0%	
5 Years	178.00		178.00	0.0%	
Varying the name of licensee or address of site	35.00		35.00	0.0%	
Transfer of licence	35.00		35.00	0.0%	
Replacement of licence if lost	35.00		35.00	0.0%	
Poisons initial registration	36.00		37.00	2.8%	
Poisons re registration	21.00		22.00	4.8%	
Poisons change of details	10.00		11.00	10.0%	
Weights and Measures verification fees officer time per hour	71.00		73.00	2.8%	
Weights and Measures verification fees NAWI under 1 tonne	56.00		58.00	3.6%	
Weights and Measures verification fees weights over 5kg under 500mg	8.00		9.00	12.5%	
Weights and Measures verification fees other weights	6.00		7.00	16.7%	
Weights and Measures verification fees liquid fuel first nozzle	114.00		117.00	2.6%	
Weights and Measures verifications fees liquid fuel additional nozzle	70.00		72.00	2.9%	
LOCAL AUTHORITY POLLUTION PREVENTION AND CONTROL					
<u>Application Fee:</u>					
Standard process (includes solvent emission activities)	1,579.00		TBC	N/A	
Additional fee for operating without a permit	1,137.00		TBC	N/A	
PVRI, SWOBs and Dry Cleaners	148.00		TBC	N/A	
PVR I and II combined	246.00		TBC	N/A	
VRs and other Reduced Fee Activities	346.00		TBC	N/A	
Reduced fee activates: Additional fee for operating without a permit	68.00		TBC	N/A	
Mobile plant (not using simplified permits):			TBC	N/A	
for the first and second permits	1,579.00				
for the third to seventh applications	943.00		TBC	N/A	
for the eight and subsequent applications	477.00		TBC	N/A	
Note: where an application for any of the above is for combined Part B and waste application, add an extra £297 to the above amounts					
<u>Annual Subsistence Charge:</u>					
Standard process Low		739 (+99)	TBC	N/A	
Standard process Medium		1,111 (+149)	TBC	N/A	
Standard process High		1,672 (+198)	TBC	N/A	
PVRI, SWOBs and Dry Cleaners Low/Medium/High	76.00	151.00	227.00	TBC	N/A
PVR I & II combined Low/Medium/High	108.00	216.00	326.00	TBC	N/A
Vehicle refinishers and other reduced fees Low/Medium/High	218.00	349.00	524.00	TBC	N/A
Mobile plant, for the first and second permits Low/Medium/High	618.00	989.00	1,484.00	TBC	N/A
for the third to seventh applications Low/Medium/High	368.00	590.00	884.00	TBC	N/A
eighth and subsequent permits Low/Medium/High	189.00	302.00	543.00	TBC	N/A
Late Payment Fee		50.00	TBC	N/A	
the additional amounts in brackets above must be charged where a permit is for a combined Part B and waste installation					
Where a Part B installation is subject to reporting under the E-PRTR Regulation, add an extra £99 to the above amounts:					
<u>Pollution Release and Transfer Register</u>					
Application		3,218.00	TBC	N/A	
Additional fee for operating without a permit		1,137.00	TBC	N/A	
Annual Subsistence Low		1,384.00	TBC	N/A	
Annual Subsistence Medium		1,541.00	TBC	N/A	
Annual Subsistence High		2,233.00	TBC	N/A	
Late Payment Fee		50.00	TBC	N/A	
Substantial Variation		1,309.00	TBC	N/A	
Transfer		225.00	TBC	N/A	
Partial transfer		668.00	TBC	N/A	

PUBLIC PROTECTION SERVICES FEES & CHARGES 2015-16

	2014-15	2015-16	
	Actual Charge £	Proposed Charge £	Change %
Surrender	668.00	TBC	N/A
<u>Transfer and Surrender:</u>			
Standard process transfer	162.00	TBC	N/A
Standard process partial transfer	476.00	TBC	N/A
New Operator at low risk reduced fee activity (extra one-off subsistence charge - see Art 15 (2) of charging scheme)	75.00	TBC	N/A
Surrender: all Part B activities	0.00	TBC	N/A
Reduced fee activities: transfer	0.00	TBC	N/A
Reduced fee activities: partial transfer	45.00	TBC	N/A
<u>Temporary transfer for mobiles:</u>			
First transfer	51.00	TBC	N/A
repeat following enforcement or warning	51.00	TBC	N/A
<u>Substantial Change:</u>			
Standard process	1,005.00	TBC	N/A
Standard process where the substantial change results in a new PPC activity	1,579.00	TBC	N/A
Reduced fee activities	98.00	TBC	N/A
OTHER FEES			
Language school inspection	79.00	81.00	2.5%
Information to solicitors	136.00	139.00	2.2%
FOOD PREMISES REGISTER			
Signal page copy	6.00	7.00	16.7%
Copy containing information regarding particular category (by hand)	83.00	85.00	2.4%
Copy containing information regarding particular category (by post)	138.00	141.00	2.2%
Full copy of register (by hand)	257.00	263.00	2.3%
Full copy of register (by post)	274.00	280.00	2.2%
ANIMAL WELFARE			
Collection of reclaimed dogs:			
Statutory charge*	25.00	25.00	0.0%
dog warden charges (includes VAT)	24.00	25.00	4.2%
kennelling per day (includes VAT)	24.00	25.00	4.2%
administration charge (includes VAT)	13.00	14.00	7.7%
Vaccination (includes VAT)	22.00	23.00	4.5%
Dog Control Fixed penalty*	80.00	80.00	0.0%
Noise Pollution - Domestic - Fixed Penalty*	100.00	100.00	0.0%
Noise Pollution - Commercial - Fixed Penalty*	500.00	500.00	0.0%
Animal Boarding	185.00	189.00	2.2%
Dangerous Wild Animals	220.00	225.00	2.3%
Dog Breeding	200.00	204.00	2.0%
Export Licences	55.00	57.00	3.6%
Pet Shops	122.00	125.00	2.5%
Performing Animals	125.00	128.00	2.4%
Riding Establishments	290.00	296.00	2.1%
Zoo	4,895.00	4,993.00	2.0%
Zoo (with dispensation)	2,719.00	2,774.00	2.0%
HEALTH PROMOTION / EDUCATION			
Training Courses:			
Food Safety Level 2 (previously Basic Food Hygiene)	63.50	65.00	2.4%
Basic Health & Safety	49.00	50.00	2.0%
Assured Safe Catering	21.00	22.00	4.8%
2 hour Food Hygiene	21.00	22.00	4.8%
Advanced Food Hygiene	596.00	608.00	2.0%
Intermediate Food Hygiene	128.00	131.00	2.3%
Food Safety Level 2 retake of exam	21.00	22.00	4.8%
Level 1 course for 10 people	400.00	408.00	2.0%
Level 1 course for 15 people	456.00	466.00	2.2%
ENVIRONMENTAL HEALTH			
Contaminated Land Environmental Information Regulations Request (per hour)	25.00	25.00	0.0%
WID DEFAULT CHARGES			
Environmental Health Manager	84.00	86.00	2.4%
Senior EHO per hour	77.00	79.00	2.6%
EHO/Senior Technical Officer	69.00	71.00	2.9%
Technical Officer per hour	64.00	66.00	3.1%
Admin staff per hour	37.00	38.00	2.7%
POLLUTION MANAGEMENT			
New flat rate for provision of information (incl. VAT)	123.00	0.00	-100.0%
PEST CONTROL			
Call out charge for pest control	26.00	27.00	3.8%
Wildlife Advice Service	NEW	27.00	NEW
Pest Control Self Help Kits (including postage and packaging)	NEW	18.50	NEW
Pest Control Self Help Kits (including postage and packaging) including natural chemical	NEW	19.50	NEW
Air Vent Fitting Service - small (10in x 4in)	NEW	21.00	NEW
Air Vent Fitting Service - medium (10in x 7in)	NEW	23.00	NEW
Air Vent Fitting Service - small and medium extra	NEW	11.00	NEW
Air Vent Fitting Service - large (10in x 9in)	NEW	26.00	NEW
Air Vent Fitting Service - large extra	NEW	12.00	NEW
Rats and Mice - Residential (per visit)	52.00	75.00	44.2%
Wasps - Residential	55.00	57.00	3.6%
Fleas (1-2 Bedroom property) - residential	67.00	69.00	3.0%
Fleas (3-4 Bedroom property) - residential	88.00	90.00	2.3%
Fleas (5+ Bedroom property) - residential	121.00	124.00	2.5%
Cockroaches (1-2 Bedroom property) - residential	166.00	170.00	2.4%
Cockroaches (3-4 Bedroom property) - residential	221.00	226.00	2.3%
Cockroaches (5+ Bedroom property) - residential	278.00	284.00	2.2%
Commercial hourly rate	51.00	53.00	3.9%

HIGHWAYS FEES & CHARGES 2015-16

	2014-15	2015-16	
	Actual Charge £	Proposed Charge £	Change %
HIGHWAYS			
Vehicle Crossing Inspection - First inspection	12.00	13.00	8.3%
Vehicle Crossing Inspection - Proceeding to works	84.00	86.00	2.4%
Private Road Opening Licences - New	329.00	336.00	2.1%
Private Road Opening Licences - Existing	214.00	218.00	1.9%
S50 Road Opening Charge – Existing Plant/Road	324.00	330.00	1.9%
S50 Road Opening Charge – new plant/road	428.00	437.00	2.1%
Works on the Highway (installation of ramps etc)	110.00	112.00	1.8%
Temporary Traffic Lights (application and approval of changes to traffic light junctions)	110.00	112.00	1.8%
Oversailing (Permission to move materials/build temporary structures over the public highway)	110.00	112.00	1.8%
Officer time (When needed on site checking traffic management or traffic signals)	44.00	45.00	2.3%
ADDITIONAL SEARCH ENQUIRIES			
Solicitors and other agency queries per question	37.00	38.00	2.7%
TRAFFIC REGULATION ORDERS - PLANNED (TEMP OR PERMANENT)			
Administration & advertising costs	1,673.00	1,706.00	2.0%
TRAFFIC REGULATION ORDERS - NOTICES (TEMP - EMERGENCY)			
Administration fee & officer time	314.00	320.00	1.9%
SCAFFOLD LICENCE			
Initial 6 weeks	60.00	61.00	1.7%
Renewal subsequent 8 weeks	60.00	61.00	1.7%
Initial 6 weeks for 12m. length along the Public Highway	175.00	179.00	2.3%
Renewal subsequent 8 weeks for 12m. length along Public Highway	175.00	179.00	2.3%
SKIP LICENCE			
Returnable Deposit	60.00	61.00	1.7%
Deposit Processing Fees	16.00	17.00	6.3%
1 day Licence Standard Skip	6.00	7.00	16.7%
7 day Licence Standard skip	23.00	24.00	4.3%
28 day Licence Standard Skip	45.00	46.00	2.2%
1 day Licence Large Skip	23.00	24.00	4.3%
7 day Licence Large Skip	45.00	46.00	2.2%
28 day Licence Large Skip	90.00	92.00	2.2%
HOARDING			
Area of Hoarding per sq metre initial 6 week application	20.00	21.00	5.0%
Area of Hoarding per sq metre renewal 8 week application	20.00	21.00	5.0%
BUILDING MATERIALS			
Per week	25.00	26.00	4.0%
Secure Hazardous Waste, Lockable Storage Containers, Temporary offices, Welfare facilities and Asbestos removal, decontamination units. Per square metre	20.00	21.00	5.0%
OBJECTS ON THE HIGHWAY			
TABLES AND CHAIRS, SHOP DISPLAY ETC			
Initial application less than 5 square metres	160.00	163.00	1.9%
Initial application 5 square metres or greater	325.00	332.00	2.2%
Annual renewal fee per square metre	21.00	22.00	4.8%
A-BOARD LICENCE			
New application first year	100.00	102.00	2.0%
Annual renewal fee	70.00	71.00	1.4%
OTHER FEES			
Highway Licence detail changes	25.00	26.00	4.0%
One off promotions per square metre	25.00	26.00	4.0%
SIGNS			
Brown Tourist signs	171.00	174.00	1.8%
Neighbourhood watch signs	35.00	36.00	2.9%
LINING			
Access Protection White Lines (per metre)	10.00	10.00	0.0%
Replacing lining after crossover work (per metre)	10.00	10.00	0.0%
TRO FOR NEW PARKING RESTRICTIONS O/S PARKING SCHEMES			
Administration, advertising costs, officer site visits, signing and lining costs	2,000.00	2,000.00	0.0%
DISABLED BAYS			
Application fee	10.00	10.00	0.0%
Individual Disabled Bay	100.00	100.00	0.0%
CULTIVATION LICENCE			
Licence for individuals who wish to cultivate a highway verge or other highway green space adjacent to their property.	31.00	32.00	3.2%

PARKING FEES & CHARGES 2015-16

	2014-15	2015-16	
	Actual Charge £	Proposed Charge £	Change %
Car parks			
The Lanes			
1 hour	1.00	2.00	100.0%
2 hours	5.00	5.00	0.0%
4 hours	13.00	13.00	0.0%
9 hours	20.00	20.00	0.0%
24 hours / Lost ticket	23.00	23.00	0.0%
Weekend - 1 hour	4.00	4.00	0.0%
Weekend - 2 hours	8.00	8.00	0.0%
Weekend - 4 hours	15.00	15.00	0.0%
Weekend - 9 hours	20.00	20.00	0.0%
Weekend - 24 hours / Lost ticket	25.00	25.00	0.0%
Evenings 18.00 – 24.00	4.50	4.50	0.0%
Night 24.00 – 11.00	5.00	5.00	0.0%
Annual season ticket	2,500.00	2,500.00	0.0%
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Z only)	1,500.00	1,500.00	0.0%
London Road			
1 hour	1.00	1.00	0.0%
2 hours	3.00	3.20	6.7%
4 hours	5.00	5.20	4.0%
9 hours	8.00	8.40	5.0%
24 hours / Lost ticket	15.00	15.60	4.0%
Saturday - 1 hour	2.00	2.00	0.0%
Saturday - 2 hours	4.00	4.20	5.0%
Saturday - 4 hours	6.00	6.20	3.3%
Saturday - 9 hours	8.00	8.40	5.0%
Saturday - 24 hours / Lost ticket	17.50	18.20	4.0%
Evenings 1800 - 2400	4.50	4.50	0.0%
Night 24.00 – 11.00	5.00	5.00	0.0%
Annual season ticket	1,000.00	1,040.00	4.0%
Annual season ticket - reduced rate	750.00	780.00	4.0%
Weekly	51.50	53.60	4.1%
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	400.00	416.00	4.0%
Regency Square			
1 hour	1.00	2.00	100.0%
2 hours	5.00	4.00	-20.0%
4 hours	12.00	7.00	-41.7%
9 hours	17.00	11.00	-35.3%
24 hours / Lost ticket	20.00	16.00	-20.0%
Evenings 1800 - 2400	4.50	4.50	0.0%
Night 24.00 – 11.00	5.00	5.00	0.0%
Quarterly season ticket	650.00	300.00	-53.8%
Annual season ticket	2,000.00	1,000.00	-50.0%
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	750.00	750.00	0.0%
Weekly season ticket	new	60.00	-
Commercial season ticket annual		1,200.00	-

Trafalgar Street			
1 hour	1.00	2.00	100.0%
2 hours	3.50	4.00	14.3%
4 hours	6.00	7.00	16.7%
6 hours	8.00	9.00	12.5%
9 hours	10.00	11.00	10.0%
24 hours / Lost ticket	15.50	16.00	3.2%
Weekend - 1 hour	2.00	2.50	25.0%
Weekend - 2 hours	4.00	4.50	12.5%
Weekend - 4 hours	6.00	7.50	25.0%
Weekend - 6 hours	9.00	9.50	5.6%
Weekend - 9 hours	11.50	12.00	4.3%
Weekend - 24 hours / Lost ticket	17.50	17.50	0.0%
Evenings 1800 - 2400	4.50	4.50	0.0%
Night 24.00 – 11.00	5.50	5.50	0.0%
Quarterly season ticket	1,000.00	400.00	-60.0%
Annual season ticket	2,000.00	1,200.00	-40.0%
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	800.00	750.00	-6.3%
Carlton Hill			
2 hours	4.00	4.20	5.0%
4 hours	8.00	8.40	5.0%
9 hours	10.50	11.00	4.8%
24 hours	17.50	18.20	4.0%
Quarterly season ticket	750.00	780.00	4.0%
High Street			
2 hours	4.00	4.20	5.0%
4 hours	8.00	8.40	5.0%
9 hours	10.50	11.00	4.8%
24 hours	17.50	18.20	4.0%
Quarterly season ticket	750.00	780.00	4.0%
Annual season ticket	2,000.00	2080.00	4.0%
Oxford Court			
2 hours	4.00	4.20	5.0%
4 hours	8.00	8.40	5.0%
9 hours	10.50	11.00	4.8%
24 hours	17.50	18.20	4.0%
Quarterly season ticket	750.00	780.00	4.0%
Norton Road			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
5 hours	4.00	4.20	5.0%
9 hours	4.50	4.60	2.2%
12 hours	5.00	5.20	4.0%
Annual Season Ticket	750.00	780.00	4.0%
King Alfred			
1 hour	1.50	1.60	6.7%
2 hours	2.00	2.00	0.0%
3 hours	2.50	2.60	4.0%
4 hours	3.00	3.20	6.7%

Rottingdean West Street			
1 hour	1.00	1.00	0.0%
2 hours	1.50	1.60	6.7%
3 hours	2.50	2.60	4.0%
Rottingdean Marine Cliffs			
1 hour	1.00	1.00	0.0%
2 hours	1.50	1.60	6.7%
11 hours	2.50	2.60	4.0%
Quarterly season ticket	50.00	52.00	4.0%
Haddington Street			
1 hour	1.50	1.60	6.7%
2 hours	2.00	2.00	0.0%
3 hours	2.50	2.60	4.0%
Black Rock			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
3 hours	3.00	3.20	6.7%
4 hours	4.00	4.20	5.0%
9 hours	5.00	5.20	4.0%
Madeira Drive Coach Park			
4 hours	8.00	8.40	5.0%
8 hours	15.00	15.60	4.0%
On-street (Pay & Display)			
HIGH ZONE			
Zone Y - Central Brighton North			
1 hour	3.50	3.60	2.9%
2 hours	6.00	6.20	3.3%
4 hours	10.00	10.40	4.0%
Zone Z - Central Brighton South			
1 hour	3.50	3.60	2.9%
2 hours	6.00	6.20	3.3%
4 hours	10.00	10.40	4.0%
Seafront Inner - Madeira Drive (1 Mar - 31 Oct) [West of Madeira Lift]			
1 hour	3.00	3.20	6.7%
2 hours	5.00	5.20	4.0%
4 hours	10.00	10.40	4.0%
11 hours	15.00	15.60	4.0%
Seafront Inner - Marine Parade [West of Burlington Street]			
1 hour	3.00	3.20	6.7%
2 hours	5.00	5.20	4.0%
4 hours	10.00	10.40	4.0%
11 hours	15.00	15.60	4.0%
Seafront Inner - King's Road			
1 hour	3.00	3.20	6.7%
2 hours	5.00	5.20	4.0%
4 hours	10.00	10.40	4.0%
11 hours	15.00	15.60	4.0%

MEDIUM ZONE			
Seafront Inner - Kingsway [East of Fourth Avenue]			
1 hour	2.00	2.00	0.0%
2 hours	4.00	4.20	5.0%
4 hours	6.00	6.20	3.3%
11 hours	10.00	10.40	4.0%
Zone Y - Central Brighton North [Cheapside & The Level]			
1 hour	2.00	2.00	0.0%
2 hours	4.00	4.20	5.0%
4 hours	6.00	6.20	3.3%
Seafront Inner - New Steine			
1 hour	2.00	2.00	0.0%
2 hours	4.00	4.20	5.0%
4 hours	6.00	6.20	3.3%
11 hours	10.00	10.40	4.0%
LOW ZONE			
Seafront Outer - Kingsway [West of Hove Street]			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Seafront Outer - Madeira Drive [East of Madeira Lift]			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	4.00	4.20	5.0%
11 hours	7.00	7.20	2.9%
Seafront Inner - Madeira Drive (1 Nov - 28/29 Feb) [West of Madeira Lift]			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	4.00	4.20	5.0%
11 hours	7.00	7.20	2.9%
Rottingdean High Street			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
Zone A - Preston Park Station			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone C - Queen's Park			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone E - Preston Park Station North			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%

Zone H - Kemp Town			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone J - London Road Station			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone M - Brunswick			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone N - Central Hove			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone O - Goldsmid			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone Q - Prestonville			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone R - Westbourne			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%
Zone T - Hove Station Area			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.00	3.20	6.7%
11 hours	5.00	5.20	4.0%

Permits			
Residents permits			
1 year (full scheme)	120.00	125.00	4.2%
3 months (full scheme)	40.00	41.50	3.8%
1 year (light touch)	90.00	95.00	5.6%
6 months (light touch)	55.00	57.00	3.6%
1 year (full scheme) - low emission	60.00	62.50	4.2%
3 months (full scheme) - low emission	20.00	20.75	3.8%
1 year (light touch) - low emission	45.00	47.50	5.6%
6 months (light touch) - low emission	27.50	28.50	3.6%
Blue Badge resident permit	10.00	10.00	0.0%
Blue Badge resident permit (low emission)	10.00	10.00	0.0%
Visitors Permits			
Full scheme - per permit	2.60	2.80	7.7%
Light touch – per permit	1.60	1.60	0.0%
Hotel Permits			
Area C (24 hours)	7.50	7.80	4.0%
Area N (1 day)	3.00	3.20	6.7%
Traders Permits			
One year	600.00	624.00	4.0%
3 months	160.00	166.40	4.0%
One year - low emission	300.00	312.00	4.0%
3 months - low emission	80.00	83.20	4.0%
Business Permits			
One year	300.00	312.00	4.0%
3 months	85.00	88.40	4.0%
One year - low emission	150.00	156.00	4.0%
3 months - low emission	42.50	44.20	4.0%
School Permits			
One year	120.00	125.00	4.2%
3 months	40.00	41.50	3.8%
Doctors Permits (per bay)			
	90.00	93.60	4.0%
Electric Vehicles Permit			
	25.00	26.00	4.0%
Carers Permits (not Professional)			
	0.00	0.00	0.0%
Suspensions			
Suspensions (1st 8 weeks)	40.00	40.00	0.0%
Suspensions (Over 8 weeks)	20.00	20.00	0.0%
Blue Badge (3 years)			
	10.00	10.00	0.0%
Car Club (1 year)			
	20.00	20.80	4.0%
Waivers (1 day)			
	10.00	10.00	0.0%
Professional Carers (1 year)			
	25.00	26.00	4.0%
Dispensations (1 year)			
	30.00	31.20	4.0%

Subject:	20mph Programme		
Date of Meeting:	20th January 2015		
Report of:	Executive Director of Environment Development and Housing		
Contact Officer:	Name:	Emma Sheridan	Tel: 29-3862
	Email:	Emma.sheridan@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The purpose of this report is to update the Committee on the progress and monitoring of Phases 1 and 2 of the 20mph programme, to outline the results of recent public consultation on proposals for Phase 3 of the programme, to present the revised proposals for Phase 3 which have been informed by the findings of the consultation and to seek approval to progress to the next stage of consultation for Phase 3, namely the advertising of Speed Limit Orders.
- 1.2. The aims of the 20mph programme in Brighton & Hove are:
- To reduce risk (perceived and actual) of the number and severity of road collisions and casualties.
 - To help create pleasant, people-centered, streets and public spaces.
 - To encourage and enable more active travel.
 - To encourage and enable independent mobility for children, the elderly and other vulnerable people in the City.

2. RECOMMENDATIONS:

- 2.1 That the Committee notes the results of the public consultation on proposals to implement 20mph speed limits in Medina Terrace, Mile Oak, Hangleton, Woodingdean, Rottingdean & Ovingdean and Saltdean.
- 2.2 That the Committee notes the positive results of the first year of implementation of Phase 1 of the 20mph programme in Central Brighton & Hove.
- 2.3 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limits for the Hove Park area as described in paragraphs 4.28 to 4.32.
- 2.4 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limits for the Medina Terrace area as described in paragraph 4.39.

- 2.5 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Mile Oak area as described in paragraph 4.41.
- 2.6 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Hangleton area as described in paragraphs 4.45 to 4.46
- 2.7 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Rottingdean and Ovingdean area as described in paragraphs 4.49 to 4.51
- 2.8 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit in the Woodingdean area as described in paragraphs 4.53 to 4.54
- 2.9 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Saltdean area as described in paragraphs 4.59 to 4.60.
- 2.10 That the Committee instructs officers to continue the comprehensive monitoring and evaluation programme of the programme report on this to Committee at regular intervals together with any resulting recommendations for alterations or other remedial actions that may be identified.
- 2.11 That the Committee note the ongoing forward programme of the 20mph programme as outlined in paragraph 6.5.

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 peoples 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 4th March 2014 the Brighton & Hove City Council Environment, Transport & Sustainability Committee granted approval for the second phase of implementation of 20mph speed limit programme in residential areas of Brighton and Hove (see Background Document 8). The limit came into force on 16th June 2014.

4 COMMUNITY ENGAGEMENT & CONSULTATION

Petitions

4.1 Hove Park

The Committee received a petition, signed by 116 people, presented at Council on 13 October 2005 by Councillor Bennett. *'I / We support traffic calming and a speed limit of 20mph in The Droveaway, Hove.'*

4.2 Hangleton

On 30th July 2009, Councillor Barnett presented a petition, signed by 114 people, to the Environment Cabinet Meeting calling for a 20mph speed limit in parts of Hangleton & Knoll. The petition stated that "We, the undersigned, would like to give our support to Cllr Dawn Barnett, Cllr Tony Janio and Cllr David Smart who are campaigning to reduce the road speed to 20 miles an hour in the Hangleton and Knoll area where there are schools and playgroups."

- 4.3 On 25th November 2014, The Committee received a petition signed by 280 people which stated that "We the undersigned petition Brighton & Hove Council to Reduce the speed limit on Holmes Avenue in Hove to 20 mph at the next Phase 3 consultation, as there is a school on the same street and many people driving dangerously"

4.4 Medina Terrace

The Environment, Transport and Sustainability Committee received in January 2014 the following petition referred from the meeting of Full Council on 12 December 2013. A total of 121 people *signed the petition stating that "We the undersigned request the Council to set about making Medina Terrace, King's Esplanade and St Aubyn's South 20mph forthwith in order to increase road safety in itself and also improve their alignment with several cycle path junctions"*

Public consultation on Phase 3

- 4.5 Public consultation on the Phase 3 proposals took place between 13th August and 6th October 2014 [see background Document 9 for the full results]. The consultation was carried out utilising 57,989 surveys which were sent across six neighbourhood consultation areas. Area specific consultation materials and

surveys were sent to every address, residential and commercial, within the Phase 3 area.

