





**Brighton & Hove  
City Council**

# Environment, Transport & Sustainability Committee

Title:	<b>Environment, Transport &amp; Sustainability Committee</b>
Date:	<b>27 June 2017</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ</b>
Members:	<b>Councillors:</b> Mitchell (Chair), Horan (Deputy Chair), Wares (Opposition Spokesperson), Littman (Group Spokesperson), Atkinson, Brown, Nemeth, Peltzer Dunn, Robins and West
Contact:	<b>John Peel</b> Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk
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Democratic Services: Environment, Transport & Sustainability Committee

Lawyer	Executive Director	Councillor Mitchell <i>Chair</i>	Democratic Services Officer
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OFFICERS

Councillor Horan <i>Deputy Chair</i>
Councillor Robins
Councillor Atkinson

Councillor Brown
Councillor Nemeth
Councillor Peltzer Dunn
Councillor Wares <i>Opposition Spokesperson</i>
Councillor Littman <i>Group Spokesperson</i>
Councillor West

OFFICERS

Public Speaker	Public Speaker
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Press

Public Seating



Public Seating



## AGENDA

### PART ONE

Page

#### 1 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.*

#### 2 MINUTES

1 - 26

To consider the minutes of the meeting held on 14 March 2017 (copy attached).

Contact Officer: John Peel

Tel: 01273 291058

#### 3 CHAIRS COMMUNICATIONS

**4 CALL OVER**

- (a) Items (8 – 18) 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.

**5 PUBLIC INVOLVEMENT**

**27 - 30**

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
  - (i) Parking restrictions near Aldrington Station
  - (ii) South Portslade parking consultation
  - (iii) TRO-15-2017 Hartington Road-Double Yellow Lines on Legal Crossovers
  - (iv) Save the Mazda Electric Fountain
  - (v) TRO-14a-2017 Elm Grove Sunday parking restrictions
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 20 June 2017;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 20 June 2017.

**6 ITEMS REFERRED FROM COUNCIL**

**31 - 38**

To consider the following matters referred from the Full Council meeting held on 6 April 2017:

- (a) **Petitions:**
  - (i) A259 South Coast Road
  - (ii) Surrey Street Traffic Alleviation
  - (iii) Bus Shelter, Hazeldene Meads
  - (iv) Reclaim our amenity space



**7 MEMBER INVOLVEMENT**

**39 - 44**

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) **Written Questions:** To consider any written questions;
- (c) **Letters:** To consider any letters;
  - (i) 47 Bus- Councillors Hyde, Mears and Miller
  - (ii) Street Closures- Councillor Sykes
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.
  - (i) Cleaner Air

**ENVIRONMENT & SUSTAINABILITY MATTERS**

**8 OPEN SPACES STRATEGY - UPDATE ON ACTION PLAN**

**45 - 76**

Report of the Executive Director, Economy, Environment & Culture

*Contact Officer: Ian Shurrock*

*Tel: 01273 292084*

*Ward Affected: All Wards*

**9 BIOSPHERE PROGRAMME**

**77 - 84**

Report of the Executive Director, Economy, Environment & Culture

*Contact Officer: Rich Howorth*

*Tel: 01273 294720*

*Ward Affected: All Wards*

**10 RESPONSE TO THE GOVERNMENT CONSULTATION ON AIR QUALITY**

**85 - 98**

Report of the Executive Director Neighbourhoods, Communities & Housing and Executive Director Economy, Environment & Culture

*Contact Officer: Annie Sparks*

*Tel: 01273 292436*

*Ward Affected: All Wards*

**11 HOVE CEMETERY NORTH**

**99 - 116**

Report of the Executive Director, Economy, Environment & Culture

*Contact Officer: Richard Bradley*

*Tel: 01273 294701*

*Ward Affected: Central Hove*

**TRANSPORT & PUBLIC REALM MATTERS**

- 12 VALLEY GARDENS PROPOSED GREEN SPACE DESIGN 117 - 156**
- Report of the Executive Director, Economy, Environment & Culture  
*Contact Officer: Tracy Beverley Tel: 01273 292813*  
*Ward Affected: All Wards*
- 13 FRANCIS STREET - PROPOSED REVISIONS TO STREET LAYOUT 157 - 166**
- Report of the Executive Director, Economy, Environment & Culture  
*Contact Officer: Andrew Renaut Tel: 01273 292477*  
*Ward Affected: St Peter's & North Laine*
- 14 HANOVER & ELM GROVE / CRAVEN VALE TRAFFIC REGULATION ORDER CONSULTATION 167 - 226**
- Report of the Executive Director, Economy, Environment & Culture  
*Contact Officer: Charles Field Tel: 01273 293329*  
*Ward Affected: East Brighton; Hanover & Elm Grove; Moulsecoomb & Bevendean; Queen's Park*
- 15 BALFOUR ROAD AREA / PRESTON VILLAGE AREA TRAFFIC ORDER CONSULTATION 227 - 246**
- Report of the Executive Director, Economy, Environment & Culture  
*Contact Officer: Charles Field Tel: 01273 293329*  
*Ward Affected: Preston Park; Withdean*
- 16 WEST HOVE PARKING SCHEME DETAILED DESIGN CONSULTATION 247 - 266**
- Report of the Executive Director, Economy, Environment & Culture  
*Contact Officer: Charles Field Tel: 01273 293329*  
*Ward Affected: Wish*
- 17 VARIOUS PARKING RESTRICTIONS INCLUDING VERGE PARKING BAN 267 - 286**
- Report of the Executive Director, Economy, Environment & Culture  
*Contact Officer: Charles Field Tel: 01273 293329*  
*Ward Affected: Patcham*

**18 INTELLIGENT TRANSPORT SYSTEM - BUS LANE CAMERAS  
PROCUREMENT**

**287 - 296**

Report of the Executive Director, Economy, Environment & Culture

*Contact Officer: Charles Field*

*Tel: 01273 293329*

*Ward Affected: All Wards*

**19 ITEMS REFERRED FOR FULL COUNCIL**

To consider items to be submitted to the 20 July 2017 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*

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For further details and general enquiries about this meeting contact John Peel, (01273 291058, email [john.peel@brighton-hove.gov.uk](mailto:john.peel@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

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Date of Publication - Monday, 19 June 2017

**BRIGHTON & HOVE CITY COUNCIL**  
**ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE**

**4.00pm 14 MARCH 2017**

**COUNCIL CHAMBER, HOVE TOWN HALL, NORTON ROAD, HOVE, BN3 3BQ**

**MINUTES**

**Present:** Councillor Mitchell (Chair) Horan (Deputy Chair), Janio (Opposition Spokesperson), Greenbaum (Group Spokesperson), Atkinson, Deane, Miller, Robins, G Theobald and Wares

**Other Members present:** Councillors Daniel, Gibson, Mears

**PART ONE**

**68 PROCEDURAL BUSINESS**

**68(a) Declarations of substitutes**

68.1 There were none.

**68(b) Declarations of interest**

68.2 There were none.

**68(c) Exclusion of press and public**

68.3 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).

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

**69 MINUTES**

69.1 **RESOLVED-** That the minutes of the previous meeting held on 17 January 2017 be approved and signed as the correct record.

**70 CHAIRS COMMUNICATIONS**

70.1 The Chair provided the following communications:

*“For the month of March the council will be participating in the Great British Clean Up in conjunction with Keep Britain Tidy with four weeks of activities in local communities. I want to thank all of the residents and residents groups right across Brighton and Hove for their participation and all the work they are doing to make their neighbourhoods cleaner. I would also like to thank our Cityclean staff some of whom are here today. You will see on the table in front of you a whole programme of the activities that they are putting together and this has all been led by the Cityclean project officers. I’m sure that the committee would like to thank them for the work they will be putting in and I’m sure by the end of this month the city will look a lot cleaner and then of course it’s our task to make sure it stays that way. Thank you very much indeed.*

*“I have just one other point to make that is in view of the interest in the Hanover & Elm Grove parking scheme proposals, I am proposing moving that up the agenda to be taken first”.*

## **71 CALL OVER**

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

- Item 76: 2017/18 Local Transport Plan Capital Programme
- Item 77: Brighton & Hove Bike Share- TRO Representations
- Item 78: Hanover & Elm Grove/Craven Vale Resident Parking Scheme Consultations
- Item 81: Application for a Definitive Map Modification Order, The Paddock, Roedean

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

- Item 74: Health & Safety Service Plan 2017-18
- Item 75: Official Feed and Food Controls Service Plan 2017/18
- Item 79: West Hove Resident Parking Scheme Consultation
- Item 80: Parking Proposals within the Event Day Parking Schemes

## **72 PUBLIC INVOLVEMENT**

### **(a) Petitions**

#### **(i) Hove Station Footbridge**

72.1 The Committee considered a petition signed by 550 people requesting structural refurbishment or replacement and as well as cleanliness improvements be made to Hove Station Footbridge.

72.2 The Chair provided the following response:

*“Thank you for your petition. Members of this committee are aware of the longstanding issues regarding the state of the footbridge and the impacts on residents and the neighbourhood.*

*I can inform you that the council have regular and on-going discussions with the bridge owner Network rail. The contractual arrangements for the maintenance of the footbridge are currently being reviewed and analysed.*

*In response to your specific questions and requests in your petition I can inform you that:*

*City Clean is responsible for cleaning litter from the bridge and I will ask them to look into the standard of cleanliness of the bridge and if this can be improved or monitored more efficiently. But we do rely on the officers of Network Rail, who are in charge of the live rail, that could have implications for some of this work and we are reliant on their good will to enable this to happen.*

*Any short term measures to improve the appearance of the footbridge will be discussed with Network Rail. The council will only agree repairs that comply with the historic legal agreements regarding the maintenance of the footbridge, and that can be accommodated within existing budgets.*

*I can assure you that the bridge is safe and inspected regularly in terms of its structural integrity.*

*Refurbishing major parts or reconstructing the bridge will need to be discussed and agreed with Network Rail and full reconstruction of the bridge will be the responsibility of Network Rail. The bridge is more than 120 years old and is fast approaching its design life and the council will work with Network Rail to ensure a positive outcome and we will be back in touch with you regarding a link officer as you have requested.*

*The council will look at various funding opportunities both public and private to draw the necessary funds to maintain and improve the footbridge.*

*I will also pass this petition to Network Rail, the bridge owner, for their comments”.*

72.3 **RESOLVED-** That the committee note the petition.

**(ii) Hanover & Elm Grove controlled parking zone proposals**

72.4 The Committee considered a petition signed by 110 people requesting residents in the ‘top triangle’ area of Hanover & Elm Grove be given permission for some pavement parking in their area in relation to proposals for the introduction of controlled parking.

72.5 The Chair provided the following response:

*“Thank you for your petition and I do appreciate the concerns of residents in your group of roads.*

*The council cannot condone pavement parking when designing resident parking schemes. Parking on the footway is against the Highway Code, driving on footways is a road traffic offence and the council has duty to ensure its design proposals are safe and people are able to park legally.*

*Footway parking also constitutes a highway obstruction and is potentially hazardous for disabled and elderly people, those who are visually impaired and people with pushchairs and buggies. Or for people who simply want to walk side by side with their children. We receive numerous complaints about pavement parking from residents.*

*In 2013 the severity of pavement parking and highway obstruction in Elm Grove was so severe that this committee authorised joint enforcement action alongside Sussex Police. As you will be aware, the committee will be discussing proposals for a residents’ parking scheme in the Hanover and Elm Grove later on in the agenda.*

*I do not want to pre-judge the outcome of that discussion but can assure you that should this be agreed, officers will continue to do all they can to maximise available parking for residents through the detailed design stage prior to the Traffic Regulation Orders being advertised. Those orders are advertised for public comment and so people will have a further chance to comment on those and then the representations from those will come back to this committee in June.*

*Furthermore, all residents' parking schemes are kept under review following implementation and may be adjusted using an amendment order should any unforeseen, individual road safety problems arise".*

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

**(b) Written Questions**

72.7 Jonathan Bromberg presented the following question:

*"1.9.16. I stated "It's clearly much more sensible that the proposed "hub" is sited further north along Whitecross Street so it's away from residents premises, commercial premises / deliveries, and also closer to a large group of potential users of the "hub", being students at City College". 2.9.16. ward councillor supported this. Officers never responded about this alternative.*

*10.11.16. FOIA response states "This allocated area needs to be continuous (not interrupted by street furniture) and alternative sites identified unfortunately don't provide such a footprint."*

*Therefore council officers have NOT considered all alternatives identified.*

*Why has this alternative not been considered?"*

72.8 The Chair provided the following reply:

*"I understand that the North Laine Community Association and you have raised a number of concerns in respect of the proposed Whitecross Street Bike Share location. As documented in the committee report, officers have sought to address any issues raised regarding all of the proposed sites and in some cases amendments have been made to the proposals.*

*In this case, alternative locations were suggested at Station Street, on the footway adjacent to the Trafalgar Street car park and at the northern end of Whitecross Street. Station Street and Trafalgar Street car park were not considered possible for technical reasons owing to the available footway and carriageway space. Underground services are also present at Station Street in the carriageway opposite the existing cycle parking. In addition, it is considered that the positioning of a hub on the footway in those locations would have obstructed thoroughfares and resulted in a greater risk of conflict between cyclists and pedestrians in particular. Therefore, these locations were not considered to be feasible.*

*With regards to an alternative on-carriageway location, officers have considered sites based on the extent to which concerns could be addressed. When identifying locations, specific considerations have also included the accessibility of a site as well as the impact on car parking and pedestrians. Officers have selected hub locations which would be visible, convenient for users and therefore most likely to be well used. Consideration also needs to be given to where Bike Share sites are located in relation to one another. Space constraints in the North Laine generally are such that the*



*Whitecross Street proposal is the only site within the North Laine with the exception of Church Street that is acceptable. Relocating north would mean that the North Laine is under served.*

*Officers therefore deem an alternative siting at the northern end of Whitecross Street to not meet the location criteria.*

*Furthermore, the majority of the comments put forward in relation to Whitecross Street are not site-specific and indicate an opposition to the Bike Share scheme generally.*

*These include a loss of parking, use of the street by large vehicles, impact on traffic flow and addition of visual clutter.*

*Whilst officers have respectively acknowledged and sought to respond to these objections, it was not considered they could be addressed without removing the North Laine location. This would not be desirable from the point of view of the attractiveness of the Bike Share scheme for future users.*

*Given the number of objections received is small at two responses; officers have therefore recommended to the committee that the proposal is approved. It is also noted that two representations in support of the location have been received, both of which request that all locations be implemented”.*

72.9 Jonathan Bromberg asked the following supplementary question:

*“Does the visibility of the hub override all other criteria and considerations for the locations of a hub and if the site is not visible, then it has not been considered at all? If so, please tell me the criteria for determining what a visible site is and whether this criteria were set and hence potential site choices were made before the TRO consultation began”*

72.10 The Chair provided the following reply:

*“Visibility is just one of the criteria that we used when conducting a site search for the potential location of the hubs. I’m very happy to provide you with the further information you have requested”.*

## **(ii) Brighton & Hove Bike Share**

72.11 The questioner was unable to attend the meeting in person. The following reply was read by the Chair at the meeting and sent in writing:

*“The operator will have a dedicated team of mechanics and drivers with two electric support vehicles to service and redistribute the bikes according to customer needs. All bikes are equipped with GPS devices which will allow the operations team to monitor availability and parking loads in real time and respond appropriately. If a hub is full, customers may leave the bike at any nearby available cycle parking stand. This will avoid over parking at a busy hub.*

*The operator will develop an access plan for each location in conjunction with the local highway authority. This will detail where the support vehicle may wait to load and unload.*

*The support vehicles will only need to be at a location for a short time to restock, take bikes away or to carry out a quick check on the bikes. Those requiring service will be taken to the workshop”.*

**(iii) Electrical Vehicle Charging Points**

72.12 Paul Norman asked the following question:

*“Would the council consider placing EV charging points adjacent to all Car Club bays in the proposed Hanover & Elm Grove CPZ area, and include this in the forthcoming Traffic Regulation Order?”*

72.13 The Chair provided the following reply:

*“As you will be aware, the parking proposals for the Hanover and Elm Grove area are part of the agenda for this meeting and therefore I am sure that you will understand that I cannot pre-empt the outcome of the committee’s discussion and decision on that item in relation to your question.*

*The current proposals do include one bay for electric vehicle charging in the Cobden Road Area.*

*However, if a parking scheme is agreed today and goes on to the Traffic Regulation Order stage, I can confirm that officers will consider the technical feasibility and value for money of your request as part of that detailed design stage. Those designs would be advertised formally for further comment by residents and others before coming back to this committee.*