- 4.6 A total of 11 staffed consultation drop in surgeries and residents groups meetings were held and/or attended by officers at 6 locations across the areas covered by the proposals where the public could discuss the proposals with officers and survey forms were available to those who had not received them in the post.
- 4.7 The surveys for all six consultation areas were available on-line via the Council's website consultation portal. The public consultation was widespread, well publicised, reported via local media, social media, by direct mail and email and open to all.

Headline Results

- 4.8 A total of 5,634 responses were received to the consultation with 5,456 of the respondents identifying as residents of the Phase 3 area. A total of 5,543 respondents answered the question relating to their support or opposition of 20mph on their own street. A majority of people (55%) responded that they supported 20mph on their own street.
- 4.9 The results of the consultation suggest a clear majority of respondents in some individual areas support the introduction of 20mph limits on the street that they live on. There are, however, some identifiable areas where the majority of residents do not support lower speed limits or where opinion is more divided.

Consultation Area	Residents supporting 20mph on the street that they lived
Medina Terrace	63%
Mile Oak	60%
Hangleton	53%
Woodingdean	49%
Rottingdean & Ovingdean	69%
Saltdean	51%

Stakeholder Meetings/Correspondence

- 4.10 A number of meetings have been held with Sussex Police to discuss the detailed proposals for the Phase 3 area. The police have raised no objections to the original or revised Phase 3 20mph proposals but have commented that they would not support, without physical changes to the road environment, a reduction from 40mph to 30mph of the speed limit on Warren Road on the western most section of the road as it enters Woodingdean village.
- 4.11 Sussex Police Road Policing Unit will be closely involved, as they have been with Phases 1 and 2, in the detailed design of any implementation of new 20mph speed limits, should the Committee approve them.
- 4.12 A meeting was held with the Brighton and Hove Bus Company to discuss the detailed proposals for the Phase 3 area on 8th May 2014. At the meeting and by subsequent letter Brighton and Hove Bus Company Bus stated that they are broadly supportive of the Phase 3 proposals to introduce a 20mph speed limit to

a wider area of the city. They strongly supported the retention of 30mph and other higher speed limits on major roads as outlined in the Phase 3 proposals and requested that Warren Road specifically not be reduced to 20mph.

- 4.13 A written response was received from Brighton Area Buswatch. The group, whilst understanding the reasons for the proposed 20mph limits, expressed concerns about negative impacts lower speed limits might have on bus services, particularly on supported bus services as raised by Compass Travel. The group support the request of Brighton and Hove Bus Company to retain a 30mph limit on major roads and in particular Warren Road as is outlined in the proposals for Phase 3.
- 4.14 In addition, both the Buswatch group and Brighton and Hove Bus and Coach Company suggested that the potential of piloting variable speed limits be considered if possible.
- 4.15 A written response was received from Compass Travel formally objecting to the proposals, particularly where limits were proposed for streets that are bus routes. Compass Travel stated that a 20mph speed limit would make “some of our current timetables unworkable and could ultimately result in a reduction in bus services”. Compass Travel also stated that 20mph limits would see an increase in accidents and that they would increase air pollution.
- 4.16 A written response was received from Bicycles and the CTC strongly supporting the proposals principally on the grounds that evidence, both in Brighton and elsewhere, had shown that 20mph speed limits led to a reduction in casualties and collisions, improving safety and encouraging more people to walk and cycle.
- 4.17 A written response was received from Kings School (High Street, Portslade) strongly supporting the proposals for the Mile Oak consultation area particularly for Mile Oak Road and High Street.
- 4.18 The Principal Transport Planner offered to attend the Taxi Forum to discuss the Phase 3 proposals. No response was received to the offer made. No written or other response was received from the taxi trade to this public consultation on Phase 3 proposals.

Summary & Discussion

- 4.19 The majority of reasons provided for supporting and opposing the proposals were the same as those raised with regards to the Phase 1 and 2 areas. These issues have been addressed at length in the Committee reports presented to and debated by the Transport Committee in January 2013 (Background Document 6), and the Environment, Transport and Sustainability Committees in December 2013 (Background Document 7) and March 2014 (Background Document 8). As such this report does not repeat the information provided previously but rather addresses only those issues which are new, those that are specific to the Phase 3 consultation and those where new evidence has become available.

Phase 1

- 4.20 A number of respondents to the consultation and the response received from Compass Travel objected to the Phase 3 proposals on the grounds that the first/second phases have not worked. Views were expressed that drivers were

ignoring the limits, that speeds had not reduced and that the lower limits had not/would not result in reduced casualties and collisions.

- 4.21 Results from the comprehensive speed surveys that were undertaken across the area in September 2013 and in April 2014 have shown a sustained decrease in speeds on Phase 1 roads. The average reduction across the area has been 1.3mph (which is in line with DfT expectations) rising to 1.7mph in some areas and as much as 7 or 8mph on individual roads. The average speed across the area is 20mph.
- 4.22 Details of casualty and collision data within in the Phase 1 area was presented at the December 2013 ETS Committee (Background Document 7: paragraph 4.35) and at the March 2014 ETS Committee (Background Document 8: paragraph 4.50).
- 4.23 Further collision and casualty data has become available that covers the first 18 months of implementation.
- 4.24 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 with the 3 year average prior to implementation. 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 well in line with the positive results seen by other cities, are well above the estimated 6% decrease predicted by national government guidance on 20mph speed limits and are an encouraging indication of success at this stage.

Table 2: Casualty Figures – 18 months 8th April 2013 to 7th October 2014

All Collisions by severity			
	18 month average 2010-2013	8/4/2013 7/10/2014	to Difference
Fatal	1.5	0	-1.5 (100%)
Serious	79.5	74	-5.5 (7%)
Slight	393.5	322	-71.5 (18%)
Total	474.5	396	-78.5 (17%)

All Casualties			
	18 month average 2010-2013	8/4/2013 7/10/2014	to Difference
Fatal	1.5	0	-1.5 (100%)
Serious	80.5	74	-6.5 (8%)
Slight	473	398	-75 (16%)
Total	555	472	-83 (15%)

Phase 2

- 4.25 As Phase 2, 20mph, limits were only introduced in June 2014, there is limited casualty and collision data available to monitor the impacts of these limits. It is envisaged that the first 6 months of data will be available to be included in a report to the Committee in March 2015, should approval be given to advertise Phase 3 Speed Limit Orders and as such this data will be available to members prior to any final decisions on Phase 3.
- 4.26 Speed and traffic monitoring data has been collected for the Phase 2 area. The data is currently being analysed to review the initial impacts of the new speed limits in this area. Whilst early indications are that speeds have reduced, detailed analysis of the large amount of data is still underway. It is envisaged that data will be available to be included in a report to the Committee in March 2015, should approval be given to advertise Phase 3 Speed Limit Orders and as such this data will be available to members prior to any final decisions on Phase 3.

Hove Park

- 4.27 A Deputation was brought to ETS committee in July 2013 by a number of residents that called for additional streets in the Hove Park area to be reconsidered for 20mph speed limits, principally on the grounds that they provided routes to local schools.
- 4.28 The streets were listed in the Deputation as: Goldstone Crescent, Hove Park Road, Hove Park Way, The Droveaway, Orchard Road, Orchard Gardens, Park View Road, Woodland Drive. Officers were asked to reconsider and report back to the Committee on this area.
- 4.29 Having considered the streets in question, officers have concluded that there is no technical reason to not undertake statutory consultation on 20mph limits for these roads. The recorded speeds in the area and the street character of the roads are in line with the guidance for introducing 20mph speed limits. The area is subject to a high volume of school related travel, which is likely to increase in the future with the relocation of the Bilingual School. The location of the Park and Recreational Ground also identify this area as one suitable for 20mph limits under the national Government Speed Limit guidance. The results of the public consultation undertaken in this area in 2013, for the streets listed in the Deputation showed that 122 of the 242 respondents supported 20mph speed limits on their street.
- 4.30 Officers consider that a sensible approach to a potential extension of 20mph limits in this area, such that would create an area that would make sense from a drivers perspective, would incorporate the roads named in the Deputation, although only the park-side sections of Goldstone Crescent and Woodland Drive, as well as the southern sections of Hove Park Way and Bishops Road.
- 4.31 The ward Councillors for Hove Park have indicated that they support the introduction of 20mph limits for Orchard Avenue, Orchard Road, Orchard Gardens, Park View Road, The Droveaway and Goldstone Crescent adjacent to Hove Park.
- 4.32 It is recommended that Speed Limit Orders be advertised for the streets concerned to reduce the speed limit to 20mph. Residents would then have the

opportunity to support or oppose the reconsideration of 20mph on their streets and the results of this could be reported back to ETS Committee (and local ward Councillors) before any final decision was made.

Portland Road

- 4.33 Following significant opposition to the introduction of a 20mph speed limit on Portland Road, expressed during the public consultation on Phase 2 of the programme, officers were requested by the Committee to undertake further evaluation on the data relating to Portland Road and to report back to this Committee.
- 4.34 Officers have undertaken further analysis of the collision and casualty data for Portland Road over the past 3 years. It remains the case that this road has some of the highest collision and casualty numbers in the city. The road character and recorded road traffic speeds indicate that the road is suitable, under national government guidelines, for consideration of a 20mph speed limit.
- 4.35 In July 2014, 20mph speed limits were introduced on the side roads leading off Portland Road. In addition, proposals for works on Portland Road, under the Safer Routes to Schools programme, are being presented to the Committee at this meeting, If approved, these measures would be implemented this financial year.
- 4.36 Consequently, whilst officers consider that a significant reduction in casualty and collision numbers on Portland Road could be achieved via a reduction in the speed limit to 20mph, it is considered prudent, in light of the expressed local opposition to such a reduction and the changes that have been made and are proposed for the area this financial year, that further monitoring of Portland Road should be undertaken over the coming 12 months before further recommendations are made to the Committee with regards speed limits at this location.

Revised proposals

- 4.37 Taking into consideration the results of the consultation, officers have produced revised proposals for the Phase 3 areas which are now recommended to proceed to the next stage of statutory consultation, namely the advertising of Speed Limit Orders.
- 4.38 Officer recommendations on revised proposals for each area are detailed below

Medina Terrace

- 4.39 It is recommended on the basis that the consultation responses indicated a clear majority (63%) in favour, that Medina Terrace, Kings Esplanade, Sussex Road and St Aubyn South, be reduced to 20 mph
- 4.40 The introduction of 20mph speed limits for this area is supported by the ward councillors for Central Hove.

Mile Oak

- 4.41 It is recommended that the Old Shoreham Road (A270), the A293 and Fox Way retain their existing limits and that, on the basis that the consultation responses indicated a clear majority (60%) in favour, that all other streets within the area, where they are not already, be reduced to 20 mph.
- 4.42 North Portslade Ward Councillor, Bob Carden, has commented that he is opposed to the introduction of 20mph speed limits except on roads where schools are located.
- 4.43 South Portslade Ward Councillor Les Hamilton, has commented that 30mph should be retained on arterial/bus routes with 20mph implemented on residential side streets. Specific roads Councillor Hamilton would like to see retain a 30mph limit are Valley Road and Mile Oak Road.
- 4.44 South Portslade Ward Councillor Penny Gilbey has commented that she does not perceive residents to be supportive of lowering the speed limit but was not opposed to providing residents with a further opportunity to comment on the proposals.

Hangleton

- 4.45 It is recommended that the A293, the Old Shoreham Road (A270), Nevill Road, King George VI Avenue and Hangleton Road retain their existing speed limits. It is also recommended that existing speed limits be retained for the streets to the west of Hangleton Way, where a majority of the residents who responded (67%) were opposed to lower limits on their streets. This would remove the following streets, in the Hangleton Valley area, from the programme: Hangleton Lane, Hangleton Valley Drive, Sylvester Way, Piper Close, Meads Avenue, Meads Close, Meyners Close, Warrene Road, The Down, Lynchets Crescent, Cowdens Close, Honey Croft , Downsview, St Helens Crescent, St Helens Drive, and Hangleton Manor Close.
- 4.46 It is recommended that the remaining streets within the Hangleton area be reduced to 20mph in line with the supportive views expressed by the majority (56%) of those in these streets who responded to the consultation.
- 4.47 Hove Park Ward Councillors support the inclusion of Nevill Avenue and Court Farm Road, which fall within this area.
- 4.48 Hangleton and Knoll Ward Councillor Tony Janio has commented that he is supportive of the revised proposals for the area.

Rottingdean and Ovingdean

- 4.49 It is recommended that Warren Road, Falmer Road and the A259 retain their existing speed limits.
- 4.50 It is recommended that Roedean Road, Roedean Heights, Roedean Crescent, Roedean Path, Roedean Vale and Roedean Way retain their existing speed limits in line with the views expressed by the majority (73%) in those particular streets who responded to the consultation opposing the lower limit.

- 4.51 It is recommended that Greenways retain its existing limit from the junction with the A259 as far as the junction with Ainsworth Avenue and that beyond that point the speed limit be reduced to 20mph. It recognised that many of the residents along this stretch of road have expressed a desire for the limit to be lowered, however, the nature of the road environment from the A259 to the junction with Ainsworth Avenue is such that it is not considered that a 20mph would be enforceable. This recommendation is supported by Sussex Police.
- 4.51 It is recommended, on the basis that a majority (71%) of the consultation responses were supportive, that all other streets within the Rottingdean and Ovingdean area be reduced to 20mph.

Woodingdean

- 4.53 It is recommended, on the basis that a majority (61%) of the consultation responses were supportive, that streets to the north of Warren Road and west of Falmer Road be reduced to 20mph.
- 4.54 It is recommended, on the basis that a majority (65%) of the consultation responses were supportive, that the speed limit on Warren Road be amended to extend the 30mph speed limit on Warren Road back from its existing start point by the eastern most entrance to the Cemetery to the western most entrance to the Cemetery.
- 4.55 It is noted that there is significant local resident and Ward Councillor support for reducing the speed limit on Warren Road to 30mph from the junction with Downland Road, as it enters the village of Woodingdean. In light of the Police opposition to such a move, officers cannot recommend this at this time.
- 4.56 In the area east of Falmer Road, there is a majority (53%) who are opposed to 20mph limits on their street, however, within the area there is a corridor of strong support along Bexhill Road and Cowley Drive. Officers, together with the Police, have considered whether these roads could be included in the 20mph limit in isolation but this is not considered to be practical and it is not considered that a lower limit in isolation at this location would be self-enforcing without extensive traffic calming measures, which are beyond the current budgets of the programme.
- 4.57 Ward Councillor, Geoffrey Wells, has commented that he is opposed to the introduction of 20mph speed limits in Woodingdean but supports a reduction of Warren Road to 30mph but would like this to extend further back to Downland Road.
- 4.58 Ward Councillor Dee Simson has commented that as the overall majority (50.7%) for Woodingdean as a whole was opposed to 20mph that no proposals for 20mph limits should be progressed at this time. The village should not be divided into two and the amended proposals, outlined in paragraph 4.53 above, are considered to be an unnecessary waste of money. Councillor Simson supports a reduction of Warren Road to 30mph but has stated that this should extend further back to Downland Road.

Saltdean

- 4.59 It is recommended that all roads in the Saltdean area retain their current speed limits with the exception of a small number of roads as outlined below. The overall consultation results for the Saltdean area showed an evenly split level of opposition to and support for the lower speed limits.
- 4.60 More detailed analysis of the responses showed that this was the case across the area but with support expressed, even by those opposed to the limits in general, for 20mph limits around the school and park. As such it is considered practical to only propose the lower limits in the streets around the school and the park and on the small shopping street that links them (all of which have a majority of respondents who supported the lower limits for their streets). This would see 20mph introduced on the following roads: Arundel Drive East and West, Chichester Drive East and West, Saltdean Park Road, Glyndebourne Avenue, Lustrells Vale, School Lane, Chiltington Way, Effingham Close, Chiltington Close, small section of Saltdean Vale and a small section of Linchmere Avenue.
- 4.61 The revised proposals for Saltdean would result in very little of the bus routes, where concerns were raised by Compass Travel, in that area running on 20mph roads. It is considered that as such the journey time concerns identified by Compass Travel would not be realized.

5 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 5.1 A variety of alternative options for the 20mph programme have been considered and discussed in previous reports (listed in the Background documents) to Committee during the earlier phases of the programme. This has included the consideration of part time speed limits which the Department for Transport have advised are not a viable option for safety reasons.
- 5.2 Where necessary, following the results of the public consultation, alternative options have been considered for each of the Phase 3 areas. Alternative options to the original proposals are presented, where relevant, in the body of this report under each area heading.

6. CONCLUSION

- 6.1 The majority of those who responded to the Phase 3 consultation supported the introduction of 20mph on the street on which they lived. Support for the lower limits was significantly higher in areas which already had 20mph limits in place on some streets (Portslade village and Rottingdean) but was lower in some other areas (Saltdean and east Woodingdean).
- 6.2 Differences within areas, in terms of local community support, have resulted in officers developing revised proposals for the Phase 3 areas to retain existing speed limits not only along arterial routes into, out of and across the city as previously proposed but also in certain residential areas where the proposals did not have the support of the majority of the community (i.e. streets in Saltdean, in Hangleton to the west of Hangleton Way and in Woodingdean to the east of Falmer Road).

- 6.3 No final decision would be taken on the revised proposals for Phase 3 until the responses to the advertisement of the Speed Limit Orders have been reviewed and reported back to the Environment, Transport and Sustainability Committee. It is expected that this could happen in March 2015, should approval be granted to advertise.
- 6.4 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 being realised in the city after the first year of implementation. There remains, however, a continued need for the investigation, monitoring and evaluation of speed limits across the city.
- 6.5 The next steps, subject to the approval of this reports' recommendations are proposed to be:
- February 2015: Advertisement of Phase 3 Speed Limit Orders
 - March 2015: Report to Committee on SLO objections
 - Jan 2015 - Mar 2015 implementation of Phase 1 remedial measures
 - Mar 2014: Commence implementation of Phase 3 Areas (if applicable)
 - April 2015: Undertake second year monitoring of Phase 1 area
 - July 2015: Undertake first year monitoring of Phase 2 area
 - Nov 2015: Report to Committee on Year 2 results of 20mph programme.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 It is anticipated that the capital costs associated to the recommendations in the report will be funded from the Local Transport Plan (LTP) capital programme. The total LTP budget allocation for the 20mph programme in the 2014-15 financial year is £0.537m as approved at Policy and Resources Committee. Some costs will be incurred in the 2015-16 financial year, which will require a re-profile of existing budget or additional funding in the 2015-16 capital programme subject to Policy and Resources Committee approval.

Finance Officer Consulted: Steven Bedford Date: 09 January 2015

Legal Implications:

- 7.2 The Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.

- 7.3 The Council has to follow the rules on consultation set out by the, government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.4 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders.
- 7.5 Where there are unresolved objections to the Speed Limit Orders, then the matter is required to return to Environment, Transporting Sustainability Committee for a decision.

Lawyer Consulted: Katie Matthews

Date: 17 November 2014

Equalities Implications:

- 7.6 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:

- 7.7 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

Crime & Disorder Implications:

- 7.8 There are no Crime and Disorder Implications of the report at this time. The revised proposals outlined in this report have been discussed in detail with Sussex Police Roads Policing Unit who have raised no objections to the recommendations.

Risk and Opportunity Management Implications:

- 7.9 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 and 2 areas and in the Phase 3 area, should it progress, to ensure that any issues are identified, addressed and where necessary remedial action taken.

Public Health Implications:

- 7.10 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.
- 7.11 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 estimated to be £1.06 billion. For Brighton & Hove this cost is estimated to be **£3,077,340**
- 7.12 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 Background Document 7: paragraph 4.40.
- 7.13 NICE guidance PH 8, PH 25 and PH 31 all recommend speed restrictions and the prioritisation of pedestrian and cyclists as a means to improve public health

Corporate / Citywide Implications:

- 7.14 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, the Road Safety Strategy and the Sustainable Community Strategy

SUPPORTING DOCUMENTATION

Documents in Members' Rooms

1. Copies of the written consultation responses received from -
 - Brighton & Hove Bus and Coach Company
 - Compass Travel
 - Bus Users UK
 - Bricycles
 - Kings School
 - Local Ward Councillors
2. Copies of maps showing the revised proposals for Phase 3

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)
9. Item 61 - Environment Transport and Sustainability Committee Report - “20mph Programme” (November 2014)

Subject:	Hove Station Footbridge		
Date of Meeting:	20th January 2015		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Martin Eade	Tel: 29-4568
	Email:	martin.eade@brighton-hove.gov.uk	
Ward(s) affected:	Goldsmid		

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

- 1.1 A letter from Councillor Tony Janio was submitted to the Environment, Transport & Sustainability Committee meeting on 7 October 2014, under Council Procedure Rule 23.3, requesting that officers bring a report to a subsequent meeting of this Committee examining possible options for funding access improvements to Hove Station, in partnership with Network Rail and the Department for Transport. The request was agreed by the committee.
- 1.2 The letter also referred to previous actions that had taken place regarding the footbridge, which include the submission of a petition and correspondence with the Department for Transport and Network Rail.
- 1.3 This report outlines the history, ownership and condition of the bridge and the outcome of a recent meeting with Network Rail on its future.

2. RECOMMENDATIONS:

- 2.1 That committee authorises the Executive Director to continue discussions with Network Rail and to agree such repairs that a) comply with the historic legal agreements regarding the maintenance of the footbridge, and b) which can be accommodated within existing budgets.
- 2.2 That the Executive Director submits a further report to this committee outlining possible future options for the footbridge, following further detailed inspections and discussions with Network Rail.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The footbridge at Hove Station provides pedestrian access over the railway between Hove Park Villas and Goldstone Villas. It is in a generally poor and unattractive condition.

- 3.2 The Bridge was built around 1890 by the London, Brighton and South Coast Railway Company at the request of the Hove Commissioners. An agreement dated 28th September 1889 outlines the responsibilities of both parties – in brief these are that the Bridge remains in the ownership of the railway company (now Network Rail) and that the cost of maintenance is recharged to the Council (now the city council). It is a Listed Grade 2 structure.
- 3.3 The agreements give no information on what financial arrangements would prevail in the event that the footbridge needed to be replaced or changed to improve access.
- 3.4 In 2007, the bridge was transformed into a Victorian style palm house. The installation involved the introduction of soft lighting and stencilled parlour palms. The commission was sponsored by Brighton & Hove Arts Commission as part of its 'Illuminations' programme.
- 3.5 Although the structure of the footbridge is connected to the platform canopies, it no longer forms part of the station facilities in terms of access to buildings or platforms. On this basis, the Department for Transport/Network Rail have designated Hove Station as being a 'step free', and therefore fully accessible, station. This definition relates to access from the point of entry to the station which is the ticket office in Goldstone Villas.
- 3.6 Hove Station, and therefore the footbridge, is within the Hove Station Neighbourhood Area which was considered and designated as such by the Economic Development & Culture Committee on 18 September 2014.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Officers have thoroughly assessed their records and other associated documentation for the footbridge, and sought further clarification and information from Network Rail. A meeting was also held with its Route Enhancement in November 2014.
- 4.2 The bridge is now over 120 years old and, based on engineering experience and judgement, therefore nearing the end of its economically maintainable life. A recent visual inspection has been carried out by Network Rail and identified the need for some relatively minor structural maintenance works to be carried out. A fuller, joint inspection of the bridge (by Network Rail and the city council) is now planned for early January 2015. The consideration of any additional, major changes to the footbridge to improve access would have to be considered in the context of the responsibilities set out in the existing legal Agreements, and the likely remaining life of the footbridge and the cost of any structural repairs.
- 4.3 Before the end of this financial year (2014/15), Network Rail are planning to carry out minor repairs to the staircases and the cost of these will be charged to the city council in line with the Agreement.
- 4.4 In the event that the footbridge had to be closed for any reason, such as public safety or works, there are alternative local routes available via Wilbury Avenue and The Drive railway bridge or under the railway bridge via Goldstone Villas and

Fonthill Road. These would provide connections to and from the station or central Hove.

- 4.5 Initial consideration of possible options for providing wheelchair-user access to the existing footbridge indicates that they are limited. The provision of lifts would address the accessibility issue in the most space-efficient way, but the estimated costs of providing them at each end would be considerable (possibly up to £1million), and would require land acquisition, and ongoing maintenance. Any further consideration of such an option will depend on the outcome of the January inspection and future discussions with Network Rail.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The footbridge provides a useful north-south pedestrian route over the railway for residents to enable access to the station and other local facilities and activities such as shops and employment in central Hove and parks and schools. The council has not undertaken any formal community engagement or consultation specifically on the footbridge, but has considered a petition earlier this year.

6. CONCLUSION

- 6.1 The footbridge is over 120 years old and will require replacement at some point in the near future. This factor will now be a key consideration in assessing the need for, and value of, any improvement or alteration to the footbridge including requests to improve access. Further conclusions and recommendations can be reported back to the committee, after the January 2015 inspection and further discussions with Network Rail.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Minor repairs to the footbridge will initially be expected to be met from the council's existing Structures Maintenance revenue budget. Any significant improvement to the footbridge that may be required would initially need to be considered as part of the allocation of funds to future Local Transport Plan capital programmes and would therefore require Policy and Resources Committee approval.

Finance Officer Consulted: Steve Bedford

Date: 17/12/14

Legal Implications:

- 7.2 The council's Environment & Contracts Lawyer has considered the content of the historic legal Agreements for the footbridge and has advised the council's engineers on the responsibilities of the two parties involved in the ownership and upkeep of the footbridge.

- 7.3 Further advice will be sought following the conclusions drawn from the inspection of the footbridge.

Lawyer Consulted: Katie Matthews

Date: 19/12/14

Equalities Implications:

- 7.4 Although the recent petition and councillor letter focused on accessibility improvements to the footbridge, there are no immediate equalities implications associated with the current discussions and planned inspection. These will be assessed more thoroughly once conclusions have been drawn following the inspection. The footbridge has previously been adapted to provide better facilities for cyclists by the addition of cycle channels at the side of the steps.

Sustainability Implications:

- 7.5 Although the recent petition and councillor letter focused on accessibility improvements to the footbridge, which would benefit pedestrians and wheelchair users and therefore make this route attractive for those people, there are no direct sustainability implications associated with this report and its recommendations.

Any Other Significant Implications:

- 7.6 There are no other significant implications associated with crime and disorder, risk and opportunity management, public health or corporate/citywide issues within this report and its recommendations.

SUPPORTING DOCUMENTATION

Appendices:

1. None.

Documents in Members' Rooms

1. None.

Background Documents

1. Minutes of 29 April 2014 Environment, Transport & Sustainability Committee - Item 103 (a) (i)
2. Letter dated 9 September 2014 from Councillor Tony Janio
3. Minutes of 7 October 2014 Environment, Transport & Sustainability Committee – Item 31 (c) (iii)

Subject:	West Hove Safer Routes to School Scheme		
Date of Meeting:	20 January 2015		
Report of:	Executive Director Environment Development & Housing		
Contact Officer:	Name:	MatthewThompson	Tel: 29-0235
	Email:	matthew.thompson@brighton-hove.gov.uk	
Ward(s) affected:	Hangleton & Knoll, Hove Park, Wish.		