*Officers have received interest in charging points in the area independently of the parking consultation, and further locations could be proposed and considered in the same way during the Traffic Regulation Order stage, or they could be considered at a later date*

*We do aim to expand the city’s vehicle charging network to respond to growing demand and this is also included on further item on the agenda, the Local Transport Plan that I urge you to read”.*

72.14 Paul Norman asked the following supplementary question:

*“Will Brighton & Hove City Council consider entering a bid for a central government grant for the installation of EV Charging points which is available for another year to enable not only the installation of EV charging points not only in Hanover & Elm Grove but potentially citywide?”*

72.15 The Chair provided the following reply:

*“Officers are always looking for external funding for EV charging points and they are aware of that particular fund and I am very hopeful that we will be able to submit a bid”.*

**(iv) Hanover & Elm Grove controlled parking zone consultation**

72.16 John Woodington asked the following question:

*“The street plan was drawn up with no definitive determination of the number of parking spaces required other than a dubious, limited survey by HEGLAT. Could residents be assured that an accurate survey will be made ensuring that the proposed plan will provide residents with sufficient parking spaces for vehicles already DVLA registered (+10% contingency?) and nobody will be required to sell vehicles or face daily fines of*

*£70. This could be achieved by those requiring spaces applying for permits prior to final draft completion. The object of the exercise is to improve lives not cause stress or confrontation.”*

72.17 The Chair provided the following reply:

*“As you are aware from the agenda the results of the consultation from the Hanover & Elm Grove and Craven Vale areas are being presented later in this meeting for Members of this Committee to discuss the way forward.  
As the report shows, around 7,600 residents of as part of the Hanover & Elm Grove area were consulted using the detailed information from the Local Land and Property Gazetteer.  
The DVLA provide only limited information to local authorities and vehicle registrations within specific areas are not included within this. Therefore, it is very difficult to provide accurate survey figures on current car ownership.  
However, residents have responded to the two rounds consultation and made choices based on the detailed design information made available to them and they will have a further opportunity to comment during the next more detailed Traffic Order stage if any proposal is agreed. The outcome of that further stage will come back to this committee (in June)”.*

72.18 John Woodington asked the following supplementary question:

*“The Hanover & Elm Grove parking proposals are designed not to be for profit and the purpose is to improve the environment for all residents. All residents have had the opportunity to vote and it has been acknowledged that problems have arisen due to over spilling from adjacent CPZ's and the failure to prevent non-residents parking in Hanover rather than the fault of residents parking near their homes. Why are those owning vehicles expected to pay for the improvement rather than the cost shared by all householders who will benefit? Should resident parking not be included in council tax and therefore spread citywide?”*

72.19 The Chair provided the following reply:

*“That's a very interesting idea. This is a residents parking scheme, they are what they say, and they are intended to give residents priority to park. Usually this means residents with a vehicle. I take your point that schemes do improve areas for everybody but the legislation does mean that they are governed in relation to car ownership thus the supply of car permits is dependent on that”.*

**(c) Deputations**

**(i) Road Safety on Francis Street**

72.20 The Committee considered a Deputation requesting wide-ranging public realm, parking and traffic improvements on Francis Street.

72.21 The Chair provided the following response:

*“Thank you for your deputation Mr Harper. I am very sorry that you and your neighbours find yourself in this situation.*

*I am aware that you have been in correspondence with council officers about the situation in Francis Street, including the changes to the street as a result of the new developments there, including the Open Market. Officers are aware of the various concerns that you have raised, as are your local councillors such as Councillor Greenbaum who is here today as a member of this committee, and I would like to reassure you that she is making representations to us and that we are working actively on all of these matters and are trying to resolve them with the other parties and companies who are involved.*

*Your concerns and the findings of the independent Road Safety Audit have been the subject of a very recent, positive and constructive meeting which officers arranged with Hyde Housing and others. A number of potential solutions that residents have suggested were discussed and all parties remain eager to review and agree a combination of measures and actions that are considered safe, technically feasible and deliverable within the legal processes available. Once these discussions are complete and a way forward agreed, officers will be informing the local ward councillors and yourself as the presenter of the deputation and Chair of The Barrows Residents Association.*

*In the meantime, I can also advise you that our Parking Enforcement Team have been advised of the illegal parking that has been occurring and reported in the street and our contractor will do its best to respond swiftly to these reports, alongside the many others that it receives.*

*That also gives me the opportunity to promote, and remind people here, that the council does want to keep our streets clear and safe and therefore we welcome reports of illegal parking and they can be made in person directly to our contractor, NSL, by phone; or online using the information on the Parking page of the council's website”.*

72.22 Councillor Greenbaum moved a motion to request a report to the next meeting as there were long-standing issues in Francis Street and more could be done to resolve these.

72.23 Councillor Janio formally seconded the motion.

72.24 The Chair stated that she was happy to agree to the request once a set of proposals had been drawn up and those proposals had been consulted upon with local residents.

72.25 **RESOLVED-** That the Committee receive a report on the matter to a future meeting.

**(ii) Old Shoreham Road Toilets**

72.26 The Committee considered a Deputation requesting the refurbishment and re-opening of the toilets on the north side of Old Shoreham Road to benefit attendees of the local Cemetery.

72.27 The Chair provided the following response:

*“Thank you for bringing your deputation today. The toilets were closed as part of a council agreed budget saving in April 2012. Having been closed for four years, they are therefore not included in the council's current tender exercise for cleaning and*

*maintenance and no capital funding is readily available to refurbish and adapt them to accommodate disabled access and provide an acceptable standard of accessibility that we like all of our public toilets to have. I appreciate that this response will be disappointing, however, we are very willing to discuss with you any opportunities for the external funding and running of the toilets”.*

- 72.28 Councillor Janio asked if funding could be found for the refurbishment of the toilets as part of the tender currently advertised.
- 72.29 The Chair clarified that the tender advertised related only to toilets currently open but discussions could be held on the viability of external funding opportunities.
- 72.30 Councillor Theobald stated that he believed the matter to have equality implications and asked why the facilities could not be added to the contract currently out to tender.
- 72.31 The Chair advised that the committee could not make financial commitments without the budget implications also presented to them to ensure their decision-making was sound. It was not possible to add this facility to the tender as that had already been advertised with identification of the toilets to be part of that contract and the known cost of refurbishment of those facilities.
- 72.32 Councillor Janio asked if the surplus income from any contract could be diverted to refurbishment of the facilities on the north side of Old Shoreham Road.
- 72.33 The Chair stated that the projected income had been built into the business plan but should there be surplus income above and beyond that projection, the issue could be revisited.
- 72.34 Councillor Theobald stated that it would be beneficial for the committee to know the costs of refurbishment of the toilet.
- 72.35 The Chair stated that she would request officers to examine the cost of refurbishment and the revenue and capital cost required.
- 72.36 **RESOLVED-** That the Committee note the Deputation.

**(iii) Traffic on Surrey Street**

- 72.37 The Committee considered a Deputation regarding parking, congestion, air quality and anti-social behavioural problems on Surrey Street connected to taxis and buses.
- 72.38 The Chair provided the following response:

*“I utterly and completely agree with you as does your ward councillor, Councillor Deane. For the last 18 months to two years, we have been meeting regularly with Network Rail, with taxi representatives, with bus company representatives, with the police and with our own transport officers to look at this situation. What you are talking about is totally and utterly unacceptable but it is not a taxi rank and it is not a ranking issue because those taxis are simply queuing to get to a 17 space parking area at the front of the station on private land.*

*If that taxi rank was on public land, on the highway, the council as the licensing authority could regulate that rank and we could mitigate against over-ranking. As it is, you are in the worst possible of situations because for you it's like living next door to a large supermarket that has 17 spaces and a load of people in cars that are trying to access it the whole time. That is the situation that we found ourselves in and we have also found that Govia Thameslink have issued hundreds of permits to taxis for those 17 spaces who obviously want to make back a return for their outlay for their permits. It is utterly, utterly untenable and I totally agree with you.*

*We have had meetings with all of those attendees and we are setting up another one. I have to say those meetings have been optimistic and we have been carefully looking at alternative siting's for that taxi rank. Those ideas have not come totally to fruition yet but plans are being looked because at the moment the situation is not working or helping anybody: anybody trying to get through on a bus, pedestrians, even people trying to get taxis, it is not really helping at all and something has to give. Our officers are working very, very hard with the rail company who own the land and who do have prime responsibility here.*

*We are continuing to fight on your behalf with ward councillors and I do hope at some point soon, we can find a way through this. We'd much rather find an acceptable solution in terms of relocation of that rank than for to have to us the more difficult highway measures at our disposal to continually bear down on those queues of taxis and the various confrontation that is going to incur which would almost certain entail having to use the police. I hope that is helpful to you and we will let you know of our progress through Councillor Deane”.*

72.39 Councillor Deane appraised the work being done but this was not reported in the public domain and she believed it valuable that the committee receive a report on the matter.

72.40 The Chair stated that a report would be returned to the committee in any event the circumstances changed.

72.41 **RESOLVED-** That the Committee note the Deputation.

**(iv) Parking on Pankhurst Estate**

72.42 The Committee considered a Deputation requesting the Pankhurst Estate be excluded from the proposed controlled parking zone for Hanover & Elm Grove and be provided an opportunity to reconsider their choice in one year.

72.43 The Chair provided the following response:

*“Thank you for coming today with your deputation. As you are aware from this meeting's agenda, the consultation results from the Hanover, Elm Grove and Craven Vale areas is being presented to members of this committee to discuss.*

*It is fully appreciated that for some distinct groups of roads within the overall consultation area, the narrow widths of the roads and footways mean that when designing a parking scheme a conventional parking design cannot be proposed for a minority of roads. It is the same situation that is faced in other areas of the city where there are clusters of narrow streets within a wider area.*

*So this is why the scheme is proposed to cover a large area and why the whole area has been consulted at the same time, and consulted twice on the type of scheme*

*preferred. By consulting across a wide area, the availability of resident-only bays can be maximised and reduces the likelihood of displacement parking.*

*This work is still ongoing and in very recent discussions further opportunities to improve the scheme for residents have been proposed and additional resident only bays identified.*

*We are also very mindful indeed of the experience from a number of other parking schemes where areas have been left out due to resident preference at that time but then have come forward with serious concerns about displacement parking and their inability to park.*

*We must also take into account that 60% of respondents across the whole area were in favour of a residents' parking scheme in some form.*

*It is rather unlikely that the council could come back to re-consult the Pankhurst Estate after just one year. We have several other areas that have been promised a consultation as part of the current parking scheme timetable that runs up till the end of 2018 or early 2019. In November this year proposals for the next timetable will be brought to this committee and there are already further areas asking to be consulted on that timetable. If a scheme is approved today the decision will be to proceed to the next stage of the process which is the advertising of the Traffic Regulation Orders and I can give you an assurance that officers will make early contact with you, in the way that you suggest, to walk around with you, listen to your points, your local knowledge and to go through further options before the Traffic Regulation Orders are advertised for further comment. Then at the end of that process, those comments on the orders come back to this committee for a further decision".*

72.44 **RESOLVED-** That the Committee note the Deputation.

**(v) Parking in Hanover & Elm Grove**

72.45 The Committee considered a Deputation urging the Committee to consider the impact on business and providing suggested amendments in relation to the proposed Hanover & Elm Grove controlled parking zone.

72.46 The Chair provided the following response:

*"At present, two business permits are the maximum allowed under current policy to ensure that the supply for permits meets but not exceeds parking demand within controlled parking areas.*

*A permit review alongside the new online permit system is being proposed later in the year which will further review current citywide policies such as this.*

*Officers will investigate the amount of business permits that could be issued based on the size of a business similar to that when issuing school permits but we do need to consider the impact on the citywide parking situation, particularly in predominantly residential areas. We do have to ensure we get the balance right as obviously residents will also be purchasing permits and expecting to park near their homes.*

*I can give you the assurance that this will be considered as part of that review.*

*There are currently no permits available to businesses to provide to their visitors. Allowing visitor permits to be offered to businesses will be investigated as part of that review; however, we need to think of the effect this will have on available parking particularly when businesses are located together.*

*The Council are also looking at opportunities to provide additional parking bays would allow visitors to businesses to park during restricted hours. Businesses will have the opportunity to comment further on this during the next more detailed Traffic Order stage if any proposal is agreed today. The outcome of that stage will then be coming back to this committee.*

*The reason that a 7 day operation for the light-touch area was proposed in the report is to try to protect the area from significant parking displacement and congestion at weekends when of course that particular part of the area would be totally unrestricted. However, we have listened to yourself and other residents who in that area would prefer a five day a week operation and I believe an amendment is being proposed to that effect this afternoon”.*

72.47 **RESOLVED-** That the Committee note the Deputation.

**(vi) Statement from Hanover & Elm Grove Local Action Team Parking Sub-Group**

72.48 The Committee considered a Deputation requesting amendments to the proposed Hanover & Elm Grove controlled parking zone proposals to improve parking capacity and aid traffic calming.

72.49 The Chair provided the following response:

*“During the 2010 consultation within the Hanover & Elm Grove area, concerns were also raised from the fire service over the proposals to introduce parking on both sides of the carriageway in those pocket areas. They ultimately outlined that they require a 3.1 metre carriageway width due to the length of the roads in the area if parking is on both sides. The comparison drawn up between the roads does not factor in the vast difference in the road lengths between those in the Lewes Road Triangle area and those in Hanover & Elm Grove. A number of roads in the Lewes Road Triangle area were also subject to a historical formal parking arrangement going back a number of years which was drafted into final detailed design. The emergency services were consulted on those proposals and they chose not to comment at that time which resulted in the design of that scheme. If any form of resident parking scheme is approved today, it will simply be to move to the next stage of the process which is the advertising of the formal traffic regulation orders. That gives us a period of some weeks where we can indeed work with you, we can look at areas in more detail, officers can come forward with any further suggestions we can sound you out on. And you have my commitment today that we will certainly do that. And of course the advertising of the orders themselves will give people living in the area the opportunity to comment and then the outcome of that consultation will come back to this committee”.*

72.50 **RESOLVED-** That the Committee note the Deputation.

**(vii) Hanover & Elm Grove Controlled Parking Proposals**

72.51 The Committee considered a Deputation requesting changes to the proposed Hanover & Elm Grove controlled parking zone to allow for parking on both sides in some medium width streets.

72.52 The Chair provided the following response:



*“During the 2010 consultation within the Hanover & Elm Grove area, concerns were raised by the fire service over the proposals to introduce parking on both sides of the carriageway and they did outline that they required a 3.1 metre carriageway to enable fire engines and emergency equipment to access and pass through the roads safely due to the length of the roads in the area.*

*Our officers have been in close contact with the fire service and they have made their requirements very clear.*

*If any form of resident parking scheme is approved this afternoon, it will be to pass on to the next traffic regulation order stage so there will be a further opportunity for residents to comment on the design and those will include detailed measurements that I’m sure you will want to respond to and then those responses will then come back to this committee in June”.*

72.53 **RESOLVED-** That the Committee note the Deputation.

### **73 MEMBER INVOLVEMENT**

#### **(c) Letters**

##### **(i) Application for a Definitive Map Modification Order, The Paddock, Roedean**

73.1 The Committee considered a Letter from Councillor Mears expressing support of the Roedean residents for their application for a Definitive Map Modification Order at The Paddock, Roedean.

73.2 The Chair provided the following response:

*“Thank you Councillor Mears for your letter and the comments you have made today. As you will be aware, the committee will be discussing this issue at Item 81 on our agenda and I’m sure Members will take your observations into account when considering the item”.*

73.3 **RESOLVED-** That the Committee note the Letter.

##### **(ii) Hanover & Elm Grove controlled parking zone proposals- Councillor Page**

73.4 The Committee considered a Letter from Councillor Page outlining his support for some element of the proposals and his disagreement with other proposals.

73.5 The Chair provided the following response:

*“Thank you for your detailed letter and I appreciate the work undertaken by all the Ward Councillors in the area. As you are aware from the agenda the results of the consultation from the Hanover & Elm Grove and Craven Vale areas are being presented later in the meeting for Members of this Committee to discuss the way forward”.*

73.6 **RESOLVED-** That the Committee note the Letter.