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

- 1.1 Brighton & Hove City Council has a statutory duty to reduce the number of people killed and seriously injured on its roads under the Road Traffic Act 1988. The Council also has a statutory duty to promote safe and sustainable modes of transport, under the Education Act 1996/2006. The Council's Safer Roads Strategy for 2014-2020 supports continued casualty reduction efforts within an annual, data-led Safer Routes to Schools Programme.
- 1.2 Goldstone Primary, West Hove Infants and West Hove Junior have been selected within the Safer Routes to School programme for 2014/15 as a priority due to the number of collisions in the area involving pedestrians and cyclists during school journey times over the past three years. This report seeks permission to proceed with the proposed Safer Routes to School Scheme measures, to improve road safety on school journeys.

2. RECOMMENDATIONS:

- 2.1 That the Committee approves the preferred scheme outlined at 3.3 and shown in Appendices 1-5 and authorises officers to begin implementation including the advertising of any necessary Traffic Regulation Orders.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Safer Routes to School is an initiative that aims to improve routes to school making it safer for children and their parents and carers to walk, cycle or use public transport, thus providing increased travel choice for the journey to and from school. The initiative forms a key component of Brighton & Hove City Council's Local Transport Plan 2011/12 – 2014/15.

- 3.2 During the three academic years from 01 September 2010 to 31 July 2013 there have been 23 collisions involving 11 cyclists and 12 pedestrians, including 7 children within an 800m radius of the entrance to Hove Cemetery at school journey times.
- 3.3 The measures recommended for implementation are summarised as follows (see Appendix 1 location map):
- Portland Road Zebra Crossing, near School Road (see Appendix 2) – raise the existing zebra crossing to footway level, widen it to 3.2m and enlarge the central refuge so that more pedestrians can be accommodated.
 - Portland Road Zebra Crossing near Mansfield Road (see Appendix 3) - improvements to the beleisha beacons to increase visibility.
 - Holmes Avenue (see Appendix 4) – install a pedestrian refuge south of the Wayfield Avenue junction, relocating the existing bus stop further south.
 - St Joseph’s Close (see Appendix 5) – extend footway on eastern side of the junction with Old Shoreham Road and add hatching to central reservation to direct right turns into the close.
- 3.2 The scheme will provide benefit to three participating schools (Goldstone Primary, West Hove Infants and West Hove Juniors) which between them cater for almost 1500 children. In addition to this, 850 students at Hove Park Upper School and Sixth Form will also benefit. These improvements will also benefit the wider community of West Hove.
- 3.3 The headline results of the public consultation are as follows: (*Provisional figures from the portal consultation which closed 14/12*).
- Proposals for the zebra on Portland Road near School Road – 82% in favour
 - Proposals for the zebra on Portland Road near Mansfield Road –88% in favour
 - Proposals for the refuge on Holmes Avenue south of the junction with Wayfield Avenue –94% in favour
 - Proposals for the junction of St Joseph’s Close and Old Shoreham Road – 71% in favour

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 There have been a number of child pedestrian casualties on Old Shoreham Road on light controlled crossings and at junctions near Olive Road, at Hove Cemetery and the junction with Holmes Avenue. Education on crossing use is clearly needed and the Child Pedestrian training offered by the council can provide this. Old Shoreham Road, a major distributor road, has had a 30mph speed limit as far as the Southern Cross junction for more than two years, but from summer 2014 has been subject to mobile camera enforcement. This is expected to significantly reduce vehicle speeds but will need at least a year of monitoring to provide evidence of any positive impact on casualties.

- 4.2 There have also been casualties at the junctions on the south side of Old Shoreham Road to the west of Sackville Road. Observations of the crossing behaviour of Hove Park students suggested the main desire line to cross Old Shoreham Road was West of St Joseph's Close and the Civic amenity access road, which is not on the public highway. However, driveways across the entire frontages of properties on the south side of Old Shoreham Road west of these junctions mean a safe crossing point for pedestrians wishing to access the area around Aldrington Station is not possible. It is hoped by improving the junctions on the south side of Old Shoreham Road at St Joseph's Close and the Civic Amenity access road.
- 4.3 In Portland Road most of the recorded collisions involved adult cyclists. Many appear to be caused by vehicles pulling out of or turning into side streets across their path or cyclists doing the same. Causation factors are generally recorded by the Police as 'failed to look' or 'failed to judge other person's path or speed'. Site visits would also suggest that there is a degree of illegal parking near corners that would contribute to these collisions. These issues will be raised with the Parking Enforcement team.
- 4.4 Recent speed monitoring data in Portland Road suggests that speeds are below the 30mph speed limit. All other local residential roads are subject to a lower 20mph speed limit. The 20mph roads on the south side of Portland Road connect it with New Church Road, which is also a 30mph road. Some drivers cutting between the two are not obeying the limit in these residential streets, making crossing the junctions feel less safe.
- 4.5 In September 2014 average speeds on Coleman Ave were recorded at 24.2mph and 25.4mph on Portland Avenue. Both streets show reductions in speeds since June 2013. However, the continuing anxieties expressed by residents in our surveys (see 5.1 below) about crossing the junctions of these roads will be passed to the 20mph Scheme manager who may opt to propose further speed reduction measures (which would be developed in consultation with the local community) if speeds do not continue to reduce on these 20mph roads.
- 4.6 A collision classified as 'slight' occurred on the School Road zebra on 26 June 2014. A three year old child on the zebra crossing was struck in the face by the wing mirror of an eastbound taxi, receiving minor cuts. This zebra crossing is the only such crossing in the city with a school crossing patrol (SCP) officer. The SCP stops the zebra crossing in two phases, asking people to wait on the central reservation. (This is consistent with Rule 20 of the Highway Code which defines a zebra crossing with a central refuge as two separate crossings).
- 4.7 On this occasion the SCP officer stopped the westbound (south side) lane. The child ran ahead of his mother from the southern footway to the centre and slightly over stepped the central reservation when the vehicle struck him. The driver stopped briefly, returning to the scene when his passenger had alighted. Police were in attendance and the school has asked parents to keep their young children more closely supervised and reminded them that they should not use the zebra crossing when an emergency services vehicle on call is approaching.
- 4.8 Concerns expressed by parents and pupils about crossing over School Road led officers to conduct an assessment for an SCP on the southern build out. For a

site to be approved it would need to reach the nationally recommended criteria figure of 4 million (pedestrians x vehicles²). The site fell well below this figure at 1.3 million.

- 4.9 Officers noted that many pupils and parents were crossing directly from Marmion Road to the school playground gates which are open at this time. This situation acts as an incentive for poor crossing behaviour and has been raised with the school. If the gates were closed it is likely that more people would cross using the build outs although this may lead to footway congestion as the entrance gate is narrow.
- 4.10 Officers have also witnessed several cars parked on the double yellow lines on School Road for over 35 minutes each, suggesting civil enforcement is needed. Vehicles were reported to Operation Crackdown for antisocial parking. Most parents expressing concern about crossing School Road believed that parking was the main problem.
- 4.9 The concerns of Goldstone parents and pupils about crossing Elm Drive near Maytree Walk also prompted an SCP assessment. Build outs to improve views and a raised table to slow speeds were built here in 2010 when the school expanded. The site fell well below the national criteria (see 4.6 above) with a score of 1.5m. This was despite the fact that officers also took into account extra factors such as speed, carriageway width and street furniture. It was noted that congestion caused by parked cars in Laburnum Avenue ensured that speeds outside the school remained very low, and the parked cars seemed to deter many vehicles from turning into Laburnum Avenue at all.
- 4.11 Recent speed monitoring on Nevill Avenue (currently 30mph) in September 2014 shows an average speed of 28.2mph, meaning a significant number of vehicles are travelling faster. Holmes Avenue recorded 26.6mph averages during the same period. Both are part of the proposed Phase 3 20mph Speed Limit area which will continue to be monitored as part of the city wide 20mph programme.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 School Surveys

Goldstone Primary, Hove Park Upper School, West Hove Infants and West Hove Juniors were invited to take part in the scheme. Hove Park Upper School did not respond to various invitations but has been consulted on final proposals as a key stakeholder. No response has been forthcoming to date. The full results of the survey findings can be found in the report deposited in the members' room. These findings will be presented to the schools and will form the basis of renewed School Travel Plans (STPs).

5.1.1 West Hove Infants and West Hove Juniors surveys

Both School Road sites have high levels of walking, well above the city wide average. Parents are anxious about crossing School Road despite the fact that there are two sets of build outs providing clear views in both directions regardless of parking behaviour. Most respondents felt parking on School Road continues to be a major issue. The zebra crossing near the school road junction has a School Crossing Patrol (SCP) but parents and pupils still feel anxious about this site, and drivers failing to comply on both this zebra and the Mansfield Road zebra

crossing were mentioned. Many felt anxious about crossing the junctions of Coleman Avenue and Portland Avenue because of vehicle speeds. Many staff that currently drive to work would prefer to cycle and a staff pool bike facility has been requested for travel between the four West Hove sites.

5.1.2 Goldstone Primary survey

Goldstone Primary walking levels to and from school are slightly below the city wide average and more than half of parents say they drive to school regularly. Parents on foot feel anxious about crossing Elm Drive and Laburnum Close. Anxiety was also expressed about Holmes Avenue junction with Nevill Ave. Many also wanted a safe crossing point on Holmes Avenue.

5.1.3 Concerns were also raised about Old Shoreham Road around the cemetery. There is a huge enthusiasm for cycling amongst the pupils with much higher than average cycling levels and 45% of juniors who took part expressing a desire to cycle. Only one member of staff took part in the survey.

5.2 Internal Stakeholders

5.2.1 Ward Councillors

All councillors in the wards affected have been sent plans of the proposals for comment and were invited to attend a site visit with officers on 18 November 2014. Cllr Brown has expressed concern about the roundabout at the junction of Nevill Road and Nevill Avenue (not part of the area for this scheme). This will be considered during the next Safer Routes to School scheme focusing on the Bilingual School in the Droveaway.

Since the site visit Cllr Brown has also brought the concerns of a resident over crossing Old Shoreham Road near the Lullington Avenue junction to the Road Safety team's attention. Due to budget constraints the scheme is not able to address every refuge on this busy arterial route but will raise this issue with the Road Safety Manager and the Transport Planning team.

Cllr Barnett invited a Holmes Avenue resident with concerns about speeds on Holmes Avenue and the safety of the junction of Holmes Avenue and Nevill Avenue to meet officers on a site visit. Officers referred the resident to the Manager of the 20mph scheme and to the Traffic control team (regarding signage). Cllr Barnett also requested that residents immediately adjacent to the measure proposed for Holmes Avenue be written with full plans. There has been no response to date.

5.2.2 Council teams

The Chief Scientist for the Environment Protection Team commented that parts of Portland Road in 2013 missed being declared an Air Quality Management Area (AQMA) by a small margin. Emission reduction measures are important for this transport corridor where nitrogen oxide emissions need to be reduced.

5.2.3 Such a recommendation is underpinned by the new evidence from Ricardo's recent on board tailpipe emission monitoring of buses through Brighton that shows significant emission spikes of NO_x and CO₂ when heavy vehicles pull away under load. Stand/ start traffic where queues form was found to have higher emissions compared with free flowing movement of vehicles.

5.2.4 The team therefore favour crossings at junctions synchronised with red lights as well as foot bridges and subways while stand-alone light controlled crossings (such as pelicans or toucans) are considered the least favourable option in terms of additional traffic queuing, idling time, standing starts, acceleration, tailpipe emissions, break and clutch wear. The team therefore welcomes the new refuges but would object to new zebra crossings (only upgrades are proposed in this scheme) or light controlled crossings.

5.3 External Stakeholders

5.3.1 All statutory consultees were written to on 21 November 2014 regarding these measures, as well as residents and businesses on frontages near the proposed improvements.

5.3.2 Brighton and Hove Buses has confirmed the company has no issues with the raised crossing near School Road on Portland Road as long as it is no higher than Seven Dials crossings humps (70mm). Brighton and Hove buses believe the proposed location of the new bus stop in Holmes Avenue is better than the current location (as it is closer to Elm Drive) but have asked that the head of the new bus stop (where the bus doors would be) is beyond the lowered kerb section. A bus stop clearway would be required (and is included in the proposals) due to parking and the bus company would like to see one on the opposite (southbound) bus stop as well.

5.3.3 The Traffic Management Officer for the Road Policing Unit at Sussex Police has confirmed they have no objections to the proposals as outlined or any specific comments to make.

5.3.4 The South East Area Ambulance Service, which has an ambulance station at St Joseph's Close was contacted with full plans. To date no response has been received.

5.3.5 Local Businesses

All businesses in St Joseph's Close have also received notice of the consultation. The three firms likely to receive regular deliveries from Heavy goods vehicles (Homebase, Curry's and Stamco) have been written to on 26 November 2014 with full plans for the junction. To date no responses have been received.

5.3.6 Wish Road Surgery is relocating to the new premises being developed on the corner of School Road and Portland Road. The Surgery and the Patient Participant Group (PPG) have expressed concern that they were not specifically invited to respond to scheme proposals. They believe the scheme an inappropriate context to consider modifications to the zebra crossing near their new premises. Despite assurances from officers that their views would be reported to the committee they believe the consultation process has been inadequate and believe the opinions of future residents should be considered.

5.3.7 The Surgery calculate that there may be as many as 80 extra people an hour at peak times using the crossing, based on a calculation of three doctors and two nurses generating up to 30 appointments per hour plus extra specialist day clinics. The Surgery says patient surveys were conducted in February 2014 to establish where patients would be coming from. They estimate 65% will be from

south of Portland Road, with possibly 20% coming by car, many of whom may have to use the crossing.

5.3.8 The surgery also conducted its own consultation in December 2014. Patients were concerned about greater congestion on Portland Road resulting from the surgery and pharmacy which will also open on the site. They raised the recent incident on the crossing (see 4.6-7), and some commented that drivers often do not stop for pedestrians on the crossing, especially on winter evenings.

5.3.9 The surgery and its PPG favour a light controlled crossing and point out that these work well on New Church Road near the junctions of Wish and Richardson Roads. Visually impaired patients find the audio alert signals on these crossings very helpful. The PPG echo concerns from parents about crossing School Road and believe a drop off and pick up point immediately outside the surgery is needed to prevent double parking creating a hazard. Two local residents have also written independently in support of the surgery's views.

5.4 Public Consultation

Postcards were delivered to 650 addresses in the area and properties adjacent to the proposed measures in the week commencing 26 November inviting people to attend exhibitions to view plans of the proposed layouts. Survey forms were available at participating schools and the exhibition. A 3m banner exhibiting full plans was displayed on Portland Road near the School Road crossing and additional cards and surveys were distributed at the public event at this location Wednesday 3 December seeking residents' feedback. An on-line survey was also available on the Council website. Links to the survey were forwarded to head teachers to be sent out in school newsletters, and paper copies were offered to those without internet access.

5.4.1 An area map was available showing the locations where changes are proposed and plans were also given showing more detailed layouts.

5.4.2 People were asked to look at plans for suggested improvements and to then give their preferred options for improvements. Each question also gave a space for comments. These are listed in Appendix 2.

5.4.3 17 people have responded online and two in writing giving a response rate of 2.9%. One reply came from the exhibition event, while 17 came from the on-line survey.

5.4.4 Consultation comments

Respondents expressed concern about raising the zebra crossing near school road. The maximum 70mm height is acceptable to the bus company and should not adversely affect passengers. The way the School Crossing Patrol (SCP) works on this site means that it operates one half at a time. When users are asked to wait on the central refuge, it is advisable that vehicles driving through the other half of the crossing are encouraged to slow speeds. Comments on parking around the site will be passed to the Parking Infrastructure team.

One respondent commented they would like to see the zebra near Mansfield Road on a raised table. This will be considered by later schemes but is not possible within the remit of this scheme.

Some respondents preferred a light controlled crossing. This would require the greater proportion of the scheme's budget to implement and as a stand-alone crossing is not something our Environment Protection Team would support in terms of vehicle emissions.

Comments on the Holmes Avenue refuge included a stated preference for a zebra crossing. However, this crossing would be under-used for the majority of the day, making it more unlikely that drivers who regularly use the road will stop when it is in use. Concerns about speed and recorded speeds mean the refuge's speed calming effect is likely to be broadly welcomed, although some comments did not consider this necessary.

Two respondents were concerned about the St Joseph's Close measure and its impact on HGV traffic. Modelling has shown that rigid HGV turning will not be affected. One respondent commented that the signalling at this junction could be updated to include a crossing phase on both St Joseph's Close and Old Shoreham Road. This is something that may be considered by other schemes but would require the entire budget of this scheme to implement. The same respondent pointed out that railings on the central refuge on Old Shoreham Road obscure views of westbound vehicles for right turning eastbound traffic into the close. This will be investigated and removal of the railings will be considered.

6. CONCLUSION

- 6.1 The impact of recent speed limit changes in the West Hove area should have a positive effect on anxieties around walking and cycling in this area. Early monitoring of the Phase 2 20mph programme in the same area is showing speeds decreasing. Speed monitoring on the Old Shoreham Road may show a positive impact on moderating speeds, though this has not been carried out to date
- 6.2 Recent consultation on speed limits in the residential roads surrounding this scheme's proposals in the Hangelton area have shown a majority in favour of 20mph limits and this is supported by the survey results at Goldstone Primary where anxiety about safety amongst parents is high. Recent speed monitoring in Nevill Avenue and Holmes Avenue shows average speeds are below 30mph but higher than would be expected on residential streets.
- 6.3 Many children in this area would like to cycle though parental concerns about road speed and safety are a barrier at present. The measures proposed on the southern section of Holmes Avenue will encourage walking by addressing some of these concerns and make a contribution to a slowing of traffic speeds in the area.
- 6.4 Some of the 20mph roads connecting Portland Road with New Church Road (both 30mph) have been a cause of anxiety for some West Hove Infant and Junior parents and will continue to be monitored as part of the 20mph programme.
- 6.5 The measures proposed will begin a longer project of improving the junctions on the south side of Old Shoreham Road for pedestrians and improving crossing facilities on Portland Road. Crossing upgrades here will increase the visibility of these crossings and reduce the frequency of drivers failing to comply. Raised

tables will also slow speeds, thus mitigating the impact of collisions involving cyclists.

- 6.6 The Road Safety team has considered the comments submitted by the Wish Road Surgery and Patient group and have revisited the Portland Road zebra site near School Road. Officers believe that the current proposals are adequate for coping with the extra pedestrian and vehicle traffic which will be generated by the new GP surgery, Pharmacy and flats nearby.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The total cost of these four measures, plus officer time, TRO and consultation costs is estimated to be approximately £93,000. The capital costs associated to the recommendations in the report will be funded from the Local Transport Plan (LTP) capital programme. The LTP budget allocation for Safer Routes to Schools Scheme in the 2014-15 financial year is £100,000 as approved at Policy and Resources Committee.

Finance Officer Consulted: Steven Bedford

Date: 15/12/14

Legal Implications:

- 7.1 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural requirements require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an Order must be considered by the Transport Committee before it can be made.
- 7.2 There is a requirement for Local Highway Authorities to ensure that all pedestrian (zebra) crossing facilities and traffic calming (road humps) provided within the public highway comply with statutory requirements.
- 7.3 The Council must comply with the requirements of sections 23, 24 and 25 of the Road Traffic Regulation Act 1984. Before establishing, altering or removing a pedestrian crossing the Council must:
- A Consult the chief officer of police about the proposal
 - B Give public notice of the proposal; and
 - C Inform the Secretary of State in writing.
- 7.4 Adequate time must be given for responses to be made to the public notice and any responses must be taken into account in finalising proposals.
- 7.5 Road humps are dealt with in a group of sections in the Highways Act 1980 starting with 90A. Section 90C makes it clear that there must be publicity and consultation as well as a press advertisement before a final decision is taken.

Lawyer Consulted: Katie Matthews

Date: 12 December 2014

Equalities Implications:

7.6 There is potential for some impact on the Shahjahal Muslim Cultural Centre on the junction of St Heliers Avenue, mainly during the construction phase of the Portland Road zebra crossing near school road, when parking for those attending Friday prayers could be impacted upon. Public consultation materials were sent to the centre but full plans requesting comments were not sent until 16 December 2014. Notice of commencement of works will also given so that worshippers are made aware in advance of the dates likely to be affected.

Sustainability Implications:

7.7 These measures aim to encourage walking and cycling to school by addressing sites where casualties have occurred and sites where people are concerned for their safety. .

Crime & Disorder Implications:

There are no Crime and Disorder Implications.

Public Health Implications:

Schools will be asked to publicise the measures in the scheme so that all parents, carers, staff and pupils are aware of their purpose and intentions.

SUPPORTING DOCUMENTATION

Appendices:

1. Map 1 Location of measures
2. Map 2A Portland Road Zebra (near School Road) measure
3. Map 2B Portland Road Zebra (near Mansfield Road) measure
4. Map 2C Holmes Avenue measure
5. Map 2D St Joseph's Close measure

Documents in Members' Rooms

1. Safer Routes to School Schools Survey Report September 2014
2. Safer Routes to School Public Consultation report December 2014
3. Wish Road Surgery Patient Participant Group Submission 5 January 2015
4. Background to Planning decision – Gala Bingo Site

Background Documents

1. Brighton & Hove City Council's Local Transport Plan 2011/12 – 2014/15.

NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

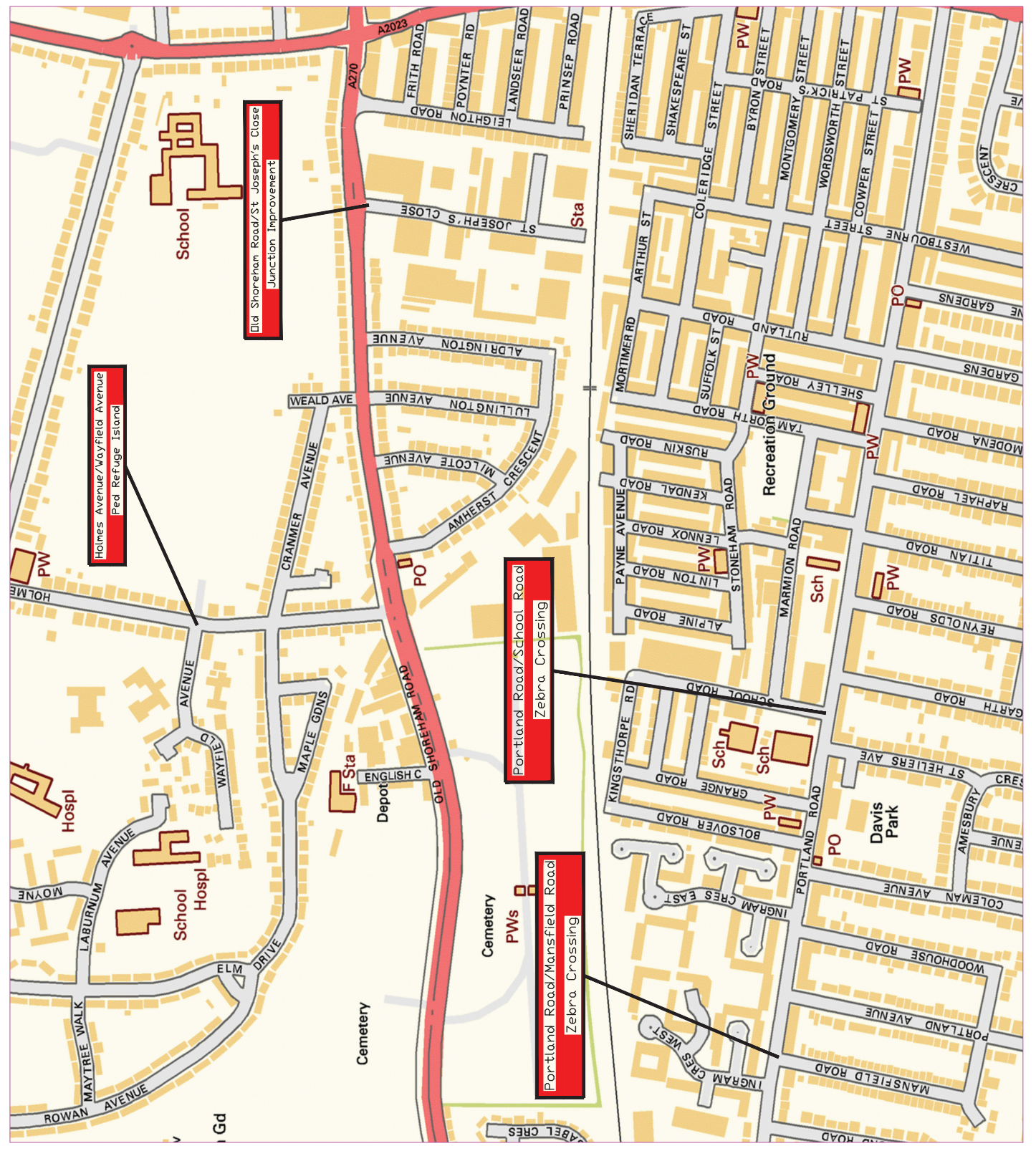
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	Approved:		
	File/Acad ref:	S\	



Project Name
Safe Routes To School 2014

Drawing Title
Location Plan Of Proposed Improvements

Drawing No	Scale	Rev
DRAWING No.	NTS	REV



KEY

- Belisha Beacon
- Keep Left Bollard (Solar Powered)
- Existing Gully
- Proposed Gully / Gully Chute

Rev	Revision details	Signed	Date
	Drawn:	R.Sharma	Oct 2014
	Surveyed:	R.Sharma	Oct 2014
	Checked:	R.Sharma	
	Approved:		
	File/Acad ref:	S\	