The meeting was adjourned at 17:45 and reconvened at 18:05

#### **74 HANOVER & ELM GROVE / CRAVEN VALE RESIDENT PARKING SCHEME CONSULTATIONS**

- 74.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out the outcome of the public consultation undertaken for a proposed parking scheme in the Hanover & Elm Grove and Craven Vale areas and requested permission to proceed with respective schemes as detailed in the report.
- 74.2 Councillor Gibson addressed the Committee on the proposals. He explained that there had been three years of very hard work from Hanover & Elm Grove Local Action Team (HEGLAT) to try and find a solution. Councillor Gibson stated that it was this work that had meant an area that had rejected a controlled parking scheme a number of years ago was now broadly, but not entirely, in favour of a scheme. Councillor Gibson congratulated officers who had responded well to high engagement from residents and had been flexible on the detail of the scheme. Councillor Gibson noted that there would be a forthcoming amendment moved and he urged the committee to support the actions in that amendment in order to respond to residents wishes and make the scheme better. Councillor Gibson explained that the amendment would mitigate issues such as those highlighted by the residents of Pankhurst Estate and the 'Top Triangle' and address the issues raised by local businesses.
- 74.3 Councillor Daniel addressed the Committee on the proposals. Councillor Daniel thanked officers who had worked on the proposals as she had found them to have listened to the all the ideas put forward by residents and had put in a great deal of effort. Councillor Daniel also thanked HEGLAT for their work especially the Chair. Councillor Daniel noted that the outcome of the two-stage consultation that demonstrated support from the majority of residents for the proposals in the report. Councillor Daniel stated that the proposals set a good balance between the voice of residents and the needs of businesses and even some of those residents entirely against a scheme had found the proposals to be fair. Councillor Daniel stated that it would be irresponsible to leave selected areas out of any controlled parking zone as it would only cause misery to those residents living in those areas. Furthermore, a new school had been identified for area toward the top of Elm Grove that would only bring further pressure on parking. Councillor Daniel urged the Committee to accept the report recommendations.
- 74.4 Councillor Miller noted that he had raised the issue of parking consultations conducted on the basis of individual residents rather than households at the previous meeting and asked if any update on that was available.
- 74.5 The Parking Infrastructure Manager stated that the matter had been discussed and he would circulate the detailed written text to Members subsequent to the meeting.
- 74.6 Councillor Theobald asked how many spaces would be lost should the proposals be agreed.
- 74.7 The Parking Infrastructure Manager stated that it would be extremely difficult to give an accurate figure at this stage due to the high amount of illegal parking in the area. 4,500

spaces would be created in the scheme and it could be estimated that up to 1,000 spaces could be lost due to parking on crossovers, junctions, pavements and with some roads losing parking on both sides of the roads.

- 74.8 Councillor Janio stated that businesses in the Fiveways area had reported a reduction in income since the introduction of a parking scheme in their area. Councillor Janio asked if there was an established method of actively monitoring such issues.
- 74.9 The Parking Infrastructure Manager stated that subsequent to any scheme being in place for one year, a survey was carried out with residents and businesses to assess how they felt the scheme was progressing and amendments to the scheme could be considered.
- 74.10 Councillor Greenbaum moved a motion on behalf of the Green Group as set out in bold italics below:

2.1 That the Committee approves:

- (a) That a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the area South of Elm Grove (including the southern section of Elm Grove) and for those streets in the North West section (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment
- (b) That a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the Craven Vale area (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (c) That a new resident parking scheme (Monday to **Friday** 11am-12 Noon & 6pm-7pm) be considered within the remainder of the roads (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment ***subject to e), f) and g) as set out below***
- (d) ***That a new resident parking scheme (Monday to Friday 11am-12 Noon & 6pm-7pm) be considered within the remainder of the roads for the following coherent area:***

***Bonchurch Road, Whippingham Road, Whippingham Street, Shanklin Road, Bembridge Street, Sandown Road, Totland Road, Brading Road, Bernard Road, Bernard Place, Hartington Place; Hartington Terrace and the stretch of Hartington Road, starting at the end of proposed full scheme and ending at the bottom of Sandown Road and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment. All remaining roads and half roads included in the proposed area for the Hanover & Elm Grove light scheme will be removed and not progressed further***

- (e) ***That the proposed shared parking on Freshfield Road be amended to resident permit only to give residents in the Pankhurst area more opportunities to park; with further consideration given to accommodating***

***some parking in Firle, Glynde and Clayton roads respectively and a report brought back to the next committee.***

- (f) That officers arrange a meeting with representatives of the residents associations in the Pankhurst area and the 'Top Triangle' area to discuss any refinements to the scheme available with the Elm Grove Residents Action Group ahead of the traffic order being advertised with outcome reported back to the next ETS Committee.***
- (g) That the Council's Road Safety Team investigates options to deter potential speeding along Pankhurst Avenue in response to concerns raised by residents and consider concerns raised by residents about speeding in Firle, Glynde and Clayton Roads, should the proposed double yellow lines be installed and report back to the next ETS Committee.***
- (h) That a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to help offset potential adverse impacts of a CPZ***
- (i) That an order should be placed for any required pay and display equipment to ensure implementation of the new proposed parking scheme (if agreed at a further committee meeting) is undertaken as programmed.***

74.11 Introducing the motion, Councillor Greenbaum stated that the amendments were an attempt to accurately reflect resident's views and the hard work of ward councillors who had engaged with the community.

74.12 Councillor Deane formally seconded the motion.

74.13 Councillor Wares commented that he had found it unhelpful that a large and complex amendment had been tabled such a short time ahead of the meeting. Councillor Wares stated that he was especially concerned that amendment (d) had not been put to residents and many were unlikely to know about it due to the lateness of the motion.

74.14 Councillor Atkinson stated that the introduction of a scheme was a complex issue as demonstrated that two rounds of consultation had been undertaken. Councillor Atkinson noted that he felt the recommendations provided a way forward for residents in the area and repeated the concerns regarding amendment (d) put forward by the Green Group expressed by Councillor Wares.

74.15 Councillor Janio observed that whilst he appreciated the efforts of the ward councillors in trying to do the best for their residents, the Green Group amendment was very late and very complex although he found the proposals for a pilot for businesses to buy resident permits imaginative. Councillor Janio stated that debate caused upon each introduction of a scheme demonstrated the need for a wider review of parking in the city.

74.16 Councillor Deane stated her appreciation of the considerable work put in by officers in a very complex and very wide area. Councillor Deane stated that the matter had received considerable debate and consultation and it was clear that the majority of people in the area wanted a controlled parking scheme. However, some areas were decidedly against a scheme or elements of the scheme and that a resolution for that was reflected in the

Green Group amendment. Councillor Deane stated that it had been made clear to those residents that if a scheme was not taken forward at this point then it was unlikely that the council would return to the issue for a number of years. Councillor Deane urged the Committee to support the motion.

- 74.17 Councillor Wares stated that if a scheme was to be approved, the committee could not leave elements out as it would cause enormous displacement and pain for those areas outside the scheme.
- 74.18 The Deputy Head of Law stated that Brighton & Hove City Council had a clear, established method of consultation with residents and residents would therefore have legitimate expectation that process would be followed. In the case of recommendation 2.1 (d) of the motion, residents might argue that the council had not followed its established procedures.
- 74.19 The Chair then put the Green Group motion to the vote. Recommendation 2.1 (c), (e), (f), (g) and (h) were carried and recommendation 2.1 (d) failed.
- 74.20 The Chair then put the recommendations as amended to the vote that were agreed.
- 74.21 **RESOLVED-** That the Committee approves:
- (a) That a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the area South of Elm Grove (including the southern section of Elm Grove) and for those streets in the North West section (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment
  - (b) That a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the Craven Vale area (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
  - (c) That a new resident parking scheme (Monday to Friday 11am-12 Noon & 6pm-7pm) be considered within the remainder of the roads (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment subject to e), f) and g) as set out below
  - (d) That the proposed shared parking on Freshfield Road be amended to resident permit only to give residents in the Pankhurst area more opportunities to park; with further consideration given to accommodating some parking in Firle, Glynde and Clayton roads respectively and a report brought back to the next committee.
  - (e) That officers arrange a meeting with representatives of the residents associations in the Pankhurst area and the 'Top Triangle' area to discuss any refinements to the scheme available with the Elm Grove Residents Action Group ahead of the traffic order being advertised with outcome reported back to the next ETS Committee.
  - (f) That the Council's Road Safety Team investigates options to deter potential speeding along Pankhurst Avenue in response to concerns raised by residents and consider concerns raised by residents about speeding in Firle, Glynde and Clayton Roads, should

the proposed double yellow lines be installed and report back to the next ETS Committee.

- (g) That a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to help offset potential adverse impacts of a CPZ
- (h) That an order should be placed for any required pay and display equipment to ensure implementation of the new proposed parking scheme (if agreed at a further committee meeting) is undertaken as programmed.