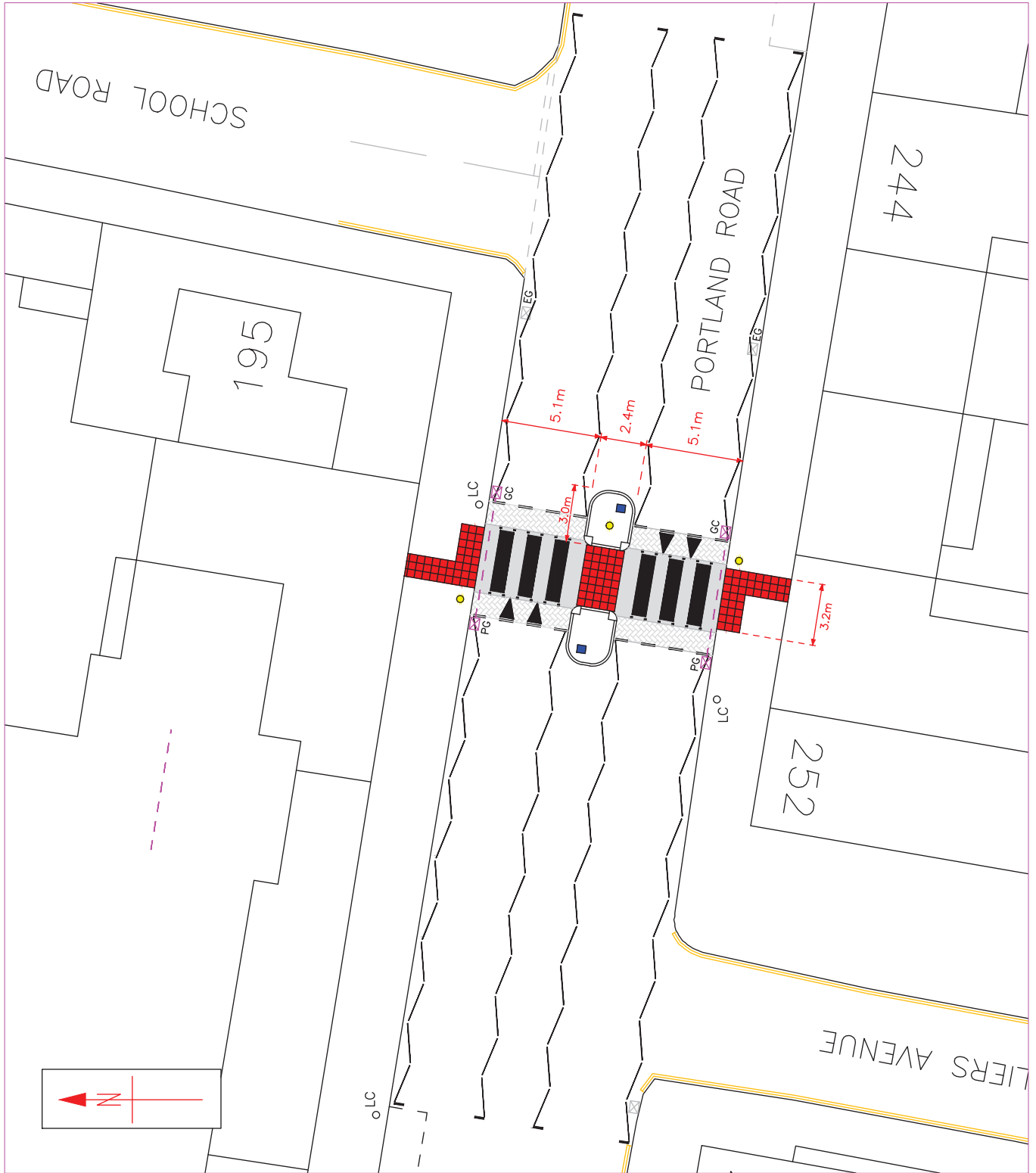


Project Name

Drawing Title

Proposed Arrangement
Portland Road / School Road

Drawing No	Scale	Rev
	1:200 @A3	



KEY

● Belisha Beacon

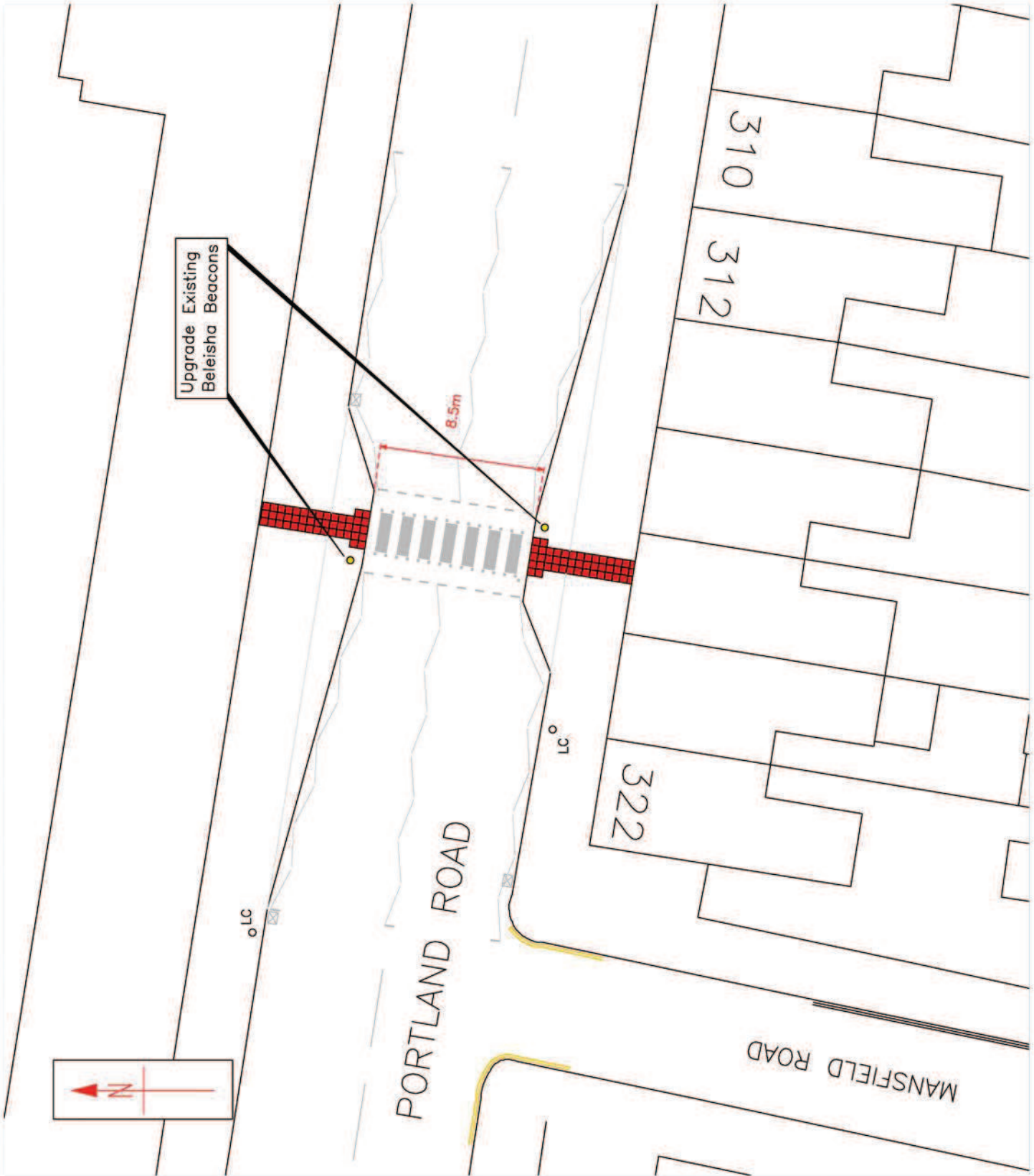


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	Drawn:	R.Sharma	Oct 2014
	Surveyed:	R.Sharma	Oct 2014
	Checked:		
	Approved:		
	File/Acad ref:	S:	



Project Name	Existing Arrangement Portland Road / Mansfield Road
Drawing Title	Portland Road / Mansfield Road

Drawing No	Scale	Rev
.dwg	1:200 @A3	



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	Drawn:	drawn	-
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	Approved:		
	File/Acad ref:	S:\	



Project Name

SAFE ROUTES TO SCHOOL
2014

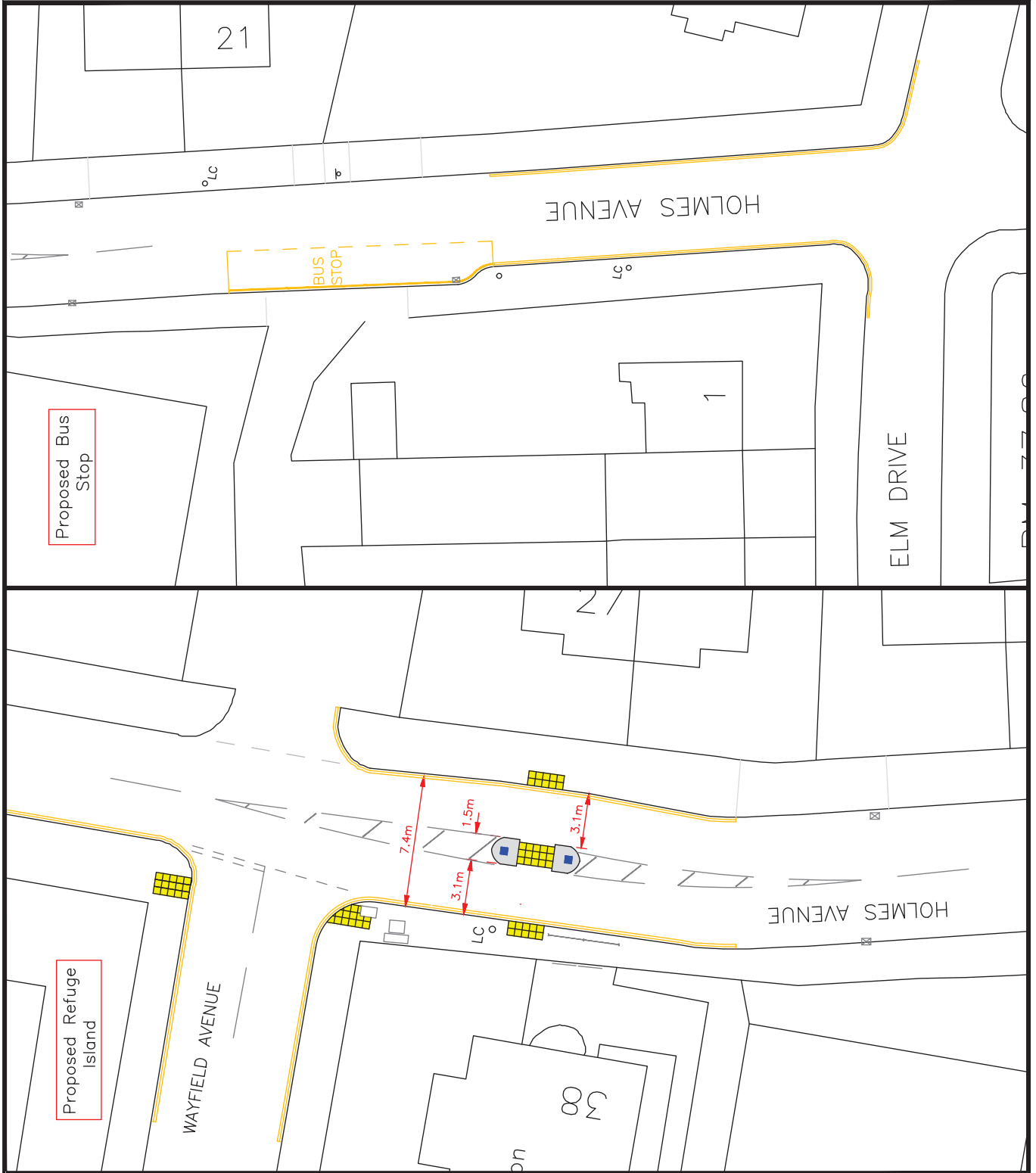
Drawing Title

Holmes Avenue / Wayfield Avenue
Proposed Refuge Island & Bus Stop Alterations

Drawing No
.dwg

Scale
NTS

Rev



KEY

Rev	Revision details	Signed	Date
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	Approved:		
	File/Acad ref:	S:\	



Project Name

Safe Routes To School
2014

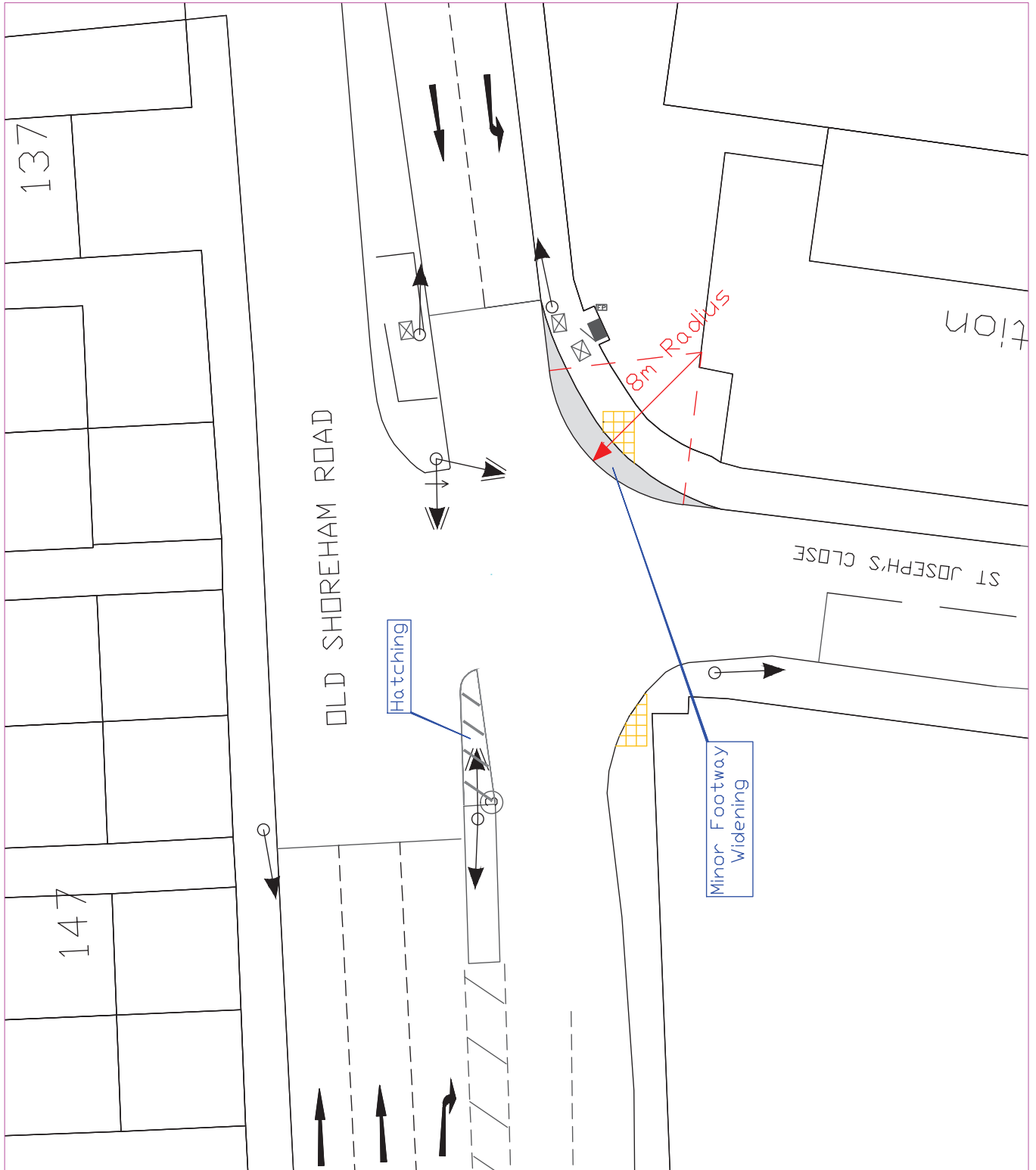
Drawing Title

A270 Old Shoreham Road /
St Joseph's Close

Drawing No
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Scale
1:200 @A3

Rev



Subject:	Pedal Cycle Parking Places – Scotland Street TRO objections		
Date of Meeting:	20th January 2015		
Report of:	Executive Director – Environment, Development & Housing		
Contact Officer:	Name:	Tracy Beverley	Tel: 29-3813
	Email:	Tracy.beverley@brighton-hove.gov.uk	
Ward(s) affected:	Hanover & Elm Grove		

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

- 1.1 The purpose of this report is to consider comments and objections received in relation to proposed Traffic Regulation Orders. The Traffic Regulation Orders authorise the installation of Pedal Cycle Parking Places on Scotland Street, Hanover. The plan can be seen in Appendix 1.
- 1.2 The council is committed to creating a more sustainable city and improving cycle facilities is seen as one of the measures to help achieve this aim. The council allocates a proportion of its capital spending programme to meet the ongoing demand for cycle parking.
- 1.3 Since the installation of the first Pedal Cycle Parking Place in 2008, on-carriageway space for over 500 cycles at 49 different locations across the city have been provided. The majority of these cycle parking facilities have been heavily used or full to capacity within the first 3 months of installation.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Cabinet Member approves as advertised the following orders;

TRO-31b-2014 Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Cycle parking provision in Brighton & Hove forms a key contribution to any cycling level increase through the provision of quality cycle parking at key locations. Good quality cycle parking in carefully considered locations can also de-clutter the streetscape and help to reduce cycle related crime.

- 3.2 The Council is committed to improving cycle parking facilities .This was reflected in the Local Transport Plan 2006/7-2010/11(LTP) which committed to providing at least 160 spaces for cycles per annum this commitment has continued with LTP budget committed to cycle parking on an annual basis.
- 3.3 As with many city centre locations lack of highway space is common and finding room to provide non-obstructive cycle stands on the footway is limited. The lack of opportunities for cycle parking located on the pavement, has highlighted the requirement for alternative solutions for cycle parking provision.
- 3.4 During Brighton's Cycle Town Status 2004/5-2010/11 Brighton developed the concept of 'on-carriageway' cycle parking provision, officially called 'Pedal Cycle Parking Places' (PCPP's).
- 3.5 PCPP's comprise of a minimum of 5 cycle stands with the capacity to hold at least 10 bicycles at any one time. The PCPP's follows a standard design so they can be recognised across the city.
- 3.6 Since the installation of the first Pedal Cycle Parking Place in 2008, spaces for over 380 cycles at 38 different locations across the city have been provided. The majority of these cycle parking facilities have been heavily used or full to capacity within the first 3 months of installation
- 3.7 Regular residents request and the utilisation of newly installed cycle facilities demonstrates a continued and strong demand for further cycle parking facilities.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Where appropriate cycle parking on the footway is considered before plans for on road cycle parking is considered. In this case there is no available width for cycle parking provision on the footway.
- 4.2 Officers looked at the best and most appropriate location for cycle parking which would be suitable for use without causing highway obstructions.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 An independent resident survey was carried out in 2014 on Scotland Street with a 50% response rate. The survey showed that car ownership levels per household are just under 50% whereas bike ownership is 65%. When asked if residents would be 'O.K' with loosing car parking space for bike parking 23 out of 29 households said yes. The independent survey results are attached in Appendix 2.
- 5.2 On the 27th August 2014 an information letter was sent to residents of Scotland Street. This letter included a description of our proposal and an invitation for residents to contact us with their comments. We received two support letters and three objections.
- 5.3 Following this informal consultation the Traffic Regulation Order was advertised on Friday 7th November 2014 for a period of 21 days. The consultation period

ended on Friday 28th November 2014. The TRO received two objections. The reasons for objections are included in the table below along with officers comments.

Objections received	Officers comments
Loss of parking	The proposal will result in a loss of 7.8m of car parking space which is just over 1 car parking space. This will provide spaces for up to 10 bikes.
Objectors consider more people drive than use a bike	Pedal Cycle Parking is designed to encourage and promote sustainable transport as part of a balanced transport system.
Use is not mandatory and therefore bikes parked on street furniture will continue to block the pavements	Use of cycle parking is not mandatory but we know that correctly placed cycle parking is very well used.
The facility will not be used	We have no reason to believe this is the case. Other similar facilities in Hanover are well used.
The Cycle Parking facility will block the entrance to the road	The cycle parking facility will not extend into the road any more than a parked car, additionally engineers have assessed the site and do not have any concerns with the available road width.

6. CONCLUSION

- 6.1 Having taken into account the residents consultation and feedback we believe the TRO should be approved as advertised and the PCPP implemented as planned

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The capital costs associated with the recommendations on the report will be funded from the Local Transport Plan (LTP) capital programme. The LTP budget allocation for cycle parking in the 2014-15 financial year is £0.021m as approved at Policy and Resources Committee. There are no direct financial implications due to loss of parking as there are no designated Pay and Display or Resident Permit spaces. There may be future implications should a Controlled Parking Zone be implemented.

Finance Officer Consulted: Steven Bedford

Date: 18/12/14

Legal Implications:

- 7.2 The council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.
- 7.3 The Council is under a legal duty as a public authority to consider the human rights implications of its actions.
- 7.4 Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

Lawyer Consulted: Katie Matthews

Date: 18 December 2014

Equalities Implications:

- 7.5 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:

- 7.6 The measures outlined in this report will promote and encourage greater use of sustainable transport, and particularly overcome current barriers to cycling. The scheme will also seek to enhance health by encouraging active travel amongst local people.

SUPPORTING DOCUMENTATION

Appendices:

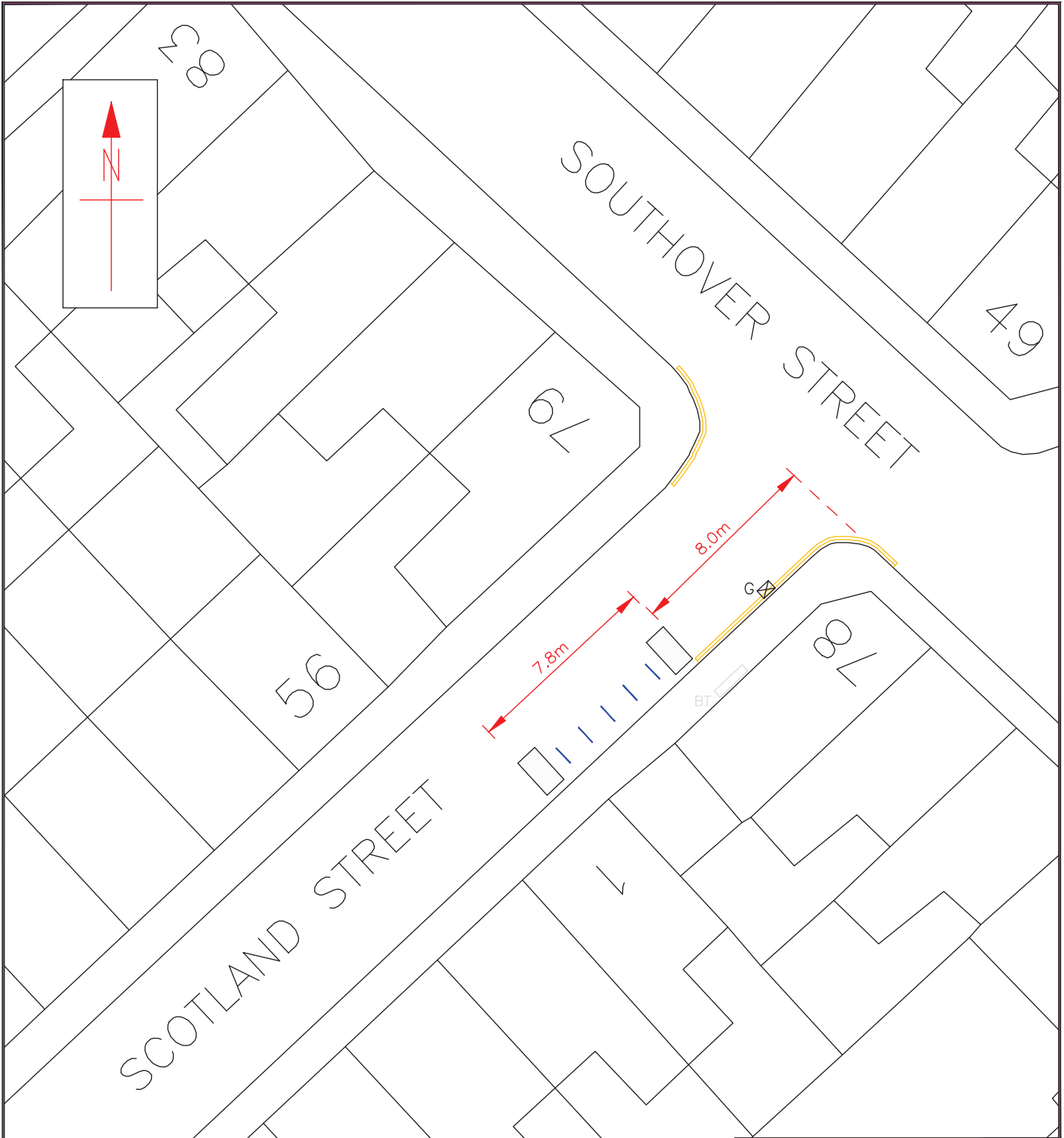
1. Appendix 1 Scotland Street Pedal Cycle Parking Plan
2. Appendix 2 Independent Residents Survey

Documents in Members' Rooms




1. None

Background Documents

1. None



KEY

-  Build-out
-  Cycle stand
-  Existing Gully



**Brighton & Hove
City Council**

Project Name

On-Street Cycle Parking Facility

Drawing Title

SCOTLAND STREET
Proposed Arrangement

Drawing No

KS/CS/SS/2.dwg

Scale

NTS

Rev

Scotland Street

www.scotlandstreet.wordpress.com

Scotland Street
www.scotlandstreet.wordpress.com

Hello Neighbours

I live on Scotland Street and if you are reading this, I expect that you do too. I am at number 41 - the house with all the bikes outside. I would rather not have them cluttering the pavement, and I know that a few other neighbours also have bikes but nowhere easy to put them.

I would like to ask the council for some cycle parking for our street. The pavements are too narrow to fit any, so the only option is for some 'on road' racks - like these which the council has placed in other parts of Hanover and Brighton.



This could accommodate up to 10 bikes, but would mean reducing car parking on the street by between 1 and 2 spaces.

The council aims to put in up to 100 bike racks each year, but there is a lot of demand for them from across the city. I would like the council to prioritise this street, but before I start to bother them I would like to know what you all think about this.

If other people on the street think this is a good idea and would like to use them, we are more likely to get the council to put them in. Conversely, if you all think this is a bad idea, there is no point taking it forward.

I have put a copy of this letter and a survey through all of the doors on our Street. The survey is also available online at www.scotlandstreet.wordpress.com. If you could complete it there or pop the paper copy through my letterbox (No 41) it would be fantastic.

Best wishes
Simon

Scotland Street Cycle Parking Survey

A few weeks ago I sent round a survey about cycle parking on Scotland Street. I did this because I would like to see some, and wondered what everybody else on the street thought about the idea - and whether it was worth bothering the council about it.

The survey closed this week, with a 50% response. Thanks to everyone who completed it.

Here is a summary of the results.