## **75 HEALTH AND SAFETY SERVICE PLAN 2017-18**

- 75.1 **RESOLVED-** That the Committee approves the proposed Health & Safety Service Plan 2017/2018 at Appendix 1.

## **76 OFFICIAL FEED AND FOOD CONTROLS SERVICE PLAN 2017/18**

- 76.1 **RESOLVED-** That the Committee agrees the Official Feed and Food Controls Service Plan 2017/2018 set out in the appendix to the report.

## **77 2017/18 LOCAL TRANSPORT PLAN CAPITAL PROGRAMME**

- 77.1 The Committee considered a report of the Executive Director, Economy that requested the Committee to recommend to Policy & Resources Committee the 2017/18 Local Transport Plan (LTP) capital programme budget allocation of £6.635 million to projects and programmes and to note the indicative allocation of future LTP budgets to projects and programmes for 2018/19 and 2019/20 of £5.169 million per year to fund the LTP 4-year Delivery Plan.
- 77.2 Councillor Theobald welcomed the substantial increase in funding provided by central government. Councillor Theobald noted that Manchester had begun to remove 20mph limits on some streets and asked if officers had any comment to make on that.
- 77.3 The Assistant Director- City Transport stated that he was unsure of the reasons why Manchester had made their decision. Monitoring undertaken in Brighton & Hove had demonstrated a reduction in speed and accidents in roads where 20mph limits had been introduced.
- 77.4 Councillor Miller noted that central government had made an announcement of £690 million to be invested in transport schemes in the Budget and asked if officers intended to bid for any of that funding. Councillor Miller noted that £80,000 had been identified for investment in the 20mph scheme and asked whether that investment should be moved elsewhere as he did not believe the introduction of 20mph limits had been successful.
- 77.5 The Head of Transport Policy & Strategy stated that £220 million of the £690 million investment by central government had already been allocated to specific schemes. Further announcements would be made in due course on a portion of the remaining funding and it was his understanding that local authorities would have to bid to win this funding. In relation to the £80,000 allocated for 20mph speed limits, the Head of Transport Policy & Strategy explained that this would be used for certain locations

where compliance was not what it should be and further measures were required to reduce speeds.

- 77.6 Councillor Wares noted that a specific funding of £135,000 had been provided for the repair of potholes and asked if that could be separated out in the budget lines to provide committee oversight of where that was being spent. In addition, Councillor Wares noted that £250,000 had been identified for drainage improvements and enquired whether this would be targeted in the 10 'hot-spot' flood risk areas, such as Patcham. Furthermore, Councillor Wares asked whether the £200,000 for pedestrian crossings would be spent on the existing pedestrian crossing priority list or a new one would be generated.
- 77.7 The Assistant Director- City Transport stated that a condition of the £135,000 Pothole Action Fund was for the council to report on the council website on where this had been spent. The intention of the funding was to deliver pro-active structural improvements to stop potholes from forming rather than remedial repairs. The Head of Transport Policy & Strategy stated that the £250,000 identified for drainage improvements would all be invested in existing problems in highway drainage and gulley's and some of those may well be in proximity to some of the hot spots identified in terms of flood risk but no finalised programme had yet been devised. Pedestrian crossing data would be compiled in April or May and when that information was received, a programme would be created for which to allocate the £200,000. That programme could be circulated to the committee members when complete.
- 77.8 Councillor Janio noted that allocations for National Productivity Investment Fund (NPIF) appeared in the report to be directed towards West Street/Shelter Hall. Councillor Janio enquired as to whether this would be an indefinite allocation or whether a priority would follow this and what that would be. Councillor Janio noted that £160,000 was allocated toward Valley Gardens and asked whether this related to the beginning of construction work.
- 77.9 The Head of Transport Policy & Strategy stated that there would be consideration of other areas for the NPIF once works at West Street/Shelter Hall had been completed subject to the level of funding. He added that work on site would begin for the Valley Gardens project before the end of March 2018.
- 77.10 Councillor Greenbaum noted her disappointment in the lack of reference to air quality improvement measures and there were many more things that could be done by the council in terms of the scale of the problems faced in Brighton & Hove.
- 77.11 The Chair stated that across the entire LTP programme, the need to improve air quality was addressed and asked officers if there were any specific funding announcements made by central government.
- 77.12 The Head of Transport Policy & Strategy clarified that there were many areas of investment across the LTP programme that sought to improve air quality and included the Safer Routes to School programme and School Travel Plan measures that were focussed on sustainable measures of transport, the Intelligent Transport Systems investment and the electrical charging point investment.

- 77.13 Councillor Deane noted that the committee had received a deputation earlier in the meeting cataloguing the many transport issues in Surrey Street but the area and any measures to address the problem was not mentioned in the report.
- 77.14 The Head of Transport Policy & Strategy noted that £15,000 was allocated in the report for final amendments to the Brighton Station Gateway scheme and that could contribute to improvements on Surrey Street as required and subject to any progress made in discussions with GTR.
- 77.15 Councillor Theobald enquired as to the budget allocated for pedestrian crossing improvements in comparison to the previous financial year, any allocation for yellow lines outside of controlled parking zones.
- 77.16 The Head of Transport Policy & Strategy stated that the budget allocated this year of £115,000 for pedestrian crossing was the same as in the previous financial year and any investment would be relative to the nature of the improvements that were required. The Parking Infrastructure Manager clarified that yellow lines could be introduced for schemes related to the LTP and outside of controlled parking zones as well as maintenance of existing yellow lines.
- 77.17 Councillor Wares enquired as to how the committee could be assured that the varying allocations were an accurate reflection of the investment required.
- 77.18 The Head of Transport Policy & Strategy stated that page 76 of the report noted that there were caveats to the allocations made that could reflect a change in circumstances or revisions required. Furthermore, the programme of spend was monitored on a monthly basis by officers.

**77.19 RESOLVED-**

That the Environment, Transport & Sustainability Committee:

- 1) Recommends to request that Policy, Resources & Growth Committee agrees the 2017/18 Local Transport Plan capital programme budget allocation of £6.635 million to projects and programmes, as set out in Appendix 2 of this report; and
- 2) Notes the indicative allocation of future LTP budgets to projects and programmes for 2018/18 and 2019/20 of at least £5.169 million in each year to fund the Local Transport Plan 4-year Delivery Plan, as set out in paragraph 7.1 of this report.

**78 BRIGHTON & HOVE BIKE SHARE - TRO REPRESENTATIONS**

- 78.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture to set out the comments and objections received in relation to the proposed Traffic Regulation Orders (TRO) associated with sites identified for the Brighton & Hove Bike Share Scheme and requested approval to proceed.
- 78.2 Councillor Janio welcomed the report adding that whilst it had been a long process, he hoped it could be a success. Councillor Janio stated that he hoped that the council would make no financial contribution that had not already been agreed as part of the



contract and that there would be no revisions to the contract terms following commencement.

- 78.3 Councillor Wares asked for assurance that there would not be a displacement or congestion of bikes in one area.
- 78.4 The Principal Transport Planner stated that there were unknowns to the issue of displacement as it would be difficult to predict human behaviour and movements until the scheme had begun. However, the contract terms had clear Key Performance Indicators and one of those was that the operator would be responsible for re-distribution of the bicycles.
- 78.5 Councillor Greenbaum welcomed the scheme adding that with the key seasons of spring and summer missed before it became operational; some focus was needed on promotion of the scheme.
- 78.6 The Principal Transport Planner explained that there was funding available from the Access Fund to cross-promote and the operator had a number of local businesses to market and promote the scheme.
- 78.7 Councillor Miller asked what measures would be taken to prevent obstructive parking of the bicycles.
- 78.8 The Principal Transport Planner stated that the issue was complex and down to a number of factors however, there would be enforcement of the scheme by both the operator and the council.

**78.9 RESOLVED-**

- 1) That, having taken account of all duly made representations and objections, Committee Members approve as advertised the following order:  
  
Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.\* 201\* (ref: TRO-29-2016)
- 2) That, having taken account of all duly made representations and objections, Committee Members approve the leasing of public open space to the Bike Share Operator.

**79 WEST HOVE RESIDENT PARKING SCHEME CONSULTATION**

- 79.1 **RESOLVED-** That the Committee approves that a detailed design proposal for a resident parking scheme as a light touch (two periods during the day which are proposed to be 11am -12 Noon and 6pm - 7pm) and Monday to Sunday be consulted upon in the whole consultation area as detailed at Appendix A.

**80 PARKING PROPOSALS WITHIN THE EVENT DAY PARKING SCHEMES**

- 80.1 **RESOLVED-** That the Committee (having taken into account of all the duly made representations and objections) agree the following:

- a) Approve the Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.\* 201\* with the following amendments:
- b) That the proposed double yellow lines in Ashurst Road be amended on this Traffic Regulation Order due to the concerns outlined in para 3.3

**81 APPLICATION FOR A DEFINITIVE MAP MODIFICATION ORDER, THE PADDOCK, ROEDEAN**

- 81.1 The Committee considered a report of the Executive Lead, Strategy, Governance & Law that set out the result of the Council's consideration of an application for a Definitive Map Modification Order for The Paddock, Roedean submitted by the Roedean Residents Association.
- 81.2 Councillor Miller asked for a clear definition on "interruption" and clarification on how the Southern Water works met that test.
- 81.3 The Lawyer stated that the route was inaccessible when the Southern Water works were being carried out which did qualify as an interruption if the route could not be used because of obstruction. The Lawyer added that signs were also displayed during the work that demonstrated no intention on behalf of the landowner to dedicate the route as a right of way.
- 81.4 Councillor Miller noted that a Planning Inspectors report relating to footpath closures during the foot and mouth outbreak had not found interruption to exist in that case even through permanent closure. Councillor Miller asked why neither consideration nor photographs had been provided for the steps on neither the south east side of The Paddock nor photos of the gates backing on to The Paddock had been given.
- 81.5 The Lawyer noted that The Paddock had been closed for 18 months during the Southern Water works that may be a longer period of time than the closures relating to foot and mouth. The Lawyer referred to the photos taken in 2006 on page 268 of the agenda that showed the south east corner and steps.
- 81.6 Councillor Janio asked if the signs displayed during the Southern Water interruption stated that the site was closed.
- 81.7 The Deputy Head of Law stated that the signs put up by Southern Water and the licence submitted by Southern Water and issued by the Council led to the conclusion that the 18 months work did constitute an interruption in accordance with Section 31 of the Highways Act.
- 81.8 Councillor Janio asked for clarification on whether the signs stated that access was denied or if they stated that Southern Water was undertaking work.
- 81.9 Councillor Theobald asked what the process would have been should the site had already been designated as a Right of Way before the Southern Water works and the site had needed to be accessed for engineering work.

- 81.10 The Lawyer stated that if the site had already been a claimed route then Southern Water would need to have obtained a permit to carry out the work. Instead, a licence was required as the site was deemed to be on private land.
- 81.11 Councillor Miller asked why the initiation of 'the clock' in 2012 had not started earlier for example when the planning application was submitted which indicated it was a path.
- 81.12 The Lawyer clarified that under the Highways Act, the 20 years was taken from the date of challenge and the date of challenge was taken to be when the signs were erected stating that it was not a Right of Way.
- 81.13 Councillor Deane asked if the land was not designated or recognised as a Right of Way and was continued to be used, whether the Council undertake prosecution against residents.
- 81.14 The Lawyer stated that the Council, as landowner, currently provided permissive use for residents to use the land.
- 81.15 Councillor Deane asked if that permission was ever likely to be withdrawn.
- 81.16 The Deputy Head of Law stated that the determination of the Committee should be based upon the evidence available of whether a Right of Way on the land could reasonably or alleged to subsist rather than future plans for the land
- 81.17 Councillor Wares asked if it was known when and why the steps in the south east corner of The Paddock had been put there for.
- 81.18 The Lawyer stated the report from Earthship Biotech Limited detailed what was on the site and that only referenced a footpath on the western boundary with no other footpath mentioned. With reference to the placement of the steps and the date they were built, the Deputy Head of Law stated that the Council had no evidence about those steps and therefore could not make an informed decision. However, the evidence that the steps exist did not support that as a specific, claimed route.
- 81.19 Councillor Wares stated the assessment to be made was on the information available and Members could infer that the presence of the steps could mean that there was a footpath around the boundary of the site.
- 81.20 The Deputy Head of Law commented that the steps were one part of the evidence put forward and the report set out many other pieces of evidence and a conclusion had been made on the whole.
- 81.21 Councillor Janio asked hypothetically that if the route had been used for a very long time, the fact that Southern Water works had required a licence meant that Members were compelled to support the recommendations.
- 81.22 The Lawyer stated that hypothetically speaking that would be the case however, that was one factor of the evidence and from that evidence no footpath could be claimed to exist from Ordnance Survey maps until 2013 when Cityclean had begun mowing the route.

- 81.23 Councillor Miller stated that he felt there had been a failure in the report to address how the common law test had not been met.
- 81.24 The Lawyer stated that the report did address the matter with consideration of the twenty year test under the Highways Act which encompassed the common law test. Furthermore, to qualify under the common law test, there would have to have been many more users than eleven over the twenty year period.
- 81.25 Councillor Miller asked why the private property signs were erected in 2012 if it was not until 2013 that it was understood the land was being used otherwise.
- 81.26 The Lawyer stated that the signs had been put in place due to concern about a potential village green application.
- 81.27 Referring to page 184 of the agenda, Councillor Miller stated that he was unsure why the term “identifiable” in relation to an established route had been used as this was not a term used in legislation. In addition, Councillor Miller asked if there was potential for judicial review of the decision made by the Committee by Roedean Residents Association.
- 81.28 The Lawyer clarified that the term “identifiable” referred to case law. The Lawyer added that if the recommendation was accepted as per the report, the Roedean Residents Association would be entitled to appeal to the Secretary of State and there would be a Public Inquiry.
- 81.29 Councillor Miller asked if the Roedean Residents Association had the right to judicially review the council independent of an appeal.
- 81.30 The Deputy Head of Law stated that the established rules for public administrative law would apply in that if the Roedean Residents Association felt that an unlawful, irrational decision had been made they could request a judicial review application. The Deputy Head of Law clarified that this was of low-risk to the council as there was a clear means of appealing the decision.
- 81.31 On behalf of the Conservative Group, Councillor Miller moved an motion to amend recommendation 2.1 as shown in bold italics below:

- 2.1 ***That the Committee does approve the application for a Definitive Map Modification Order on the basis that it has been found that, on the balance of probabilities, a right of way over the Claimed Route subsists or can reasonably be alleged to subsist. This is on the basis that on the balance of probabilities it can reasonably be alleged that a right of way over the land has been enjoyed by the public as of right and without interruption for a full period of 20 years. The documentary evidence, along with the user evidence and councillor evidence, does support the existence of the Claimed Route. There is also not sufficient evidence that there was no intention to dedicate the Claimed Route within that period.***

81.32 Introducing the motion, Councillor Miller stated that there was a large amount of evidence that had failed to be considered specifically, the photos of the back gate, the photos the steps and no reference had been made to the user evidence that Section 31 of the Highways Act set out as a requirement. Councillor Miller noted that there was a contradiction in the statements made as the Ordnance Survey maps had been used to support the claim that no route existed yet page 236 of the agenda noted a solid line running along the eastern side and western side of The Paddock. Councillor Miller stated that he disagreed with the officer evidence and judgement and there was an identifiable route in his view.

81.33 Councillor Janio seconded the motion had stated he reiterated the views expressed by Councillor Miller.

81.34 Councillor Greenbaum stated that she was mindful of the photo provided by Councillor Miller of the gates as she was unaware they were there and she was concerned that was evidence of a physical path. Councillor Greenbaum commented that she was minded to abstain as she could not be certain of a clear conclusion based upon the physical evidence.

81.35 On behalf of the Labour Group, the Chair moved the following motion to add a recommendation 2.2 as shown in bold italics below:

***2.2 That the Committee recommends that, given the complexity of the case and the legal position, that the matter be referred by the Roedean Residents Association to the Secretary of State for Environment, Food and Rural Affairs***

81.36 Councillor Horan seconded the motion.

81.37 Councillor Miller asked if the committee could decline to make a decision and what would happen if the recommendation in the motion was rejected by Roedean Residents Association.

81.38 The Deputy Head of Law confirmed that if the motion was agreed, a Modification Order would not be made and the Residents Association could appeal directly to the Secretary of State.

81.39 The Chair then put the Conservative motion to the vote which failed.

81.40 The Chair put the Labour Group motion to the vote that passed.

81.41 The Chair put the recommendations as amended to the vote that passed.

81.42 **RESOLVED-**

- 1) That the Committee does not approve the application for a Definitive Map Modification Order on the basis that it has not been found that, on the balance of probabilities, a right of way over the Claimed Route subsists or can reasonably be alleged to subsist.