(for more info, check www.scotlandstreet.wordpress.com)

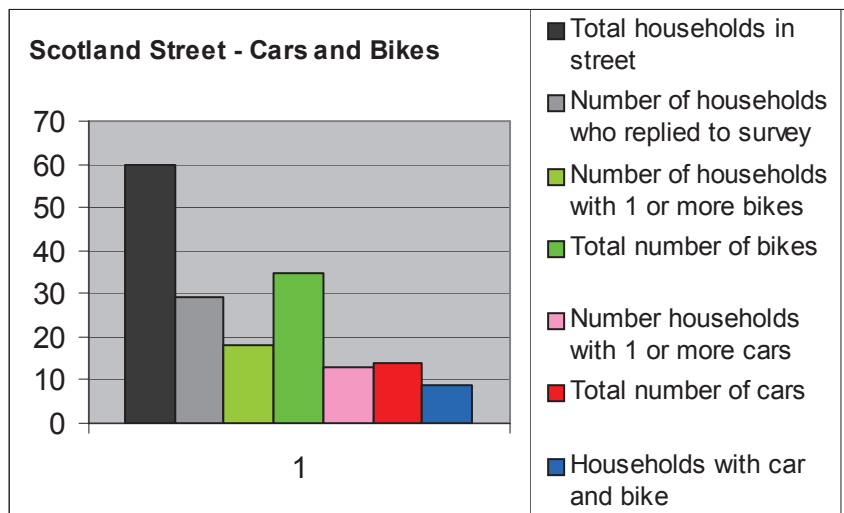
About the responses

A paper copy of the survey and accompanying letter was delivered to all 56 households on Scotland Street as well as the four corner houses on Albion Hill and Southover Street on May 3rd. This material was also posted online. A follow-up paper copy with accompanying summary of the results so far was delivered to all those who had not yet responded on May 26th.

When delivering I was aware of three properties which remained unoccupied during this time.

By June 20th twenty nine responses had been received. With a total of 60 households included in the survey - reduced to 57 because of the unoccupied properties, this gives a response rate of 50%. Twenty five responses were hand delivered, and four were completed online.

Q1 and Q2 asked who has bikes and cars and how many:



Bikes:

Of the 28 households that replied, 18 had at least one bike and their collective total was 35 bikes overall.

Cars:

13 had at least one car and their collective total was 14 cars overall.

Nine households had both a **car** and a **bike**.

This means that - from those that responded per household - we have a car ownership level of just under 50% and a cycle ownership level of 65% - and the **total** number of cycles appears greater than the number of households.

Brighton as a whole has car ownership rates of 62% (2011 census) and recent BHCC research has indicated that over 50% of Hanover households have at least one adult bike.

In citywide context then, and considering our quiet residential street, the survey responses seem reasonable, and tend to indicate that residential car parking and cycle parking could be well accommodated in our street, (space for approx 60 parked cars) leaving a significant number of spaces for visitors. Of course, even though we have ample space, we have no way of ensuring that residents might have priority for parking on our street....but that's another story.

Scotland Street

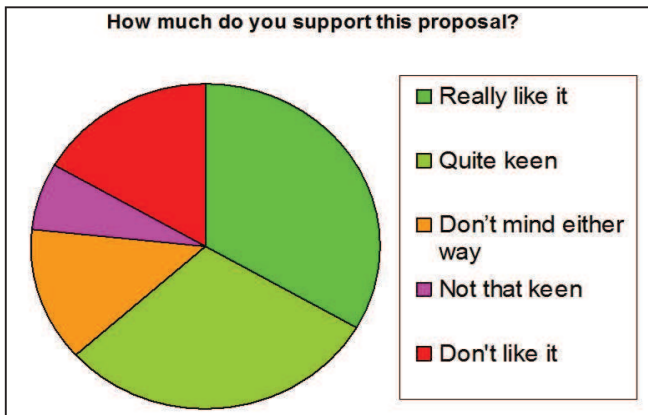
www.scotlandstreet.wordpress.com

Q3 to Q6 were about the proposed bike racks and how useful or supported they might be

Q3 If 'On-Road' cycle parking was put in Scotland Street, would you use it? Of 27 responses to this question, **15 would use racks provided and 12 would not.**

Q4 Are you OK with losing some car parking space on the street if it means gaining up to 10 bike parking spaces? Of the 29 responses to this question **23 would be ok with losing car parking and 6 would be opposed to this.**

Q5 If cycle racks were provided, would it encourage your household to get any/any more bikes? Of the 25 responses to this question, **6 felt they might get more bikes as opposed to 19 who would not**



Of the 29 responses to this question, 9 really liked it, 9 were quite keen and 4 didn't mind either way. This contrasted with 2 who were not keen and 5 who were opposed.

Probably this, and Q4 are the most important questions, and the responses to both indicate substantial support for on road bike parking replacing some car parking.

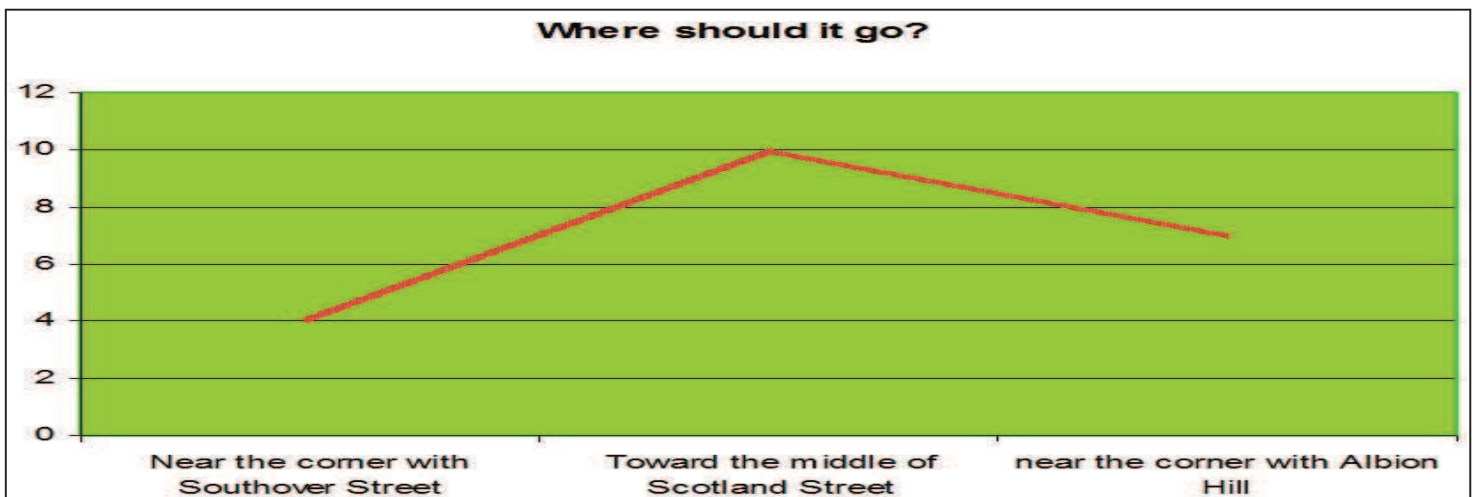
Q3 and 5 suggest that any bike parking installed would be well used.

Summary

Responses to this survey have been positive overall, and have suggested that our street has higher than average bike ownership and lower than average car ownership. For this proposal, a clear majority of those who responded were very or quite keen, and a clear majority thought it acceptable to lose some car parking space to provide bike parking space.

The results of this survey will now be passed on to the council, for them to consider. Should they decide to take this further, they will contact us again.

Thank you for your support and participation.



Subject:	Traveller Commissioning Strategy: Two Years On		
Date of Meeting:	20 January 2015		
Report of:	Executive Director of Environment, Development & Housing		
Contact Officer:	Name:	Andy Staniford	Tel: 29-3159
	Email:	andy.staniford@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The Traveller Commissioning Strategy 2012 and Action Plan were approved by Full Council on 22 March 2012.
- 1.2 The development of this strategy was shadowed by an Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel.
- 1.3 The Response to the recommendations of the Traveller Scrutiny committed the Council to producing an annual monitoring report for the relevant Member Committee and this is the second of those updates. In addition, this report plus an update on the Scrutiny recommendations will be presented at Overview & Scrutiny Committee on 26 January 2015.
- 1.4 Progress has been highlighted in this report and the full monitoring update is attached as Appendix 1. An update on the Scrutiny Panel recommendations is attached as Appendix 2.

2. RECOMMENDATIONS:

- 2.1 That Environment, Transport & Sustainability Committee notes the progress made, achievements and challenges in delivering the strategy (Appendix 1).
- 2.2 That Environment, Transport & Sustainability Committee notes the progress made in implementing the Scrutiny Panel recommendations (Appendix 2).

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Traveller Commissioning Strategy 2012 and Action Plan were approved by Full Council on 22 March 2012.

- 3.2 In addition to reaffirming our commitment to the permanent Traveller site, our new strategy offers a fresh and co-ordinated partnership approach to addressing the key issues facing the Traveller and settled communities. Progress over the last year has included:
- Planning permission granted by the South Downs National Park Authority for the new permanent traveller site at Horsdean
 - Two Site and Support Officers have been recruited to provide support for Travellers and warden duties at the Traveller transit site
 - A new waste management contract approved to improve our response to site clearances
 - The CCG funded Friends, Families & Travellers to produce a Brighton & Hove Funded Engagement Annual Report 2014 which is being used to shape the CCG's future plans for 2015/16 for consultation in January 2015
 - Traveller needs incorporated into the new Violence against Women & Girls Strategy (VAWG) with commitments to developing women's peer education programmes and to improve responses to domestic and sexual violence
 - Celebration of Gypsy, Roma and Traveller Month in the city and local schools
 - A peripatetic teacher with a Gypsy heritage has been employed to work with Traveller children in 2014 as part of the new City's Traveller Education Unit.
 - New joint Police and the Council working policies which have resulted in the tactical PIER plan (Prevention, Intelligence, Enforcement & Reassurance) to help tackle unauthorised encampments. Brighton & Hove retains a full time Police Gypsy and Traveller Liaison Officer
- 3.3 The development of this strategy was shadowed by an Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel chaired by Dr. Aidan McGarry, School of Applied Social Science, University of Brighton. The other panel members were Councillors Littman, Simson and Robins.
- 3.4 The panel held capacity building and evidence gathering sessions where it heard from 31 witnesses representing Council services, other public sector bodies such as the Police and NHS Sussex, the Community & Voluntary Sector, resident groups, politicians and representatives from other authorities. The panel also visited the Horsdean Transit site to talk to Travellers living in Brighton & Hove.
- 3.5 The panel's final report has highlighted that:
- 'The panel welcomed the draft Strategy because it:*
- *Represented a significant step forward in describing the needs of the Traveller community and determining which outcomes a Traveller Strategy for this city wished to achieve*
 - *Contained a comprehensive set of high level goals about meeting the needs of Travellers and the settled community*
 - *Had addressed both the needs of Travellers and the settled community in those goals*
 - *Had been based on a two stage consultation process'*
- 3.6 The Response to the recommendations of the Traveller Scrutiny Panel were presented at Environment & Sustainability Cabinet Member Meeting on 15 March 2012 and committed the Council to producing an annual monitoring report for the relevant Member Committee.

Who we define as Travellers:

- 3.7 Travellers' is a collective term used to describe different groups who have a nomadic lifestyle or tradition/heritage of nomadism. Romany Travellers, English, Irish, Welsh and Scottish Travellers are recognised in law as ethnic groups and are identified as having a shared culture, language and beliefs. Romany Gypsies have been in England for over 600 years and Irish Travellers have a long history of travelling and living in this country.
- 3.8 The term 'Travellers' also covers some groups not currently recognised as ethnic groups including 'New Travellers' who are non-traditional travellers (most of whom originate from the settled community, although some children have been born into New Traveller communities) and Travelling showpeople. It also covers those who have stopped travelling due to ill health old age or young children. Van Dwellers are not considered to meet the definition of a Traveller in any national policy as they are effectively permanently resident in the city, such as through work or education.

Traveller Inequality:

- 3.9 The report 'Inequalities experienced by Gypsy and Traveller Communities: A Review' by the Equality & Human Rights Commission in 2009 shows that Traveller communities experience extensive inequalities, such as:
- Travellers die earlier than the rest of the population
 - They experience worse health, yet are less likely to receive effective, continuous healthcare
 - Children 's educational achievements are worse, and declining still further
 - Participation in secondary education is extremely low
 - Employment rates are low, and poverty high
 - Insecure lifestyles associated with repeated evictions can have a negative psychological impact upon children
 - There is an increasing problem of substance abuse among unemployed and disaffected young people
 - There are high suicide rates among the communities
 - Travellers who live in bricks and mortar housing can experience racist hostility from neighbours and isolation from their communities
 - There is a lack of access to culturally appropriate support services for people in the most vulnerable situations, such as women experiencing domestic violence
- 3.10 The EHRC report highlights that lack of suitable secure accommodation underpins many of the inequalities that Traveller communities experience.

Resident Concerns:

- 3.11 Responses to consultation, resident complaints, recent public events and articles in the local press have highlighted a number of resident concerns which are almost exclusively focussed on unauthorised Traveller encampments in local communities, and include problems such as:
- the loss of public space
 - anti-social behaviour, crime and nuisance
 - rubbish and fly tipping
 - damage to the environment
 - cost of site clearance and legal action

4. OUR STRATEGY, PROGRESS AND CHALLENGES

- 4.1 In response to the needs of Traveller communities and concerns of local people, the Traveller Commissioning Strategy 2012 has a vision of:

Balancing the needs of Traveller communities and the City's settled communities to reduce inequality and improve community relations

- 4.2 Our strategy has been divided into 4 main outcomes with a summary of our progress and challenges outlined below:
- Outcome 1: Improve site availability
 - Outcome 2: Improve health, safety and wellbeing
 - Outcome 3: Improve education outcomes
 - Outcome 4: Improve community cohesion

Outcome 1: Improve site availability

- 4.3 An appropriate supply of properly managed pitches will help to reduce the level of unauthorised encampments which will not only reduce conflict and tension between communities but it will help Travellers access health and education services.
- 4.4 At the Council's Cabinet meeting in March 2012 Members endorsed Horsdean as the preferred location for the new permanent Traveller site. This new site, providing 12 permanent pitches, will be an extension of the existing transit site. Over the past 2 years the Council has continued to work with the South Downs National Park Authority to take forward the planning application which has now been approved. As the site falls within the National park it is important that the design of the site not only meets the needs of Travellers but does not spoil the natural beauty of landscape. A value engineering exercise has been undertaken to reduce construction costs and these will be the subject of a planning application for minor modifications to South Downs National Park Authority, along with applications for the discharge of various planning conditions. Work on site should commence in the first quarter of 2015.
- 4.5 Overall there were 52 unauthorised encampments in 2013/14, a decrease on 2012/13 (55) but more than in 2011/12 (46). April to June 2013 saw a noticeable reduction in encampments when compared to the previous year, 11 instead of 26. However, there was a slight increase in from Jul to Sept (19 to 21) and Oct to Dec (10 to 12) and a large increase between Jan and Mar 2014 (4 to 10).¹
- 4.6 There has been a restructure of the council's Traveller Liaison Team and two Site and Support Officers have been recruited to provide support for Travellers and warden duties at the Traveller transit site, as well as providing administrative support for the team.
- 4.7 We are working with our neighbouring authorities and the Police to review the approach to Traveller site provision and response to unauthorised encampments to ensure a consistent approach that supports both travellers and local communities.

¹ Quarterly figures total more than the annual number as some encampments start in one quarter and finish in another. As a result, a number of encampments are counted twice in the quarterly figures.

Outcome 2: Improve health, safety and wellbeing

- 4.7 Travellers have a much poorer health and a significantly lower life expectancy than the general population. As with all sections of society, ensuring the health, safety and wellbeing of the Traveller communities not only raises the quality of life for one of our most disadvantaged communities, it also reduces long term costs public health costs.
- 4.8 As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers. The resulting report informed the Clinical Commissioners Group (CCG) and City Council of priority areas for addressing Traveller needs and its findings have been incorporated into the Joint Strategic Needs Assessment.
- 4.9 In addition the Brighton & Hove CCG Annual Operation Plan outlines the CCG's commitment to work with partners to improve awareness, access and services. The CCG funded Friends, Families & Travellers to produce a Brighton & Hove Funded Engagement Annual Report 2014 which is being used to shape the CCG's future plans for 2015/16. Consultation will happen in January 2015 with the plan in operation from April 2015.
- 4.10 From 2014/15, domestic violence and sexual violence has been integrated into the overarching Violence against Women & Girls Strategy (VAWG). The Strategy and Action Plan include commitments to learn from capacity building work completed with BME women's groups to inform similar work with Gypsy and Traveller communities by developing women's peer education and similar programmes and to improve responses to domestic and sexual violence amongst Gypsy and Traveller communities; this includes ensuring any new site development addresses the safety needs of women and children in its design.

Outcome 3: Improve education outcomes

- 4.11 Nationally, Traveller children are the lowest achieving group in our schools. This has been and remains a long standing issue. We want to help embed the value of education throughout the family and make sure that children and young people from Travelling communities are able to access suitable education and training that enables them to attain educational standards that raises economic and employment opportunity.
- 4.12 Children's Services is in the process of appointing the City's new Traveller Education Unit who will work closely with the City's Traveller Liaison Team, Health and all other partners (previously this work was contracted to East Sussex County Council). Children's Services has employed a peripatetic teacher with a Gypsy heritage to work with Traveller children in 2014 as part of the new City's Traveller Education Unit.
- 4.13 Awareness raising events continue to focus on the history, culture and heritage of travelling communities:
- In 2013 there was a presentation of "Traveller Roots around the City" plus music and dance at Hove Town Hall
 - In January 2014 there was a contribution to Holocaust Memorial Day focussing on Roma and Sinti "Forgotten Victims"

- Plays were performed in 2 schools illustrating the historical persecution of Gypsies
- In May 2014, Brighton & Hove schools participated in Gypsy, Roma, & Traveller History Month national schools competition

Outcome 4: Improve community cohesion

- 4.14 Both Travelling and settled communities would like to see an end to unauthorised encampments but unfortunately until there are more stopping places for Travellers then unauthorised encampments will continue to impact on the lives of both the Travelling and settled communities. However, effective community cohesion is about more than unauthorised encampments, it is about helping the city's diverse communities understand one another to get past the common myths, prejudices and stereotypes and to ensure that all those who have a stake in the city are able to get involved in decisions about the services that affect them. This outcome also seeks to reduce fear of crime, domestic and sexual violence, anti-social behaviour, racism, sexism and homophobia and ensure community cohesion is improved across all of our communities.
- 4.15 The council's Traveller Liaison Team continues to manage unauthorised encampments in line with government guidance and following the procedures outlined in the strategy. Joint visits by the Traveller Liaison Team and Police are made to unauthorised encampments within 24 hours of arrival and throughout the duration, to reassure the settled community of action being taken. Encampments are continually monitored to minimise disruption and enforcement action revised in response to anti-social behaviour. A Joint Sussex-wide protocol on unauthorised encampments is embedded within Sussex Police and forms part of the Force Policy for dealing with unauthorised encampments.
- 4.16 Work is being undertaken with Children's Services to enable a better response to Travelling families and to address issues that may arise on unauthorised encampments. A Support protocol is being developed to formalise work with all departments and agencies providing support services to Travellers.
- 4.17 Presentations have been made to Local Action Teams providing information on available enforcement powers and the protocols and procedures of the council and the Police in working with Travellers and unauthorised encampments.
- 4.18 Joint working groups meet at regular intervals with local authority and with Gypsy and Traveller Groups. Sussex Police have strategic leads for Traveller related matters at Superintendent level (Operational and Equalities) and Brighton & Hove retains a full time Gypsy and Traveller Liaison Officer due to the high numbers of Traveller families present within the City throughout the year.

5. COMMUNITY ENGAGEMENT AND CONSULTATION

- 5.1 In keeping with the Community Engagement Framework, consultation with Travellers, partner agencies and support groups (such as Friends, Families and Travellers) and the settled community has been essential to ensure that the Travellers Commissioning Strategy meets needs in an effective way.

- 5.2 In addition, the Traveller Scrutiny Panel held capacity building and evidence gathering sessions where it heard from 31 witnesses representing Council services, other public sector bodies such as the Police and NHS Sussex, the Community & Voluntary Sector, resident groups, politicians and representatives from other authorities. The panel also visited the Horsdean Transit site to talk to Travellers living in Brighton & Hove.

6. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 6.1 There are no direct financial implications arising from the recommendations in this report.

The costs associated to implementing the Traveller Commissioning Strategy are funded from within existing general fund revenue budgets. The net revenue budget including the cost of support services in the 2014-15 financial year is approximately £0.652m. Any budget variations arising from implementing the strategy are reported as part of the monthly budget monitoring process.

Finance Officer Consulted: Steven Bedford

Date: 05/01/15

Legal Implications:

- 6.2 As this is simply an update there is no legal comment to be made. Note has been taken of the Equalities position and this is reflected within the report.

For the next report it is advisable to be aware of the outcome of central government consultation (ongoing at this time) in relation to redefining the status of travellers in some areas – notably planning and specifically in relation to the concept of nomadic status.

Lawyer Consulted: Simon Court

Date: 4.12.14

Equalities Implications:

- 6.3 Travellers are an often marginalised group with a way of life that the authority seeks to protect whilst at the same time considering the needs of local residents. Gypsies, Roma and Travellers as a group suffer a high level of inequality, particularly around life expectancy, health and education issues, and suffer from discrimination and racial hatred.
- 6.4 Gypsies and Irish Travellers were recognised as distinct racial groups under the Race Relations Act 1976 and continue to be recognised as such under the Equality Act 2010.
- 6.5 The whole Strategy, its vision, outcomes and goals are focussed on reducing inequality and improving community cohesion between Travelling and settled communities. Alongside improving health and education outcomes specific goals are also focussed on inclusion, including:
- Goal 13: Improve further the awareness in schools about Traveller History and Culture
 - Goal 14: Increasing awareness of different cultures
 - Goal 15: Involve Travellers in service design and delivery

6.6 An Equality Impact Assessment was carried out as part of the development of the Traveller Strategy to help shape our strategic outcomes, goals and actions.

Sustainability Implications:

6.7 The repeated evictions of travelling groups from the city's parks, historic and otherwise important sites only to see them again camp on a similar site is causing distress to travelling groups, local people and the environment.

6.8 In focussing protection measures on locations most unsuitable for encampments and allowing toleration in limited circumstances the report seek to minimise the impact on residents and Travellers and also prevent further damage to the city's important open spaces.

Crime & Disorder Implications:

6.9 If we are successful in achieving Objective 1: Improve site availability this will have an immediate impact on community cohesion by minimising the unauthorised encampments that inflame community tensions.

6.10 To address crime, anti-social behaviour and nuisance the Strategy has been developed through close working with Sussex Police and the Crime & Disorder Reduction Partnership with related goals and actions in the strategy:

- Goal 9: Tackle domestic and sexual violence
- Goal 16: Effective management of unauthorised encampments
- Goal 18: Tackling crime, anti-social behaviour and nuisance
- Goal 19: Tackling racism, sexism and homophobia

Risk and Opportunity Management Implications:

6.11 With a national shortage of stopping places for Traveller and limited resources available in the city there are a number of risks associated with the Traveller strategy which will be closely monitored:

- **It is not possible to prevent unauthorised encampments and determined incursion past security measures** however the strategy seeks to proactively minimise the potential for this and take robust action when it does occur.
- **Temporary closure of the Horsdean transit site** whilst the permanent site is being developed. No alternative suitable temporary transit site has been approved. As a result there will be no official stopping places for travellers in the city which is likely to lead to an increase in unauthorised encampments.
- **Community cohesion may continue to be damaged if there are more high profile encampments.** A coordinated approach involving politicians, the local authority, the Police and the media is critical in reassuring all communities and tackling nuisance.
- **Toleration could cause environmental damage** to sites. Guidance for officers on toleration has been developed. Toleration will only be allowed in limited circumstances and carefully monitored.
- **A possible honey pot effect** with the permanent site attracting more Travellers to the area. This will be monitored closely with rigorous action on unauthorised encampments particularly as the permanent site will free up space on the transit site to help us address encampments. In addition, the allocations policy for the permanent site is likely to include criteria around local connection and welfare need.

- **The city's need for Traveller pitches has only been identified up to 2016** (which will be partially met by the provision of the permanent site with 12 pitches). It is possible that more pitches may be required beyond this date. Officers are currently undertaking a further needs assessment with the South Downs National Park Authority to cover the full City Plan period to 2030.

Public Health Implications:

- 6.12 Research has shown that Traveller health is far worse than the population as a whole, particularly around life expectancy, infant mortality and maternal mortality, mental health and suicide. These health inequalities are attributed to a combination of factors including lack of stable accommodation to promote effective service engagement, educational disadvantage, environmental hardship, social exclusion and cultural attitudes.
- 6.13 The Traveller Commissioning Strategy 2012 has been developed in partnership with Public Health and NHS Sussex (Brighton & Hove), which authored the chapter on Traveller Health & Wellbeing Needs and which has led to Outcome 2: Improve health, safety and wellbeing of the Strategy and its associated goals.
- 6.14 The success of our health objective is heavily dependent on Objective 1: Improve site availability which will help Travelling communities and professional build the trust and relationships essential for effective health, care and support services.

Corporate / Citywide Implications:

- 6.15 Traveller inequality not only impacts on the quality of life of Travellers but has an impact on public services and the public purse. By improving site provision for Travellers we will improve service engagement which will in turn help to improve Traveller health, education and employment opportunities.
- 6.16 Effective action to minimise and manage unauthorised encampments is essential to support local residents, the Traveller community and to protect the city's open spaces. An ineffective approach is likely to exacerbate the number of encampments with additional associated community tensions and costs.
- 6.17 The Traveller Commissioning Strategy has not been developed in isolation but has been led by the Housing as part of a wider partnership throughout the Council that includes Public Health, the Learning & Partnerships, Communities & Equalities, City Infrastructure, Planning & Public Protection.
- 6.18 This partnership approach has also extended beyond the Council to include NHS Brighton & Hove, Sussex Police and the Education Welfare Service provided by East Sussex County Council.

7. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 7.1 The necessity of enforcement without a supply of suitable stopping places results in a cycle where travellers were moving from high profile site to high profile site as their preferred locations were no longer available. Moving encampments quicker can cause them to fragment into a larger number of smaller sites. This results in increased costs and community tensions to the detriment of Travellers and the settled community alike.

- 7.2 Alternative options would require the need for additional transit sites to meet seasonal demand and/or the use of toleration on some of our more high profile sites. These options have implications in planning terms, particularly in respect of the lack of suitable locations and on the impact of the settled community from loss of green space and are likely to increase community tensions.
- 7.3 To completely resolve the issues around unauthorised encampments and facilitate a stable pitch for all Travellers would require a national approach to site provision together with changes in the law which are beyond our remit.

8. REASONS FOR REPORT RECOMMENDATIONS

- 8.1 The Response to the recommendations of the Traveller Scrutiny Panel were presented at Environment & Sustainability Cabinet Member Meeting on 15 March 2012 and committed the Council to producing an annual monitoring report for the relevant Member Committee. Appendix 1 is the second annual monitoring report.

SUPPORTING DOCUMENTATION

Appendices:

1. Two Years On: the Traveller Commissioning Strategy in Action
2. Two Years On: Responding to the Scrutiny Panel Recommendations

Documents in Members' Rooms:

None

Background Documents:

1. One Year On: the Traveller Commissioning Strategy in Action, Environment, Transport & Sustainability Committee, 8 October 2013
2. Traveller Commissioning Strategy 2012, Full Council, 22 March 2012
3. Response to the recommendations of the Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel shadowing the development of the new Traveller Commissioning Strategy 2012, Environment & Sustainability Cabinet Member Meeting, 15 March 2012

Two Years On: the Traveller Commissioning Strategy in Action 2013/14

Foreword

Welcome to our second Traveller Commissioning Strategy update which lets you know about some of the progress we have made and some of the challenges we have faced during the second year of its implementation.

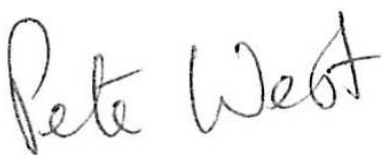
Our strategy is a partnership between the Council, Clinical Commissioners Group (NHS) and the Police to tackle the fundamental inequalities Traveller communities face and the impact that unauthorised encampments have on local communities and Travellers. We are committed to taking a firm and fair approach that will not only reduce the inequalities experienced by Travellers but will also support community cohesion.

We have been working closely with the South Downs National Park to progress our proposals for the new permanent site at Horsdean and our planning application has now been approved. The permanent site is critical to expanding our city's provision to help minimise the impact of unauthorised encampments. We expect work to be completed early in 2016.

However, the development of the new Horsdean site will pose a challenge for the city through 2015 as we will have to close the transit site during the works. Our proposal for a temporary site was rejected which means there will be nowhere for visiting Travellers to stop. This is expected to lead to an increase in unauthorised encampments and the council's Traveller Liaison Team will be working closely with the Police to minimise the disruption caused by this.

To help tackle the lower life expectancy, poor health and educational attainment faced by Travellers when compared to the general population, the CCG are using the findings of their Traveller engagement to help identify priorities and actions for health services in their new Operating Plan and the Council has set up a new City Traveller Education Unit. These changes are allowing services to build trust with Travelling communities to raise awareness and improve the take up of services to help reduce inequality.

Whilst next year is likely to be a difficult one due to the disruption caused by unauthorised encampments, the opening of the new site in 2016 will mean this is short-lived and Brighton & Hove will have taken a major step in increasing its pitch capacity to help tackle unauthorised encampments and meeting our duty of care to some of the city's most disadvantaged citizens.



Councillor Pete West

Chair of Environment, Transport & Sustainability Committee

Our Strategy

The city's **Traveller Commissioning Strategy 2012** was approved by the Council in March 2012 with a vision of:

Balancing the needs of Traveller communities and the City's settled communities to reduce inequality and improve community relations

Our strategy is split into 4 key priority areas aimed at supporting Travellers to improve the quality of their lives and reduce the tensions between communities:

- Improve site availability
- Improve health, safety and wellbeing
- Improve education outcomes
- Improve community cohesion

Action to address these priorities will help ensure we have adequate Traveller pitch provision to improve stability for those Travellers living in and visiting the city. This will help Travellers access education and health services more effectively and also reduce pressures on the city's parks and open spaces to tackle anti-social behaviour and improve community cohesion.

Development of Traveller Commissioning Strategy was done in stages that gave us that opportunity to engage and consult with residents, Travellers, Community & Voluntary Sector Organisations, service commissioners and providers, community champions, pressure groups and others.

The Traveller Commissioning Strategy has not been developed in isolation but has involved services across the Council and beyond. Our partnership approach brought together the Council, NHS Sussex, Traveller Education Team and Sussex Police.

In addition the Environment & Community Safety Overview & Scrutiny Committee Traveller Strategy Scrutiny Panel shadowed the development of the strategy from the outset and recommendations submitted by the panel were integrated into the final strategy.

The Scrutiny team won the Centre for Public Scrutiny award for Innovation (for the second year running) for its work on the scrutiny panel set up to shadow the development of the new Traveller Strategy.

Our strategy has identified the importance of developing a regional approach to tackle Traveller inequality and the shortage of suitable stopping places, and a number of groups have been set up and consultation processes established to address cross boundary concerns and issues.

Unauthorised Encampments

Government guidelines recognise that due to the national shortage of stopping places Travellers will continue to set up unauthorised encampments as they follow their traditional routes for seasonal work.

We want to provide a permanent site to free up space on the transit site. We know that this will not fully resolve the issue of unauthorised encampments and work closely with the Police to effectively manage encampments which happen.

Overall there were 52 unauthorised encampments in 2013/14, a decrease on 2012/13 but more than in 2011/12.¹

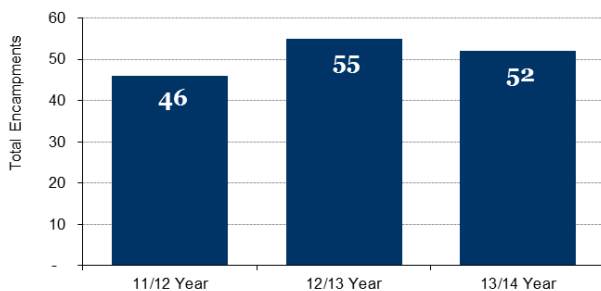
April to June 2013 saw a noticeable reduction in encampments when compared to the previous year, 11 instead of 26. However, there was a slight increase in from July to Sept (19 to 21) and Oct to Dec (10 to 12) and a large increase between January and March 2014 (4 to 10).²

On average, encampments are moved on after about a week which helps to ensure residents are able to get back to enjoying their green spaces as quick as possible. However, moving encampments quickly can also lead to more encampments as groups fragment to other parts of the city.

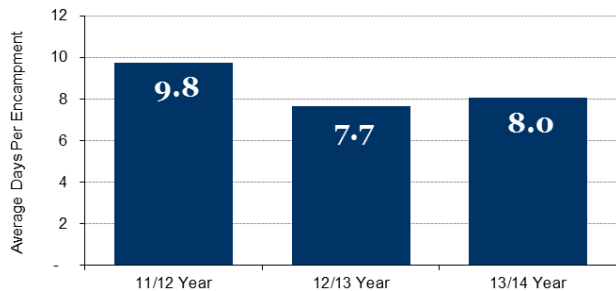
When making decisions with the Police about moving on an encampment we have to balance the needs of the community that has lost the use of it's open space, the welfare needs of the Travellers and also the likely impact that a fresh encampment will have elsewhere in the city.

When an encampment is present regular high profile visits by the Police and Council's Traveller Liaison Team help to reassure both residents and Travellers to minimise the disruption and anti social behaviour that sites can attract. A new waste contract helps to ensure that sites are effectively and swiftly cleaned.

Brighton & Hove
Unauthorised Traveller Encampments
Yearly Total



Brighton & Hove
Unauthorised Traveller Encampments
Average Days per Encampment



¹ These figures exclude Van Dwellers as they fall outside the scope of this strategy

² Quarterly figures total more than the annual number as some encampments start in one quarter and finish in another so are counted twice

Outcome 1: Improve site availability

Developing the New Permanent Site

In 2014, the plans for the new permanent site next to the existing transit Traveller site at Horsdean were approved by the South Downs National Park Authority.

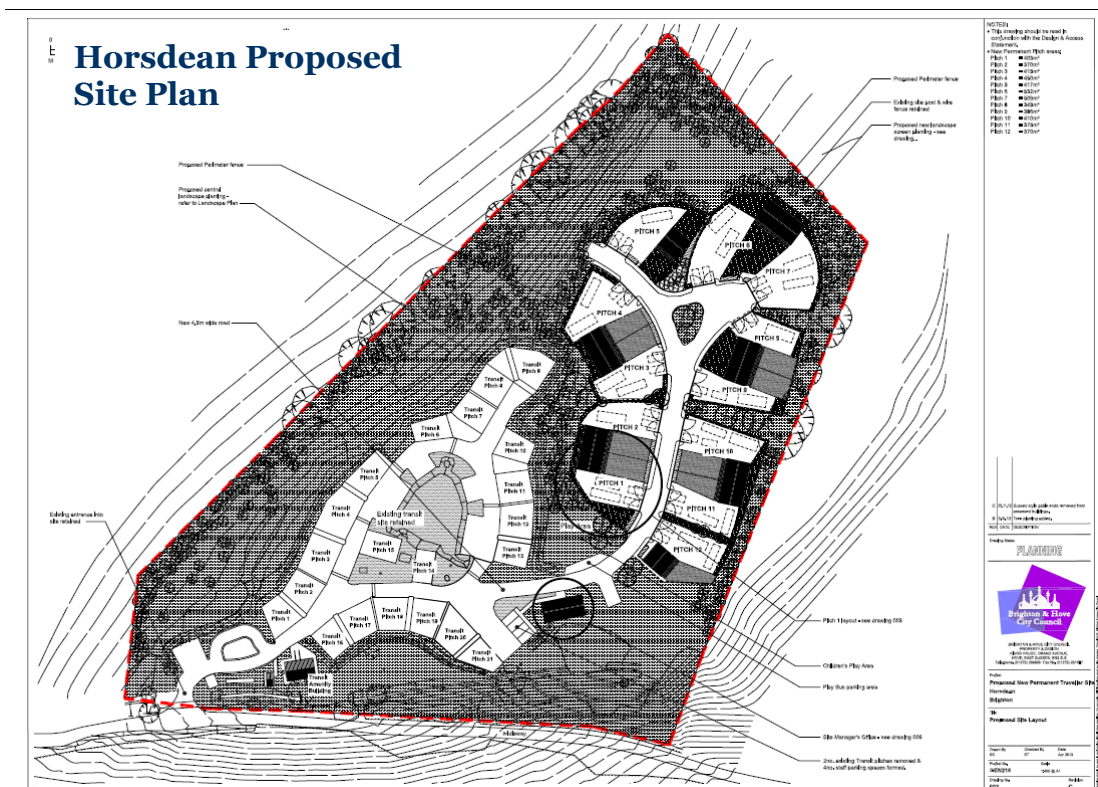
The site was chosen following an extensive selection process and will provide 12 new permanent pitches that will provide space for a static caravan and other vehicles with a kitchen, bathroom and dayroom provided in an amenity block.

The approval of the plans for this new site has been a lengthy process with extensive consultation, not only by the council but also by the South Downs National Park Authority (SDNPA).

Development of the new site can now go ahead after the decision of the Communities and Local Government secretary not to call in the plans.

Detailed work has been undertaken to ensure that the design of the site will not only meet the needs of Travellers but will not spoil the natural beauty of landscape.

A value engineering exercise has been undertaken to reduce construction costs and these will be the subject of a planning application for minor modifications to SDNPA, along with applications for the discharge of various planning conditions.

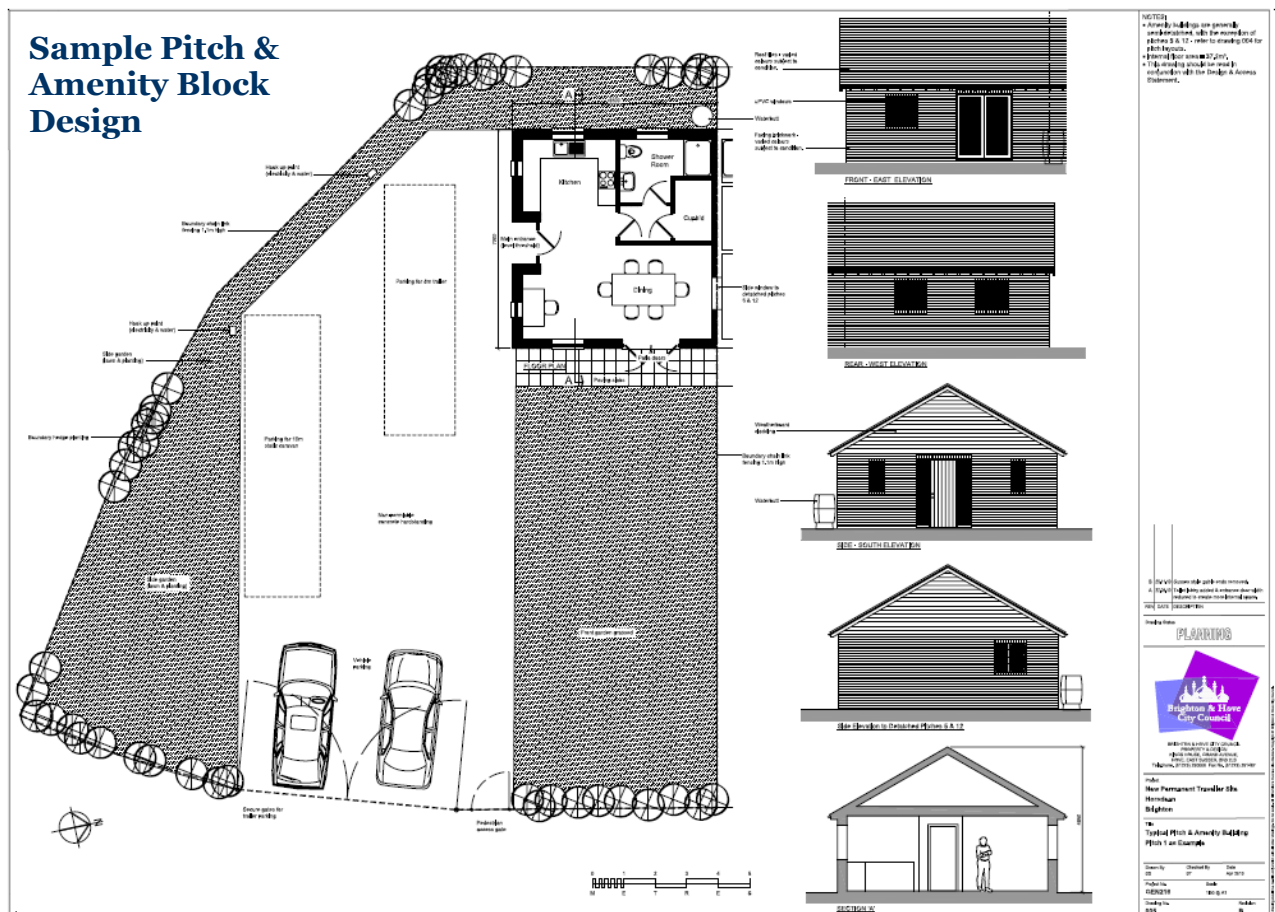


The permanent site will bring stability to Traveller families wanting to live a more settled lifestyle and reduce the likelihood of unauthorised encampments by freeing up pitches on the transitional site.

A management building will be provided for the Traveller Liaison Team to enable closer and better working with the Traveller communities and to reduce management costs.

The site is expected to be completed by early 2016 and provide homes for Traveller families with a local links to the community, many of who regularly occupy pitches on the transit site.

The Travellers will have secure tenancies that, like all social housing tenancies, will set down tenancy rules and requirements that tenants are required to adhere to, will pay rent and council tax.



Outcome 2: Improve health, safety and wellbeing

Clinical Commissioning Group 2 Year Operating Plan

Brighton & Hove Clinical Commissioning Group (CCG) has sought to capture the issues that face the different Traveller communities through engagement and consultation and address these issues in their operating plans. To facilitate this, the CCG has funded Friends, Families and Travellers (FFT) to engage with the Traveller communities and feedback on the specific issues raised by the communities.

The findings from the FFT Engagement Annual Report 2014 will be used to refresh the CCGs operating plan. This plan will shape the services by setting out the achievement to date, highlight challenges and articulating the deliverables for 2015/16. The plan will be consulted on in January 2015 and published in April 2015.

Violence against Women and Girls Strategy

From 2014/15, domestic violence and sexual violence has been integrated into the overarching Violence against Women & Girls Strategy. In June 2014 the Annual Action Plan was approved by the VAWG Programme Board.

The Strategy and Action Plan include commitments to learn from capacity building work completed with BME women's groups to inform capacity building Gypsy and Traveller communities by developing women's peer education and similar programmes and to improve responses to domestic and sexual violence amongst Gypsy and Traveller communities; this includes ensuring any new site development addresses the safety needs of women and children in its design

Outcome 3: Improve education outcomes

New Traveller Education Unit

The council is in the process of establishing a new City Traveller Education Unit following termination of the contract with East Sussex County Council. The unit will provide more resources to address Traveller children's access to education and attendance at school together with resources to inform and support schools' in their responsibilities for Traveller children and their families. Although there has been continued outreach to engage Traveller children and their families in

education, some of the outreach has had to be scaled down while the new unit is in the process of being fully set-up. The development of the new 'in-house' unit has enabled a re-evaluation and reorganisation of support for Traveller pupils and families and opportunities for greater participation from social care has seen the introduction of a designated social worker for Traveller families with other specialist outreach health and education workers.

Outcome 4: Improve community cohesion

Managing Encampments

In 2014, Sussex Police's Operation Monza was reviewed in response to the need for a more flexible approach with a seamless link between the Police Gypsy & Traveller Liaison Officer, neighbourhood policing teams and council Traveller Liaison Team.

The Officer, with support from the neighbourhood policing team manage unauthorised encampments in the city, supporting the council and fulfilling the responsibility outlined within the Community Reassurance Plan.

Ongoing sharing of information and good practice within the city and across the region is facilitated through regular meetings. The Traveller Liaison Team attends monthly meeting with other frontline staff working with Travellers and bi-monthly strategic meetings with support services to ensure effective joint working and best delivery of services to Travellers. Good practice across the region is shared with other professionals working with Travellers at quarterly Pan Sussex Gypsy and Traveller meetings.

A new Community Impact Assessment protocol and recording form, developed by the council, is now in use. On the arrival of a new encampment, a site assessment and community impact assessments are carried out with the neighbourhood Policing team to ensure that appropriate action is taken on a 'case by case' basis, taking into account relevant issues.

For both the Police and council, 2015 will provide significant challenges. The potential lack of a transit site due to the development of the permanent site, will undoubtedly increase the number of unauthorised encampments and prevent use of powers under S62A.

Community Safety Casework Team

Direct outreach work and contact with the traveller communities and equipping front line professional with appropriate information are being used to increase trust and confidence, create awareness of the reporting mechanisms, and support available in the city to increase reporting. During two visits to the traveller encampments, further 7 racist incidents were anecdotally reported to the caseworker directly. Caseworkers have also attended four meetings of women travellers (with 20 – 30 travellers in attendance) to build trust and increase reporting.

As a result of partnership with Traveller Liaison Team, in 6 cases between August 2013 and September 2014, members of public who contacted the Traveller Liaison Team and were racially abusive towards travellers were given warnings by either the police or the Community Safety Casework Team or by both the agencies. In such instances, the perpetrators language and prejudices were challenged and as a result there have not been any further reports of repeat offending by any of them.

Outcome 1: Improve site availability

Strategic Action	Target	Current Position	Lead Partner
Goal 1	Develop a new permanent Traveller site		
Consult on preferred site prior to planning application	March - April 2012	Complete: preferred site identified and local consultation taken place	Brighton & Hove City Council
Obtain planning permission for preferred site	Updated timescale: Application delayed from 2012 to 2013	Planning permission obtained in June 2014 from South Downs National Park Authority. Work about to commence on discharging planning conditions	Brighton & Hove City Council & South Downs National Park
Develop site	Subject to planning permission	Expected development 2015 to 2016	Brighton & Hove City Council
Develop allocations and management policies	Subject to planning permission	Allocations policy for the permanent site has been developed and management policies are being updated	Brighton & Hove City Council
Open site	Subject to planning permission	Expected opening now late 2015 / early 2016	Brighton & Hove City Council
Goal 2	Ensure effective management and use of the Horsdean Transit Site		
Appoint a site warden for the Horsdean Transit Site	Recruitment planned for Spring 2012	Following a restructure of the Traveller Liaison Team, 2 Site & Support Officers recruited	Brighton & Hove City Council
Review occupancy of the Transit Site to provide capacity to help minimise unauthorised encampments	Spring/Summer 2012 (and ongoing after)	Capacity of the site has been restricted to 10 pitches due to the on-going drainage issues.	Brighton & Hove City Council
Improve the collection of fees and service charges and deal effectively with arrears	Summer 2012 (and ongoing after)	Will be further improved with the redevelopment of the site - all rents and service charges will be reviewed	Brighton & Hove City Council

Strategic Action	Target	Current Position	Lead Partner
Goal 3 Develop procedures for Tolerated sites			
Research Good Practice and develop guidance on toleration	Spring 2013	Research has been concluded and a toleration protocol developed and implemented	Brighton & Hove City Council
Consult and Equality Impact Assessment	Subject to guidance	Consultation on the Toleration protocol and EIA completed	Brighton & Hove City Council
Implement	Subject to guidance	Toleration protocol has been implemented	Brighton & Hove City Council
Goal 4 Consider the need for future site provision			
Traveller accommodation needs assessment	Subject to guidance but required to plan for post 2016 need	New GTAA Commissioned with adjoining East Sussex District Councils and South Downs National Park Authority. Publication due by December 2014	Brighton & Hove City Council
Monitor size, duration, frequency, make up of unauthorised encampments	Build up a picture of need and demand particularly once permanent site open	All aspects of unauthorised encampments continue to be monitored and reported back to members	Brighton & Hove City Council
Implement further requirements of new government planning guidance	Subject to guidance	Updated GTAA will provide revised pitch requirements for City Plan period	Brighton & Hove City Council
Plan according to new guidance	Subject to guidance	In progress: Traveller Accommodation Policy CP22 reflects new guidance	Brighton & Hove City Council
Ensure new City Plan recognises identified needs to 2016 and the need to consider future needs provision	Plan proposed adoption end 2013	In progress: City Plan sets out requirements to 2019 and commits to further needs assessment for remaining Plan period.	Brighton & Hove City Council
Goal 5 To provide advice to Travellers seeking to buy their own land for developing a site			
Planning advice to travellers seeking to buy their own land for developing a site	Appropriate advice provided as and when required to build on existing good practice	No approaches received from Gypsy or Traveller groups to develop their own sites	Brighton & Hove City Council

Outcome 2: Improve health, safety and wellbeing

Strategic Action	Target	Current Position	Lead Partner
Goal 6 Improve access to health and other support services for Travellers in the city			
Conduct specific needs assessment on the health and wellbeing of Travellers	November 2012	Complete: The needs assessment was carried out during summer 2012	Public Health & NHS Sussex
Develop an action plan in response the findings of the needs assessment in order to improve access to healthcare services for members of the G&T Community	March 2013 (and ongoing)	Brighton and Hove CCG funded Friends, Families and Travellers to engage with Traveller communities Findings will shape the operating plan for 2015/16 and future plans	Clinical Commissioning Group
Citywide review of Health Visitors to include the impact on the Travelling community	2012/14	Ongoing: Health visiting commissioned by NHS England and this will be taken forward through the Local Implementation Plan	NHS Sussex & Brighton & Hove City Council
Goal 7 To improve cultural awareness in health services			
Cultural awareness training for Clinical Commissioners Group staff and lead clinicians	April 2013	Complete and included in the Annual Operating Plan for 2013/14. Planning a Protected Learning Scheme took place in November 2013	CCG & NHS Sussex
Goal 8 To improve ethnic monitoring in health and other services to include Travellers			
The Trust will ensure that all service providers are aware of the monitoring framework and use it to monitor service uptake and experience in order to identify key issues for Traveller communities	Ongoing – to be reviewed as part of needs assessment	E&D Action plan reviewed and updated each year to improve monitoring	NHS Brighton & Hove

Strategic Action	Target	Current Position	Lead Partner
Goal 9 Tackle domestic and sexual violence			
Integrate actions to address domestic and sexual violence in Traveller communities into DV and SV Action Plans and in the Violence Against Women & Girls Strategy	Plan in place April 2012	Completed: Domestic violence and sexual violence integrated into overarching Violence against Women & Girls Strategy from 2014-15 Ongoing: Needs of Traveller communities to be included in the future domestic and sexual violence specialist services Commissioned for 2015	Safe in the City Partnership
Develop a package of support for Travellers subject to the overall needs within the DV Commissioning Plan, SV Action Plan and the Violence Against Women & Girls Strategy	To be developed in 2012/13	Ongoing: Working with Friends, Families and Travellers to develop an Action Plan of awareness raising and resources for professionals Complete: Provision of support to Traveller community included within the future Domestic and Sexual Violence Specialist Services Commission for 2015	Safe in the City Partnership working with other organisations
Integrate work of Traveller Education Team (Goal 13) with Healthy Schools Team work on gender equality / domestic and sexual violence prevention	2012/13. Integration of awareness and education work. Clear pathways to services for young people for Traveller children needing support	Ongoing: Planned review of Preventative Education Project due in January 2015, which will incorporate options for work with Traveller Education Team (Goal 13)	BHCC Healthy Schools Team

Strategic Outcome 3: Improve education outcomes

Strategic Action	Target	Current Position	Lead Partner
Goal 10	Raise standards by ensuring successful education provision for Traveller children		
New families are visited by Outreach Team to engage with families, assess need according to age and arrange admission into local school	1) All pre school children are engaged 2) All school aged children enrolled in local provision	Outreach continued to engage families in education. High % of children from unauthorised encampments not engaged	Traveller Education Team
Children are supported into new school by peripatetic teacher	Successful admission and inclusion into new school	New peripatetic teacher (Sept 14) Best practice adopted and applied	Traveller Education Team
Home school liaison provided by outreach team and Education Welfare Service to ensure good attendance	All children in school with attendance over 90%	Attendance for short stay 2013/14 - 67% actual / possible. Annual Report 2014	Traveller Education Team & Education Welfare Service
Support provided to local school and their communities closest to new site via <ul style="list-style-type: none"> training re cultural awareness and successful practice in integrating Traveller children additional teaching support to Traveller children with learning deficit 	1) All receiving schools cultural awareness training and educational resources 2) New Traveller children settled in schools and support plans in place where necessary	Ongoing: focus once site building commences and end date a reality	Traveller Education Team
Collaborate with voluntary sector and families to provide/access out of school activities	New children integrating into local community	Ongoing - current v short stays mitigates against integration	Youth Service, Traveller Education Team, Traveller Organisations

Strategic Action	Target	Current Position	Lead Partner
Goal 11 Raise the engagement with learning opportunities for all traveller families visiting Brighton and Hove			
To continue to provide a specialist/outreach provision to support all Traveller families to access learning opportunities	Increase uptake in local provision including family learning	No additional adult/family learning during 2013/14	Traveller Education Team
To provide additional teaching support for those with learning deficit (due to mobility)	Improvement in attainment - Foundation Stage, KS2 and 4	No improvement in participation or attainment due to greater turbulence in movement of families plus change of contract with ESCC	Traveller Education Team & Schools
To offer alternative education provision where required for 14-19 secondary aged pupils	Improved uptake of educational opportunities	Although interest expressed in vocational courses, there has been no uptake. The new permanent site should enable uptake	Traveller Education Team & Engagement Team
Involve Traveller groups in education services development	Consult with local Travellers	Ongoing requests from Traveller families for outreach provision via mobile unit. We are in the process of sourcing a suitable replacement vehicle.	Traveller Education Team & Schools/Nurseries
Goal 12 Secure engagement of families from the early years			
To deliver weekly outreach under 5s play sessions to all families using the Traveller education team playbus in partnership with health and other professionals.	To engage all newly arrived families with mainstream services. eg children centres, early years settings and specialist services eg speech and language therapists	Greater participation from social care with families in need. Children's Services In process of sourcing new vehicle for range of educational and health needs	Traveller Education Team & Health visitors
To provide a parent and under 5s drop-in group for Traveller parents on site	Attendance and participation in the bespoke group within Children's Centre and to increase participation and inclusion in wider children centre activities	Families linked into and attended Children's Centre for -5 activities and advice but attendance not sustained. Requested "on site" provision. To be revisited when new site is opened 2015	Early Years Coordinator Traveller Education Team Moulsecomb Children's Centre

Strategic Action	Target	Current Position	Lead Partner
Involve Traveller groups in education services development	Improve participation and uptake of 2 yr old nursery funding	2014 Traveller Women's group formed. Adviser attends. Consultation both formal and informal. Uptake of 2 year funding - 2013/2014. 3 children each year	Health Visitors, Early Years Coordinator, Traveller Education Team
To provide training to early years settings, children's centres, school staff re good practice in working with GRT families as both bespoke and part of LEAs training programme	Increased skills and confidence of EYs staff in working with GRT families – result increase in uptake of mainstream provision	Training part of Council's Workforce and Development annual programme, plus bespoke training to schools	Traveller Education Team
To arrange nursery places when necessary to newly arrived families and support child into nursery, to provide teaching support to children with an identified need	Increased uptake of Early Years Educational Entitlement (EYEE)	2013/14 – 11 children accessed nursery	Traveller Education Team
Goal 13 Improve further the awareness in schools about Traveller History and Culture			
Offer cultural awareness training to all educational establishments and to embed this in LEAs rolling training programme	Uptake of training	Course well attended with request for full day training	Traveller Education Team, Healthy Schools Team
Promote national initiatives such as Gypsy Roma Traveller History Month and encourage schools to participate	Schools participation in GRT History Month	Participation in Holocaust Memorial Day. GRT History month June and participation in national competition	Traveller Education Team, Partnered with Traveller Organisations
Involve Traveller groups in education services development of cultural awareness and equalities training	Travellers Participation in training	Travellers views (via DVD) in training programme plus inclusion of delegates with a GRT heritage	Traveller Education Team, Partnered with Traveller Organisations and individuals
Continue to contribute to schools curriculum diversity by providing lesson models, resources and artefacts.	Culturally reflective curriculum in schools with Traveller children on roll	Integral part of peripatetic Traveller teacher's remit.	Traveller Education Team, Healthy Schools Team
Information for schools updated and available via website	Schools have accessible resources	Support for Traveller pupils and families in process of being re-evaluated and reorganised	Traveller Education Team

Strategic Outcome 4: Improve community cohesion

Strategic Action	Target	Current Position	Lead Partner
Goal 14 Increasing awareness of different cultures			
Develop a greater understanding amongst the media of Traveller issues	Ongoing work	Work ongoing to support the Traveller team and provide a clear and consistent message. Joint comms approach is being developed with the Police	Brighton & Hove City Council
Improve further the awareness in schools about Traveller History and Culture	Various (see Goal 12)	Ongoing: Various (see Goal 12)	Traveller Education Team, and Traveller Orgs.
BHCC Promotion of GRT History Month	June - annually	Promoted Friends Families & Travellers' event as part of Gypsy Roma Traveller History Month	BHCC Communities & Equality Team
Run regular Councillor Traveller awareness sessions	2012 & 2013 (and every 2 years following elections)	Traveller awareness sessions offered to each of the 3 political groups and provided at separate group meetings	Brighton & Hove City Council
Traveller staff – workforce monitoring and action/support from BME Workers Forum	Various as part of People Strategy and Implementation plan	Gypsy/Traveller category included in equalities monitoring template and staff equalities monitoring Black & Minority Ethnic Workers Forum continues to be promoted by council	Brighton & Hove City Council
Improve Community Development Workers / Local Action Teams	July 2012 and ongoing	New 3 year delivery of infrastructure, community development & community engagement commissioned in July 2014	BHCC, Friends Families & Travellers
Goal 15 Involve Travellers and their advocates in service design and delivery			
Set up a Brighton & Hove Traveller Forum	Spring 2013	Group regularly meeting comprised of those likely to be living on the new permanent site with Housing, FFT, Education, Police and Community Safety. Invites extending to Health and Childrens' Services	Brighton & Hove City Council

Two Years On:

The Traveller Commissioning Strategy in Action 2013/14

Progress opportunities for supporting Travellers into work and learning	To be determined	Work progressing with the Inclusion Team to identify individual learning needs and support in accessing classes	Brighton & Hove City Council
Strategic Action	Target	Current Position	Lead Partner
Involve Travellers in development and design of permanent site	Updated timescale. Throughout 2012-2014	Travellers and Traveller groups continue to be consulted in the design and development of site.	Brighton & Hove City Council
Consult on procedures for Tolerated sites	Subject to draft guidance	Consultation on the toleration protocol competed with Travellers and their advocates	Brighton & Hove City Council
Involve Travellers in service development, cultural awareness, equalities training	Travellers participating in training	DVD entitled "No Shame" will highlight the issues of local domestic violence experienced by Traveller women and support options available	Traveller Education Team, Schools/Nurseries, Traveller Orgs.

Goal 16

Effective management of unauthorised encampments

To review and update the Operation Monza Tactical Plan	Annual review according to operational need	Operation Monza reviewed. The PIER plan continues under headings of Prevention, Intelligence, Enforcement and Reassurance.	Sussex Police
To provide a dedicated full time Traveller Liaison Officer	Full time officer in post	Brighton retains a full time Gypsy and Traveller Liaison Officer	Sussex Police
Ensure Section 61 and Section 62A CJ&POA 1994 applications comply with guidance	As far as possible all applications are to be considered by local Commanders to ensure consistency	Both Section 61 and 62A powers used over reporting period. This process involves full reporting to a Superintendent	Sussex Police
Provide a consistent response to all unauthorised encampments	Develop a joint Sussex Wide Unauthorised Encampment Protocol	Consistent approach being applied to unauthorised encampments	Sussex Police, Brighton & Hove City Council, East & West Sussex councils
Pro-actively liaise with any settled community affected by an encampment	Ongoing	The unauthorised encampment community engagement plan sets out responsibilities for Police	Brighton & Hove City Council

Strategic Action	Target	Current Position	Lead Partner
Expand Operation Monza into a joint approach	Council Traveller Liaison Officer to accompany Police on daily visits to sites	The full time Gypsy and Traveller Liaison Officer remains in post	Sussex Police & Brighton & Hove City Council
Provide necessary support the those residing on an unauthorised encampment	Ongoing	The Traveller Liaison Team is developing a Joint Support Protocol to formalise the working with other support services	Brighton & Hove City Council
Take appropriate action to move on an encampment based on community impact and Traveller needs	Ongoing	The site assessment and community impact assessments are carried out upon arrival of a new encampment	Brighton & Hove City Council
Work across the region to share good practice	To work through the new Sussex Joint Local Authority Traveller Forum	Good practice across the region is shared with other professionals working with Travellers at quarterly Pan Sussex Gypsy and Traveller meetings. Director level Regional Strategic Meeting to discuss provision for Travellers and responses to unauthorised encampments due to be held in December 2014	Brighton & Hove City Council
Goal 17 Ensure sensitive sites are protected			
Develop a corporate proactive approach to the protection of sensitive sites within available resources	To be developed during 2012/13	Externally funded bee banks aimed at improving wildlife are being used which also make access harder. The Traveller Liaison Team will be piloting the use of mobile cameras to deter trespass and evidence criminal damage	Brighton & Hove City Council
Assess sites on an ongoing basis in response to unauthorised use	Ongoing monitoring of sites	Following the works carried out previously to Withdean Park, Greenleas recreation ground, the Ladies Mile nature reserve, Carden Park and Hollingbury Park, there have been no further works completed e.g. major new barriers erected	Brighton & Hove City Council

Strategic Action	Target	Current Position	Lead Partner
Goal 18 Tackling crime, anti-social behaviour and nuisance			
To review and update the Operation Monza Tactical Plan	Annual review according to operational need	Operation Monza has been reviewed and a more flexible and responsive plan has been developed which supports council and the community reassurance plan	Sussex Police
To provide a dedicated full time Traveller Liaison Officer	Full time officer in post	The full time Gypsy and Traveller Liaison Officer remains in post	Sussex Police
Provide a prompt, efficient and sustainable waste collection service that tackles fly-tipping	New contract to start August 2012	Service continues with the 6x 1100 litre waste bins emptied once a week	Brighton & Hove City Council
Goal 19 Tackling racism, sexism and homophobia			
Developing new ways to encourage the reporting of crimes and incidents will be taken forward by community safety services and included within a work programme to develop community based reporting centres throughout the city for hate crimes.	Work to be undertaken during 2012 and will be completed by March 2013	A single case has been reported by a traveller family directly to the Community Safety Casework team and is being supported Direct outreach work and contact with the traveller communities are being used to increase trust and confidence, create awareness of the reporting mechanisms, and support available in the city to increase reporting	Joint Community Safety Delivery Unit
Goal 20 Develop a protocol for addressing Van Dwellers who are often mistaken for Travellers			
Develop protocol, Equality Impact Assess, consult, launch	To be developed in 2012/13	A multiagency approach is being piloted which will develop into the protocol. Research and review of legal powers is ongoing. Aiming to deliver spring 2015	Brighton & Hove City Council

Housing Strategy Team

Brighton & Hove City Council,
4th Floor Bartholomew House,
Bartholomew Square, Brighton BN1 1JE






















e: housing.strategy@brighton-hove.gov.uk
w: www.brighton-hove.gov.uk/housingstrategy




Brighton & Hove
City Council

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**


Scrutiny Panel Recommendations: Summary Sheet

1	A monitoring report to be sent to the relevant Member Committee	 GREEN
2	A coherent vision is needed of what is to be done in the years before the permanent site is ready	 GREEN
3	Preventing, and responding to, unauthorised encampments should be a key focus of the Strategy	 GREEN
4	More needs to be done to link the different parts of the Strategy into a coherent narrative	 GREEN
5	Review the working of the Traveller Liaison Team	 GREEN
6	It is important that the multiple site option is fully explored	 GREEN
7	It would like to see the Strategy contain some detail on how the consultation will be 'effective'	 GREEN
8	Assessing the need for future site provision should not wait until 2016	 GREEN
9	A commitment to review the impact of the work of Health Visitors	 GREEN
10	Clarification as to how the training of CCG staff and lead clinicians will percolate down to other primary care workers	 GREEN
11	Cultural awareness training for health workers, especially in primary care	 GREEN
12	An assurance that the council and NHS Brighton & Hove will integrate their information to plan and monitor services	 GREEN
13	A commitment in the Strategy to learning from successful education projects	 GREEN
14	Identify the educational attainment of Traveller children	N/A
15	Improve the educational experience and attainment for transient Travellers who come to the city	N/A
16	Encouraging take up of education and combining this with information from health outreach work	 GREEN
17	Retain Traveller children in education [and] engage with hard to reach Traveller groups such as teenagers	 GREEN
18	improve awareness in schools about Traveller history and culture [and] participation in Gypsy Roma Traveller History Month	 GREEN
19	Information on the Joint Sussex-wide protocol on unauthorised encampments	 GREEN
20	A clear plan for sensitive sites	 GREEN
21	Protocol for Van Dwellers will be developed during 2012/2013	 AMBER
22	Councillors should be offered the opportunity to attend Traveller Awareness	 GREEN
23	Work with the local media to ensure balanced reporting of issues relating the traveller community	 GREEN

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 1	Service Lead(s)	ELT Lead
<p>The panel noted with considerable concern the lack of monitoring of the priorities and actions contained in the last Traveller Strategy for 2008-11. The panel welcomes the Action Plan which has been developed for this Strategy. The panel expects this plan to be effectively monitored and would like a monitoring report to be sent to the relevant Member Committee at the following intervals: 6 months, 12 months, 24 months and 36 months. To enable effective monitoring the panel would expect each action in the Action Plan to be SMART (i.e. Specific, Measurable, Achievable, Realistic and Time limited).</p>	<p>Andy Staniford</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>Updates will be produced and reported to the relevant Committee at 6mths, 12mths then annual.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • The 6 month update did not happen. • However, we are back on track with the 12 month strategy/action plan update being approved by Environment, Transport & Sustainability Committee on 8 October 2013. • A copy of the update is attached as Appendix 2 and focuses on the outcomes from the first year of the strategy. • Next update due October 2014 to cover 2013/14. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • The 2 year on monitoring report was due to be presented at Environment, Transport & Sustainability Committee on 20 January 2015. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	<p> GREEN</p>

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 2	Service Lead(s)	ELT Lead
<p>In a number of areas, the Strategy posits the establishment of a permanent site as a solution to the issues associated with Travellers. This may be the case, but it is important to recognise that the permanent site will not be opened until Winter 2013/14 at the earliest. Therefore a coherent vision is needed of what is to be done in the years before the permanent site is ready, particularly in terms of transit provision.</p>	<p>Andy Staniford</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>New paragraph has been added to the strategy at 3.3: <i>To help meet this need, our strategy seeks to be preventative in nature rather than reactive by:</i></p> <ul style="list-style-type: none"> • <i>Ensuring effective management and use of the Horsdean Transit Site</i> • <i>Developing procedures for Tolerated sites</i> • <i>Effective management of unauthorised encampments</i> • <i>Ensure sensitive sites are protected</i> • <i>Developing a protocol for addressing Van Dwellers</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>This action was completed with approval of the final strategy. No further action is required.</p>		
<p>Status (Sept 2014)</p>	<p>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</p>	 <p>GREEN</p>

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 3	Service Lead(s)	ELT Lead
<p>The panel feel that preventing, and responding to, unauthorised encampments should be a key focus of the Strategy, particularly until the permanent site is opened. The Panel would like the Strategy to draw on good practice by other authorities in this area such as Fenland DC. The panel would also like the Strategy to include information on how the council will pro-actively liaise with any settled community affected by such an encampment.</p>	<p>Sheila Peters</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>Extra information has been added to strategy on sharing good practice and in particular citing the Fenland evidence to the Scrutiny Panel as a case study.</p> <p>Additional action added to Action Plan at 16.6:</p> <ul style="list-style-type: none"> • <i>Pro-actively liaise with any settled community affected by an encampment</i> <p>Additional text added to strategy:</p> <ul style="list-style-type: none"> • <i>It is very important to us that we communicate effectively with any settled community affected by an unauthorised encampment. We do this in a number of ways and are looking to improve this in response to the strategy and resident needs:</i> • <i>We engage with staff working within the Stronger Communities Partnership that are supporting active community engagement to provide information about Traveller lifestyles, and the likely impact of an encampment on the locality</i> • <i>We build positive relationships between the Traveller Liaison Team and chairs of Local Action Teams by notifying them the moment there is an encampment in their community and ensuring they receive regular updates</i> • <i>We have a webpage that is regularly updated with information about unauthorised encampments within the city. This webpage can be found at: http://www.brighton-hove.gov.uk/travellers</i> • <i>The Traveller Advice Line will be integrated into our customer contact centre to improve our telephone response to resident and Traveller enquiries</i> • <i>We will look at good practice from other parts of the country to see what other improvements can be made to the way we work and communicate with residents</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • When an encampment is present regular high profile visits by the Police through Operation Monza and Council's Traveller Liaison Team help to reassure both residents and Travellers to minimise the disruption and anti social behaviour that sites can attract. A new waste contract helps to ensure refuse does not become a nuisance and that sites are effectively and swiftly cleared. • Community engagement through a range of expanding mechanisms including residents visits, leaflets LAT meeting and Twitter. 		

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

January 2015 Update


- Joint visits by the Traveller Liaison Team and Police are made to unauthorised encampments within 24 hours of arrival and throughout the duration, to reassure the settled community of action being taken. Encampments are continually monitored to minimise disruption and enforcement action revised in response to anti-social behaviour.
- Information and updates on Traveller movements are made available in a variety of ways as soon as events change. The Traveller Team webpage is updated daily with information about encampments and action being taken. The team has a new telephone system with additional recorded information updated daily.
- Work is being undertaken with Children’s Services to enable a better response to Travelling families and to address issues that may arise on unauthorised encampments. A Support protocol is being developed to formalise work with all departments and agencies providing support services to Travellers.
- Presentations have been made to Local Action Teams providing information on available enforcement powers and the protocols and procedures of the council and the Police in working with Travellers and unauthorised encampments.

**Status
(Sept 2014)**


*Red – Off target and not likely to come back to on target without intervention.
Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).
Green – On or above target*




**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 4	Service Lead(s)	ELT Lead
<p>The panel believes the Strategy should be both a place where all the separate plans for dealing with Traveller issues are brought together and a process via which these plans are effectively integrated. While the draft Strategy fulfils the first of these requirements, the panel is not sure that it currently meets the second: more needs to be done to link the different parts of the Strategy into a coherent narrative.</p>	<p>Andy Staniford</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>We believe this issue has been addressed between the draft strategy and final strategy.</p> <p>The draft strategy focussed on highlighting needs and then considering our vision and goals whereas the final strategy starts with the vision and how improving site stability is the platform for addressing education, health and community cohesion. This approach is then threaded through the strategy.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>This action was completed with approval of the final strategy. No further action is required.</p>		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>GREEN</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 5	Service Lead(s)	ELT Lead
<p>The panel welcome the agreement to review the working of the Traveller Liaison Team, but seek assurance that the review will focus on support and enforcement elements, as well as having the key aim to improve the service for both Travellers and the settled community.</p>	<p>Sheila Peters</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>A new action has been added to the action plan at 16.10:</p> <ul style="list-style-type: none"> • <i>Review the Council's Traveller Liaison Team (focus on support, enforcement, service improvement) during 2012/13</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update</p> <ul style="list-style-type: none"> • The Travellers Service Staff Structure is currently under review with a view to implementation by end March 2014. This will include ensuring that the enforcement and support roles are well balanced. <p>January 2015 Update</p> <ul style="list-style-type: none"> • There has been a restructure of the council's Traveller Liaison Team and two Site and Support Officers have been recruited to provide support for Travellers and warden duties at the Traveller transit site, as well as providing administrative support for the team. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>GREEN</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 6	Service Lead(s)	ELT Lead
<p>The panel heard evidence from a number of sources favouring several small sites rather than a large single permanent site. While we accept that there are valid arguments in favour of both solutions, we feel it is important that the multiple site option is fully explored, in terms of both current and future needs. Should the choice nonetheless be for a single site, the thinking behind this, and the pros and cons of single and multiple sites, should be explained in the Strategy.</p>	<p>Sandra Rogers</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>Additional text added to strategy: <i>The project has considered whether it would be better to have smaller sites in the city however, this was discounted based on a number of reasons:</i></p> <ul style="list-style-type: none"> • <i>A number of smaller sites would make it harder to meet the level of need by increasing risks such as cost, planning and community cohesion issues</i> • <i>Each site requires the provision of infrastructure (water, sewage, electricity, access roads etc) in addition to the pitches which will increase the projects costs</i> • <i>Aside from extra costs, additional sites bring additional planning risks given the shortage of available land and the controversial nature of some of the sites already considered by the site search given that they lie within the National Park</i> • <i>The government guidance for site design suggests each pitch consists of a hard standing with space for a main and touring caravan, plus a car, and an amenity unit with a bathroom, kitchen and dayroom. There should be shared play space. All residents will pay rent, bills and council tax like any other tenant in social housing.</i> • <i>Each site would have additional costs from the provision of services such as management, security, waste collection etc</i> <p><i>If future needs analysis shows a need for additional sites, and we are successful in acquiring funding for those additional sites, then they are likely to be smaller as the present site search process has exhausted the options for large sites</i></p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 & January 2015 Update</p> <ul style="list-style-type: none"> • Any site search to meet unmet/future needs will consider a range of options to determine the most appropriate course of action. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>GREEN</p>

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 7	Service Lead(s)	ELT Lead
<p>The panel welcomes the commitment to consulting with both Travellers and the settled community on proposed site(s), their design and management. It would like to see the Strategy contain some detail on how the consultation will be 'effective' and a commitment that it will meet the standards of the Community Engagement Framework. We assume that the consultation process will include asking whether a single or multiple sites would be preferred – and be explained in the Strategy.</p>	<p>Alan Buck</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>Noted however this will be managed separately through the permanent site project.</p> <p>The Cabinet report seeking approval of the preferred site at Horsdean has a recommendation that the consultation that is undertaken is guided by a consultation strategy to be agreed by the Cabinet Member for Environment and Sustainability. This will pick up the points in the recommendation. No additional action required.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>This action was completed with approval of the final strategy. No further action is required.</p>		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>GREEN</p>

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 8	Service Lead(s)	ELT Lead
<p>The panel believe that assessing the need for future site provision should not wait until 2016. The panel believe that there should be an ongoing collation of information on the regional situation from the Regional Forum, monitoring information and data on enabling site provision to plan future need. This Strategy presents a real opportunity to stop being reactive and to begin to plan capacity more pro-actively.</p>	<p>Sandra Rogers</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>The reference to 2016 is that the needs assessment plus accompanying planning provision (should it be required) must be done by 2016. To achieve this timescale, work will be ongoing from 2012 and reported in the progress reports. No additional action required.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update</p> <ul style="list-style-type: none"> • Draft City Plan sets out requirements to 2019 and commits to further needs assessment for remaining Plan period. <p>January 2015 Update</p> <ul style="list-style-type: none"> • Officers are currently undertaking a further needs assessment with the South Downs National Park Authority to cover the full City Plan period to 2030. The study should be finalised by the end of 2014. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>GREEN</p>

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 9	Service Lead(s)	ELT Lead
<p>The panel welcomed the commitment to review the impact of the work of Health Visitors and looks forward to an update on its findings in the 6 month and 12 month progress report on the Strategy.</p>	<p>Ramona Booth</p>	<p>Tom Scanlon</p>
<p>Council Response March 2012</p>		
<p>Additional strategy text added at 10.2:</p> <ul style="list-style-type: none"> <i>In addition, there will be a citywide review of Health Visitors which will consider the impact the service has on the Travelling community.</i> <p>Additional action added at 6.3:</p> <ul style="list-style-type: none"> <i>Citywide review of Health Visitors to include the impact on the Travelling community</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG's commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries Develop a wallet-sized card for Travellers to present to receptionists Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> Ensure Traveller specialist health services proactively succession plan Consider how commissioners can improve monitoring of Traveller specialist health services Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> <ul style="list-style-type: none"> Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage with us <u>Improve ethnic monitoring</u> <ul style="list-style-type: none"> Ensure robust, systematic ethnic monitoring in health records 		

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

January 2015 Update:

- Brighton and Hove CCG fund Friends families and Travellers (FFT) to engage and feedback on specific issues that face Traveller communities.
- We are currently refreshing our operating plan for 2015/16 and will use the Brighton and Hove Funded Engagement Annual Report 2014 from FFT to shape our future plans. This will set out the achievements to date, highlight the challenges and articulate the deliverables for 2015/16. We will consult on the plan in Jan 2015 and publish in April 2015
- 1 GP practice received cultural awareness training during 2014, with another pending in early 2015.
- Wallet size “help cards” produced – indicating additional help required. Good feedback on their use by the community.
- CCG is considering running equalities based awareness sessions for front line staff at the CCG conference in April 2015.
- The CCG has a contract for engagement with the Gypsy and Traveller communities via Friends, Families and Travellers. Four themed consultations carried out with the Gypsy and Traveller community (urgent care, record sharing, mental wellbeing and integrated care. Wider feedback also been provided alongside consultation reports. Ongoing work to engage with the community – next topic will be Health Checks (Spring 2015)
- The CCG’s Governing Body took part in an event to meet with equalities based groups – including Gypsies and Travellers- and hear about their issues relating to local health services (November 2014)
- We will over the next year be working with our GP practices as part of the Transforming Primary Care programme, to ensure that ethnic monitoring data is collected consistently and systematically

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(Sept 2014)**

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**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 10	Service Lead(s)	ELT Lead
<p>The panel welcomes the commitment from the Clinical Commissioning Group (CCG) to provide cultural awareness training in relation to Travellers for CCG staff and lead clinicians. However, we are concerned that this does not fully address the problems of front-line clinical staff (e.g. GPs and dentists) and other staff (e.g. GP surgery receptions) lacking awareness of Traveller issues, and sometimes a knowledge of their statutory duties to provide services. We therefore seek clarification as to how the training of CCG staff and lead clinicians will percolate down to other primary care workers.</p>	<p>Ramona Booth</p>	<p>Tom Scanlon</p>
<p>Council Response March 2012</p>		
<p>This will be pursued via the Clinical Training Committee, NHS Brighton & Hove.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG’s commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> • Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> • Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery • Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries • Develop a wallet-sized card for Travellers to present to receptionists • Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> • Ensure Traveller specialist health services proactively succession plan • Consider how commissioners can improve monitoring of Traveller specialist health services • Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> • Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients • Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> <ul style="list-style-type: none"> • Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage 		

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

with us

Improve ethnic monitoring

- Ensure robust, systematic ethnic monitoring in health records

January 2015 Update:

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**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 11	Service Lead(s)	ELT Lead
The panel would welcome cultural awareness training for health workers, especially in primary care, which could build on the successful awareness training held for council staff and due to be rolled out to Councillors.	Ramona Booth	Tom Scanlon
Council Response March 2012		
This will be pursued via the Clinical Training Committee, NHS Brighton & Hove		
Current position – short commentary by service lead(s):		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG’s commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> • Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> • Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery • Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries • Develop a wallet-sized card for Travellers to present to receptionists • Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> • Ensure Traveller specialist health services proactively succession plan • Consider how commissioners can improve monitoring of Traveller specialist health services • Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> • Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients • Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> <ul style="list-style-type: none"> • Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage with us <u>Improve ethnic monitoring</u> <ul style="list-style-type: none"> • Ensure robust, systematic ethnic monitoring in health records <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Brighton and Hove CCG fund Friends families and Travellers (FFT) to engage and feedback on specific issues that face Traveller communities. 		

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

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**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 12	Service Lead(s)	ELT Lead
<p>The panel is pleased to see the statement that NHS Brighton & Hove is using and promoting the common framework for ethnic monitoring being developed by the City Inclusion Partnership. The panel is also pleased that the council is promoting the use of the common framework. However, the panel would like the Strategy to contain a statement on how the ethnic monitoring information will be used and an assurance that the council and NHS Brighton & Hove will integrate their information to plan and monitor services.</p>	<p>Ramona Booth</p>	<p>Tom Scanlon</p>
<p>Council Response March 2012</p>		
<p>New paragraphs added to strategy:</p> <ul style="list-style-type: none"> • <i>10.2 To address this gap the Council and NHS Sussex (Brighton & Hove) will conduct specific needs assessment on the health and wellbeing of Travellers. The assessment will be used to develop an action plan to improve access to healthcare services for members of the Traveller community.</i> • <i>10.3 Developing NHS ethnic monitoring locally will help provide us with information on the services used and needed by Travellers to ensure we can plan provision more effectively</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG's commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> • Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> • Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery • Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries • Develop a wallet-sized card for Travellers to present to receptionists • Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> • Ensure Traveller specialist health services proactively succession plan • Consider how commissioners can improve monitoring of Traveller specialist health services • Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> • Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients • Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> 		

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

- Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage with us

Improve ethnic monitoring

- Ensure robust, systematic ethnic monitoring in health records

January 2015 Update:


- Brighton and Hove CCG fund Friends families and Travellers (FFT) to engage and feedback on specific issues that face Traveller communities.
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**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 13	Service Lead(s)	ELT Lead
<p>The panel would like to see a commitment in the Strategy to learning from successful education projects, which have offered mentoring to Minority Ethnic groups, and to drawing in members of the Traveller community to offer help and advice with Traveller education issues.</p>	<p>Jackie Whitford</p>	<p>Pinaki Ghoshal</p>
<p>Council Response March 2012</p>		
<p>Additional text added to strategy:</p> <ul style="list-style-type: none"> <i>We also recognise the value in learning and adopting successful good practice from elsewhere and will seek to draw in members of the Travelling community wherever possible to support training and outreach.</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> This action was completed with approval of the final strategy. No further action is required. <p>January 2015 Update:</p> <ul style="list-style-type: none"> Members of the Travelling community have been engaged to give talks, presentations and displays on Traveller history and culture since 2012. An employee from Friends Families and Travellers of Gypsy heritage has participated in a jointly funded education and health outreach project (via the mobile education unit) at Horsdean in 2013 Children’s Services has employed a peripatetic teacher with a Gypsy heritage to work with Traveller children in 2014 as part of the new City’s Traveller Education Unit. N.B Children’s Services have ceased its contract with East Sussex (July 14) and is in the process of appointing the City’s new Traveller Education Unit who will work closely with the City’s Traveller Liaison Team, Health and all other partners. Traveller cultural awareness training is now a fixture on the Council’s Workforce and Development annual training programme’ Delivered by Jackie Whitford with input from members of the Travelling community. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>GREEN</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 14	Service Lead(s)	ELT Lead
<p>The panel would like the Strategy to contain an action re: obtaining city based information on Traveller educational attainment, across all sectors of education from pre-school to Further Education. Once this data has been gathered it should be used as a baseline from which to identify the educational attainment of Traveller children. The panel would expect data and a statement on how this data will be used to be contained in the progress updates reported to Committee.</p>	<p>Jackie Whitford</p>	<p>Pinaki Ghoshal</p>
<p>Council Response March 2012</p>		
<p>From 2012 we will gather and report on the EYFS profile scores of visiting children. These recommendations will be relevant when the permanent site is completed.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> This recommendation will be applicable when the permanent site is completed. <p>January 2015 Update:</p> <ul style="list-style-type: none"> Few pupils completed Year due to either short stay on transit or the turbulent nature of unauthorised encampments. EYFS profile scores re small number of longer stay pupils showed them to be the lowest attaining of any group - 25% lower scores than the average This recommendation will be applicable when the permanent site is completed. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i></p>	<p>RAG NOT YET APPLICABLE</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 15	Service Lead(s)	ELT Lead
The panel is keen to ensure that the Strategy contains more detailed information and outcomes on how to improve the educational experience and attainment for transient Travellers who come to the city.	Jackie Whitford	Pinaki Ghoshal
Council Response March 2012		
As mentioned, average stay is 20 days and we are rarely informed of departures. Feedback from a variety of service providers, including visiting Travellers is used to inform and plan. No additional action required.		
Current position – short commentary by service lead(s):		
January 2014 & January 2015 Update: <ul style="list-style-type: none"> No further action required 		
Status (Sept 2014)	<i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i>	RAG NOT APPLICABLE


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 16	Service Lead(s)	ELT Lead
<p>The panel welcomes the commitment to include actions in the Strategy which build on successful 'out reach to in reach' work in encouraging take up of education and combining this with information from health outreach work. The panel would like to see the data gathered to be used to plan future services and measure progress achieved by these services.</p>	<p>Jackie Whitford</p>	<p>Pinaki Ghoshal</p>
<p>Council Response March 2012</p>		
<p>The data gathered will be used to plan future services and measure progress achieved by these services</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • During 2012-13, 86 EYs highly mobile pre school children were supported via outreach. 15 supported into nursery. Ongoing needs assessment resulted in two nurseries holding 2yr old funded places for mobile Travellers • From Sept 13 outreach unit making additional weekly visits providing health education e.g. smoking cessation, first aid etc. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • 2013-14, 76 EYs highly mobile pre school children were supported via outreach. 2 children received 2 year old funding, 10 children attended nursery. 		
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**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 17	Service Lead(s)	ELT Lead
<p>The panel is concerned that the positive work which is being done to secure Traveller engagement from early years could go to waste if the Strategy does not include sufficient measures to retain Traveller children in education. This in turn will enable Travellers to improve their employment prospects. The Strategy should include new ways to engage with hard to reach Traveller groups such as teenagers, enabling access to adult and further education, and using ICT and other methods to engage with these groups.</p>	<p>Jackie Whitford</p>	<p>Pinaki Ghoshal</p>
<p>Council Response March 2012</p>		
<p>We are contributing to Brighton & Hove “Vulnerable Learners Protocol” to engage KS5 pupils.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> This recommendation will be applicable when the permanent site is completed. <p>January 2015 Update:</p> <ul style="list-style-type: none"> Youth Outreach Bus available close to Horsdean offering sexual health advice to young Travellers Jackie Whitford (Adviser – Traveller Education) attending newly former Traveller Women’s group using range of materials, DVDs to promote update of secondary and further education. Interest expressed in women accessing adult literacy. To be followed up. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>GREEN</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 18	Service Lead(s)	ELT Lead
<p>The panel would like to see the Strategy contain a commitment from the council to lead a co-ordinated programme to improve awareness in schools about Traveller history and culture. This would include the council leading, and co-ordinating, the city’s participation in Gypsy Roma Traveller History Month and including Travellers in People’s Day.</p>	<p>Jackie Whitford</p>	<p>Pinaki Ghoshal</p>
<p>Council Response March 2012</p>		
<p>Already a goal of the strategy:</p> <ul style="list-style-type: none"> • <i>Goal 13: Improve further the awareness in schools about Traveller History and Culture</i> <p>Action Plan already includes:</p> <ul style="list-style-type: none"> • <i>13.2 Promote national initiatives such as Gypsy Roma Traveller History Month and encourage schools to participate</i> • <i>14.3 Promotion of GRT History Month</i> <p>No additional action required</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • Held in June, the Gypsy Roma Traveller History month was a joint initiative between the East Sussex Traveller Education Team in consortium with Brighton & Hove City Council and Friends, Families and Travellers. • For the 5th consecutive year, Traveller pupils attending schools in the city were awarded prizes in the Gypsy Roma Traveller History month national schools competition. Seven local schools celebrated GRT History month and participated in the competition. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • 2013 – Hove Town Hall – Presentation of “Traveller Roots around the City” plus music and dance . • January 2014 Contribution to Holocaust Memorial Day re “Forgotten Victims (Roma and Sinti). • Plays performed in 2 schools illustrating historical persecution of Gypsies . • May 14 Brighton & Hove schools participated in GRT History Month national schools competition. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i></p>	 <p>GREEN</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 19	Service Lead(s)	ELT Lead
<p>The panel would like the Strategy to contain information on the Joint Sussex-wide protocol on unauthorised encampments which is being developed for use by the Police and local authorities and to place this under goal 16 of the Strategy 'Effective Management of Unauthorised Encampments'.</p>	<p>Paul Ransome</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>Work on developing Protocol referenced in the Strategy.</p> <p>In addition, an action is included at 16.5:</p> <ul style="list-style-type: none"> • <i>Provide a consistent response to all unauthorised encampments by developing a joint Sussex Wide Unauthorised Encampment Protocol (Police & Local Authorities) and joint leaflets</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • Monza reviewed and expanded. Multi-agency group developed a tactical Prevention, Intelligence, Enforcement & Reassurance Plan (PIER) for 2013. Joint work ongoing. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Joint Sussex-wide protocol on unauthorised encampments is embedded within Sussex Police and forms part of the Force Policy for dealing with unauthorised encampments. • Joint working groups meet at regular intervals with local authority and with Gypsy and Traveller Groups. • Sussex Police have strategic leads for Traveller related matters at Superintendent level (Operational and Equalities). • Op Monza for Summer 2014 was scaled down. Within Brighton a small team with support from Neighbourhood Policing Teams have managed a number of encampments throughout the year supporting the council and fulfilling the responsibilities within the Community Reassurance Plan. Brighton & Hove retains a full time Gypsy and Traveller Liaison Officer due to the high numbers of Traveller families present within the City throughout the year. • The PIER plan referred to above is ongoing (Prevention, Intelligence, Enforcement and Reassurance.) 		
<p>Status (Sept 2014)</p>	<p>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</p>	 <p>GREEN</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 20	Service Lead(s)	ELT Lead
<p>The panel appreciates that work is ongoing in relation to sensitive sites. However they believe that the Strategy should contain a clear plan for sensitive sites. This could identify levels of sensitivity and a commitment to mapping the impact of site protection measures on unauthorised encampments elsewhere in the city.</p>	<p>Rob Walker</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>Our plan will not only need to determine how sensitive sites are defined, but the impact of measures on one site needs to be assessed in terms of the impact on other sites to ensure 'displacement' does not occur.</p> <p>In addition resources will need to be identified to secure sites otherwise there is a danger of raising expectations will not be matched by the ability to take the appropriate action.</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • Cityparks are maintaining and continuously reviewing existing protection measures around the city. Improvements are made where they are affordable within existing budgets. • Successful works carried out to Withdean Park, Greanleas Recreation Ground and the Ladies Mile Nature Reserve. • Improvements have also been made to Carden Park and Hollingbury Park. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Improvements to physical barriers are where bee banks are being positioned where they make it harder for travellers to enter a site. These are externally funded structures that's prime objective is to increase wildlife in particular insects • The Traveller Liaison Team will be piloting the use of mobile cameras at the entrance points to various sensitive sites in the city to deter trespass and evidence criminal damage where it occurs 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i></p>	 <p>GREEN</p>


**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 21	Service Lead(s)	ELT Lead
<p>The panel is pleased that the Action Plan is to be updated to show that the Protocol for Van Dwellers will be developed during 2012/2013. The panel would like the council to contact other local authorities who experience this issue, such as Bristol, to see what practices they have developed.</p>	<p>Rachel Chasseaud</p>	<p>Geoff Raw</p>
<p>Council Response March 2012</p>		
<p>This will be done as part of the development of the Protocol</p>		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • Protocol overdue however the 1st draft is complete and we are now completing research and consultation with other local authorities. The findings from this exercise will be incorporated into the final draft which we aim to have completed by end of March 2014. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Work on the protocol has started and is in progress. • There has been multi-disciplinary action taken at various locations in the city where there are recurring issues with van dwellers and this model will form the basis for the protocol. • An unexpected outcome of the Gypsy Traveller Needs Assessment process has been the information gained from interviews undertaken with those who, although not ethnically defined Travellers, are resident in Brighton and Hove as van dwellers. This and other research will inform the final draft of the van dweller protocol. • A multiagency approach is being piloted which will develop into the protocol. Research and review of legal powers is ongoing. • Aiming to deliver by end of 2014/15. 		
<p>Status (Sept 2014)</p>	<p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p>	 <p>AMBER</p>

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 22	Service Lead(s)	ELT Lead
<p>Given the important role Councillors play in relation to Travellers, the panel believe that Councillors should be offered the opportunity to attend Traveller Awareness Training run by the council on an annual basis.</p>	<p>Mark Wall</p>	<p>Abraham Ghebre-Ghiorghis</p>
<p>Council Response March 2012</p>		
<p>We will run this for the next two years and then review. We will always run this course for the two years after an election.</p> <p>This has been added to the action plan at 14.4:</p> <ul style="list-style-type: none"> • <i>Run regular Councillor Traveller awareness sessions</i> 		
<p>Current position – short commentary by service lead(s):</p>		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • Proposal for 2nd year of training due for approval in December 2013. 2 proposed dates identified <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Traveller Awareness sessions were offered to each of the 3 political groups by officers in 2014 and provided at separate Group meetings before the summer recess. • The potential for including Traveller awareness into the new Member induction following the local elections is also being explored. 		
<p>Status (Sept 2014)</p>	<p>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</p>	 <p>GREEN</p>

**Brighton & Hove Traveller Commissioning Strategy 2012
Two Year Update to the Scrutiny Panel Recommendations: January 2015**

Traveller Scrutiny Recommendation 23	Service Lead(s)	ELT Lead
<p>The panel recommends that the council works with the local media to ensure balanced reporting of issues relating the traveller community. This could include such things as:</p> <ul style="list-style-type: none"> • Reporting positive Traveller stories • Challenging the need for Traveller stories to be front-page, a practice which automatically sensationalises the issue • Moderating, and if necessary deleting, comments placed on websites 	Corinna Allen	Paula Murray
Council Response March 2012		
<p>An action has been added in 'Outcome 4: Community Cohesion' at 14.1:</p> <ul style="list-style-type: none"> • <i>Develop a greater understanding amongst the media of Traveller issues.</i> <p>Work to implement this action will consider the points raised by the Panel.</p>		
Current position – short commentary by service lead(s):		
<p>January 2014 Update:</p> <ul style="list-style-type: none"> • Work is ongoing to support the Traveller team and provide a clear and consistent message. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • A joint communications approach is being developed with the Police to ensure consistent messaging 		
Status (Sept 2014)	<p>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</p>	 GREEN

Subject:	Local Flood Risk Management Strategy		
Date of Meeting:	20th January 2015		
Report of:	Executive Director – Environment, Development and Housing		
Contact Officer:	Name:	Maggie Moran	Tel: 292239
	Email:	maggie.moran@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 Brighton and Hove City Council (BHCC) is designated as a Lead Local Flood Authority (LLFA), under the Flood and Water Management Act 2010 (FWMA). As a result, BHCC is responsible for local flood risk management for all sources of flooding with the exception of the sea, main rivers and reservoirs. These are the responsibility of the Environment Agency.
- 1.2 Supported by funding from Defra and informed by the Surface Water Management Plan (2014), a Local Flood Risk Management Strategy (the Local Strategy) has been prepared.
- 1.3 The Local Strategy aims to;
 - raise awareness of existing flood risk issues;
 - provide an overview of the proposed flood risk mitigation work; and
 - set out the long-term strategy for flood risk management.

The Local Strategy will establish the priorities for managing local flood risk. Where possible, it will identify how BHCC will work together with other Risk Management Authorities (RMAs), stakeholders, and local communities to manage and mitigate local flood risk.

The Strategy will facilitate integrated flood risk management and assist the city council in meeting its statutory obligations set under the FWMA.

2. RECOMMENDATIONS:

- 2.1 That Committee approve the draft Local Strategy and associated documents for public consultation.
- 2.2 That Committee note the Objectives and associated Action Plan described in the Local Strategy setting out current local flood risk management priorities and proposed timetable for their implementation.

3. CONTEXT/ BACKGROUND INFORMATION

Background

- 3.1 Following several years of national flood events, most notably in summer 2007, the Pitt Review 2008 was published, which highlighted lessons learnt from these events. It noted that the consequences of flooding could have been reduced through more effective local co-ordination between relevant parties and recommended that Local Authorities take the lead on managing local flood risk, supported by relevant stakeholders.
- 3.2 The area of Brighton and Hove was designated nationally as being in the top 10 areas at risk of flooding due to the impact of flooding from rising groundwater in the underground chalk aquifers, combined with surface water flooding, having the potential to flood a significant number of properties. This resulted in funding being made available by Defra to support development initially of a Surface Water Management Plan and subsequently a Local Strategy. The Surface Water Management Plan was approved by this Committee in November 2013 and informs the Local Strategy.

Legislation

- 3.3 In 2009, an EU Floods Directive, introduced in response to cross border European flooding in 2000 and 2004, was transposed into English law through the Flood Risk Regulations 2009. This introduced the role of a LLFA, defined as either the unitary authority for the area or the County Council. Brighton and Hove City Council thus became a LLFA with a duty under the Flood Risk Regulations to prepare the following deliverables to the Environment Agency by specific dates:
- [Preliminary Flood Risk Assessment](#) – by 22nd June 2011
 - [Flood Hazard maps and Flood Risk Maps](#) – by 22nd June 2013 (for publication by the Environment Agency by 22nd December 2013)
 - [Flood Risk Management Plan](#) – by 22nd December 2015
- 3.4 The [Preliminary Flood Risk Assessment](#) was produced and published by the due date on the Environment Agency web site.
- 3.5 The [Flood Risk maps](#) were published in December 2013 by the Environment Agency. These are third generation flood risk maps, with enhanced flood modelling showing a more accurate representation of areas at risk of flood than earlier editions.
- 3.6 BHCC has been working with the Environment Agency to prepare a [Flood Risk Management Plan](#), the third duty under the Flood Risk Regulations, by June 2015. This is a consolidated Plan, in a defined Environment Agency river basin district, that will include flooding from river, coastal, reservoir as well as surface water and groundwater. The Flood Risk Management Plan is currently out for public consultation. Comment can be made via https://consult.environment-agency.gov.uk/portal/ho/flood/draft_frm/consult up to 31st January 2015.

- 3.7 The culmination of the government’s work on flood risk strategy and policy was the Flood and Water Management Act (FWMA). The Act places a requirement on LLFAs to *‘develop, maintain, apply and monitor a strategy for local flood risk management in its area (a “local flood risk management strategy” or “Local Strategy”)*.

Local Flood Risk Management Strategy

- 3.8 The FWMA requires Local Strategies to be consistent with the National Flood and Coastal Erosion Risk Management Strategy (NFCERMS) to ensure that flood and coastal erosion risk management activities are co-ordinated, facilitate sustainable risk management and make it easier to deliver multiple benefits. The NFCERMS identifies the need for careful planning to help ensure that appropriate, sustainable options are selected when considering flood risk management at a local level. This approach to managing flood risk recognises that at any given time resources are limited and it may be necessary to prioritise risk management solutions based on defined outcomes. To obtain real benefits it must be shown that the chosen risk management options and measures are in keeping with the NFCERMS through the setting of clear objectives.

Objectives

- 3.9 The BHCC Local Strategy objectives were developed through a workshop with internal council stakeholders and consultation with the RMAs, to better understand the local issues and how they might be addressed. The planned actions identified in this strategy will help realise the NFCERMS aims and the Government’s Vision for sustainable development.

Objective 1: ‘Work with Partners, Stakeholders and Local Community Groups to Understand and manage flood risk’.

- By sharing data between Risk Management Authorities and holding information in a single location – a flooding and drainage information service – this will provide a key point of reference for understanding each potential flood risk that exists in relation to a particular area.

Objective 2: ‘Continue to improve BHCC knowledge and evidence base of local flood risk’.

- Regular updating of the flood and drainage information service will enable trends or irregularities in instances of flooding to be established and where required incorporate future actions into the Strategy. It is intended that this data be used to ensure that development is provided in appropriate locations.

Objective 3: ‘Work with Partners and Funders to implement sustainable measures to reduce flood risk’

- By adopting an inclusive approach to understand flood risk and the mechanisms available to finance flood reduction measures, sustainable and achievable development plans can be created.

Objective 4: ‘Manage development impact on flood risk through land allocation and development control policy’.

- It is recognised that flood defences require maintenance and additional long term benefits can be gained by ensuring that the ‘correct development’ occurs ‘in the correct place’ at the ‘right time. Using planning policy, development should be directed towards locations that derive the greatest benefit from the selected flood reduction measures. This will be reflected through policies steered by this Strategy.

Objective 5: ‘Raise public awareness and resilience to flooding’.

- Where development in an area of flood risk is considered justified (for example household extensions) it will be necessary to ensure that existing and potentially future residents are apprised of flood risks they may be subjected to. This is considered an important aspect of the Strategy and establishing a working system that takes cognisance of these risks and who/what might be affected will ensure that resources can be directed towards resilient construction when appropriate, particularly for those that cannot afford the measure themselves.

Objective 6: ‘Undertake annual inspection, maintenance and improvement, where necessary of flood defence assets’

- To ensure that flood defence assets continue to provide a level of performance it is important to establish a continual programme of maintenance. Allowing assets to deteriorate until such time that maintenance must be undertaken following failure can have a range of consequences not limited to the defence structure itself. Funding a programme will provide greater long-term benefits where it can be demonstrated that the flood asset protects a greater number of people.

Objective 7: ‘Work with Partners and Funders to implement sustainable public health protection measures’

- The Strategy aims to manage the known consequences of flooding and provide an active system to monitor and report any effects of flooding. It may not be possible to derive benefits from sustainable development for all existing residents. Where engineered actions to reduce flood risk are considered financially unviable then it may be necessary to establish other measures to protect the public including educational and advisory information, support and / or property level protection. The reactive measures will require careful monitoring and planning if they are to succeed and Partners and Funders will provide an important role in shaping these strategies.

Objective 8: ‘Ensure the likely environmental effects of the Local Strategy are considered and understood and any potentially adverse effects are avoided, reduced or minimised’

- A Strategic Environmental Assessment (SEA) will be required to determine the overall benefits that can be achieved from the Strategy. The outcomes of the SEA will be used to implement measures identified in the Strategy in a timely fashion to ensure that development pressure cannot

overtake the implementation of measures needed to prevent undue impact to the environment.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The purpose of the Strategy is to; raise awareness of existing flood risk issues; provide an overview of the proposed flood risk mitigation work; and set out the long-term strategy for flood risk management. It will establish the priorities for managing local flood risk and identify how BHCC will work together with other Risk Management Authorities, stakeholders, and local communities to manage and mitigate local flood risk, where possible
- 4.2 The FWMA places a requirement on LLFAs to 'develop, maintain, apply and monitor a strategy for local flood risk management in its area.
- 4.3 The alternative would be to not produce a Local Strategy. This would mean that the current high risk of flooding to properties and local transport infrastructure would continue and BHCC would not comply with the statutory requirements of the FWMA 2010.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 BHCC has a duty to consult on this Local Strategy. The draft strategy will be disseminated to our partner organisations, i.e. the Environment Agency and Southern Water. Subject to approval of the Local Strategy by Committee, public consultation will commence for a period of one month.

6. CONCLUSION

- 6.1 The Local Strategy provides a high-level strategic document describing the objectives for flood risk management in BHCC with an estimated timescale. Approval of this document will allow the city council to progress important work in this area as Brighton and Hove has been identified as one of ten high flood risk authorities in England.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Since 2010/11 the city council as a LLFA has allocated approximately £1.171m of revenue funding towards flood risk management, of which £0.273m was funded by Area Based Grant, £0.613m by the Local Services Support Grant and £0.285 as part of the councils core funding received from government. Allowing for staffing costs and consultant's charges for supporting the preparation of strategic documents, a sum of £0.619m unspent budget has accrued at the end of the 2013-14 financial year and transferred to an earmarked reserve. It is anticipated revenue funding of approximately £0.260m will be made available in the 2015-16 financial year and an additional £0.100m of DEFRA grant funding. Future grant contributions will be subject to government spending.

- 7.2 All costs associated to the production of the draft Local Strategy and associated documents as well as the anticipated costs of public consultation will be funded from the existing revenue budget. It is anticipated that any financial implications expected to arise from complying with and implementing elements of the Local Strategy will be funded from the existing revenue budget and earmarked reserve.
- 7.3 Unspent funding within the earmarked reserve will be used to fund minor flood alleviation schemes arising from the Surface Water Management Plan and Local Strategy, as well as contribute towards applications for grant funding to support the implementation of flood alleviation schemes. The ongoing revenue budget will be used to fund the cost of local consultation on the flood schemes, ongoing maintenance costs of flood defence structures, preparation of further statutory flood risk management plans and, staff costs. Bids for more expensive capital projects will be submitted to the Environment Agency for funding from the Local Levy fund or for inclusion in their Medium Term Financial Plan managed by the Southern Regional Flood and Coastal Defence Committee.
- 7.4 BHCC has also received £50,000 in this financial year (2014/2015), from the Local Levy, to complete a preliminary study for the Patcham Flood Alleviation Scheme. This study will form the Project Appraisal Report, which is required to obtain approval from the Environment Agency to enable BHCC to draw down funds from the FCERM GiA for the physical works for the Patcham Flood Alleviation Scheme.
- 7.5 The Surface Water Management Plan recommended schemes in Patcham and Bevendean. Funding has been allocated through the FCERM GiA in the year 2017- 2018, subject to approval of the detailed proposal by the Environment Agency

Finance Officer Consulted: Steven Bedford

Date: 17/12/14

Legal Implications:

- 7.6 The Flood Risk Regulations 2009 and the FMWA impose statutory duties and responsibilities upon the Council as a Leading Local Flood Authority. A number of specific legislative duties have been outlined in the body of this report.
- 7.7 The City Council has a duty under the FWMA to ‘develop, maintain, apply and monitor a strategy for local flood risk management in its area (a “local flood risk management strategy” or “Local Strategy”).
- 7.8 There is a legal requirement for the LLFA to consult with the public on the Local Strategy.
- 7.9 The Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

7.10 There are no human rights implications to bring to Members attention.

Lawyer Consulted:

Name: Katie Matthews

Date: 09.01.2015

Equalities Implications:

7.11 The Local Strategy does not present any equality implications. Any equality issues, particularly with regard to accessibility, will be addressed when identifying options for flood mitigation measures at the locations of highest flood risk.

Sustainability Implications:

7.12 Flood attenuation measures will provide for sustainable use of water allowing infiltration of the water into the ground over a period of time and evaporation into the air. Property protection will ensure that buildings remain in use for longer than if they were impacted by floods leading to repair or rebuild using natural resources.

7.13 As part of the Local Strategy, a Strategic Environmental Assessment is prepared. The aim of this is to identify, describe and evaluate the likely significant effects on the environment of implementing the Local Strategy. This assessment is provided as an appendix of the Local Strategy.

Any Other Significant Implications:

7.14 Some locations identified as being at risk of flooding are also prone to discharge from sewers leading to raw sewage entering properties. Steps taken to reduce flooding will therefore have a beneficial impact on public health.

SUPPORTING DOCUMENTATION

Documents in Members' Rooms

1. Local Flood Risk Management Strategy

Background Documents

1. [Surface Water Management Plan – \(April 2014\)](#)
2. [Brighton and Hove Preliminary Flood Risk Assessment – June 2011](#)