- 2) That the Committee recommends that, given the complexity of the case and the legal position, that the matter be referred by the Roedean Residents Association to the Secretary of State for Environment, Food and Rural Affairs

**82 ITEMS REFERRED FOR FULL COUNCIL**

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

The meeting concluded at 8.05pm

Signed

Chair

Dated this

day of

**Subject:** Petitions  
**Date of Meeting:** 27 June 2017  
**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
  - calling a referendum

**3. PETITIONS**

**3. (i) Parking restrictions near Aldrington station- Alex Oakshott**

To receive the following petition signed by 90 people

*"We the undersigned petition Brighton & Hove Council to introduce a residents' parking zone to Aldrington Avenue, Amherst Crescent, Lullington Avenue and Milcote Avenue, Hove"*

**3. (ii) South Portslade Parking Consultation- Paul Addicott-Evans**

To receive the following petition signed by 118 people:

*"We the undersigned petition Brighton & Hove Council to undertake a residents parking consultation in the South Portslade area".*

**3. (iii) TRO-15-2017 Hartington Road-Double Yellow Lines on Legal Crossovers- Phil Fenwick**

To receive the following petition signed by 3 people:

*"We the undersigned petition Brighton & Hove Council to allow residents in Hartington Road with Legal Crossovers to park across their drives without incurring a parking fine.*

*a. People will lose the right to park in front of their drive, even with a disabled badge, although parking restrictions will be limited to 2 hours per day, Monday to Friday.*

*b. There are about 30 house with legal crossover in Hartington Road, starting from the cemetery entrance up to the top of the road. The loss of these places will put additional pressure on the parking in the street, especially at weekends.*

*c. Introduction of the new restrictions will inevitably mean more people will build crossovers, which will add to the pressure".*

**3. (iv) Save the Mazda Electric Fountain- Carol Homewood**

To receive the following petition signed by 669 people:

*We the undersigned petition Brighton & Hove Council to keep the Mazda Fountain in Victoria Gardens*

*The Mazda Electric Fountain, given to the town in 1930 by Thomson-Houston Ltd following an exhibition. This fountain has stood on Victoria Gardens for 87 years.*

*A fine example of 1930's architecture. It has the potential to be restored to its former glory and would be another fine tourist attraction for Brighton.*

*It is much-loved by the residents of Brighton & Hove; many of them have lovely memories of it in their younger days & they would be distraught to see it vanish. We love our fountain. To some it may appear ugly but for most of us it's beautiful, as is the little tardis-type hut with its art deco glass design that houses the working of the fountain.*



**3. (v) TRO-14a-2017 Elm Grove Sunday parking restrictions- Tad Matus**

To receive the following petition signed by 205 people:

*We the undersigned petition Brighton & Hove Council to undertake two urgent changes: 1) That the scheme be restricted to Monday to Saturday only. This still delivers the scheme's prime purpose – to remove the congestion from commuters, workers, and shoppers, but allows freer movement just on Sundays. 2) That the shared pay/residents bays are replaced by pay only bays, so that there is at least a very limited opportunity for people without residents permits to be able to park.*



**Subject:** Items referred from 6 April 2017 Full Council meeting- Petitions

**Date:** 27 June 2017

**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 6 April 2017.

**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) A259 South Coast Road – Lynne Moss**

To receive the following petition referred from the meeting of Full Council on 6 April and signed by 5188 people

*"We the undersigned petition Brighton & Hove Council to, alongside East Sussex County Council and Lewes District Council, carry out a joint traffic evaluation study on the A259 South Coast Road between Newhaven and Brighton Marina as well as carrying out an economic impact study of the detrimental effects caused by traffic congestion on*

*the A259 from Newhaven to the Brighton Marina, (particularly at peak times) on the local economy for this area as well as looking at air quality and the quality of life for residents in this whole area. Once the results of these studies have been reviewed, we call upon the councils to clearly identify what new physical road infrastructure improvements will be required to meet any identified capacity shortfall, along with a schedule of works for when those improvements will need to be implemented before any further development takes place”.*

**Note:** A minute extract of the proceedings of the debate by Full Council is attached at Appendix 1

**3. (ii) Surrey Street Traffic Alleviation – Councillor Deane**

To receive the following petition referred from the meeting of Full Council on 6 April and signed by 83 people

*“We the undersigned require Brighton & Hove City Council address congestion by taxi traffic on Surrey Street and surround roads. We request that these streets are covered by Double Red Lines, with increased CCTV coverage to assist enforcement. A solution is required to alleviate the following concerns: air pollution, noise pollution, anti-social behaviour, lack of access for local residents to the limited loading bays available on Surrey Street, problems caused by taxi related congestion for emergency services and other public transport, all caused by static and slow moving traffic, created by the use of Surrey Street and Upper Gloucester Road as unofficial taxi ranks”.*

**3. (iii) Bus Shelter, Hazeldene Meads – Councillor Taylor**

To receive the following petition referred from the meeting of Full Council on 6 April and signed by 80 people

*“We the undersigned residents of Hazeldene Meads and The Beeches petition the Council to request a bus shelter at the southbound Hazeldene Meads bus stop. We note the Council first put this shelter request on the waiting list in 2010 when requested to do so by Councillor Pat Drake. Following a later campaign by Councillors Norman and Taylor this matter was raised again. We regret that no work has taken place in the intervening seven years despite the requests of our ward councillors”.*

**3. (iv) Reclaim our amenity space – Councillor Bennett**

To receive the following petition referred from the meeting of Full Council on 6 April and signed by 91 people

*“We the undersigned call on Brighton & Hove City Council to reinstate the green at the junction of Court Farm Road and Nevil Road to public use. This green forms part of the character of the area and serves as an*

*amenity for local residents. The sale of burgers from a van directly outside a school is inappropriate and contrary to local health guidelines”.*



**ENVIRONMENT, TRANSPORT &  
SUSTAINABILITY COMMITTEE**
**Agenda Item 6(a)**

Brighton &amp; Hove City Council

<b>Subject:</b>	<b>A259 South Coast Road Petition: Extract from the proceedings of the Council Meeting held on the 6 April 2017</b>		
<b>Date of Meeting:</b>	<b>27 June 2017</b>		
<b>Report of:</b>	<b>Executive Lead for Strategy, Governance &amp; Law</b>		
<b>Contact Officer:</b>	Name:	<b>Mark Wall</b>	Tel: <b>29-1006</b>
	E-mail:	<a href="mailto:mark.wall@brighton-hove.gov.uk">mark.wall@brighton-hove.gov.uk</a>	
<b>Wards Affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**
***Action Required of the Environment, Transport & Sustainability Committee***

To receive the item referred from the Council for consideration.

**Recommendations:**

That the petition be considered by the Committee.

**BRIGHTON & HOVE CITY COUNCIL****COUNCIL****4.30PM 6 APRIL 2017****COUNCIL CHAMBER, HOVE TOWN HALL****MINUTES**

**Present:** Councillors West (Chair), Marsh (Deputy Chair), Allen, Atkinson, Barford, Barnett, Bell, Bennett, Brown, Cattell, Chapman, Cobb, Daniel, Deane, Druitt, Gibson, Gilbey, Greenbaum, Hamilton, Hill, Horan, Hyde, Inkpin-Leissner, Janio, Knight, Lewry, Littman, Mac Cafferty, Meadows, Mears, Miller, Mitchell, Moonan, Morgan, Morris, Nemeth, A Norman, K Norman, O'Quinn, Page, Peltzer Dunn, Penn, Phillips, Robins, Russell-Moyle, Simson, Sykes, Taylor, C Theobald, G Theobald, Wares, Wealls and Yates.

**89 PETITIONS FOR COUNCIL DEBATE****(b) A259 SOUTH COAST ROAD**

- 89.1 The Mayor stated that where a petition secured 1,250 or more signatures it could be debated at the council meeting. He had been made aware of five such petitions and would therefore take each in turn.
- 89.14 The Mayor then invited Nigel Smith and Lynne Moss as the lead petitioner to present the petition calling on the Council to undertake a joint traffic impact study along the A259 South Coast Road with East Sussex County Council and Lewes District Council.
- 89.15 Mr. Smith thanked the Mayor and stated that the petitioners were hoping that the three authorities would work together to undertake a traffic congestion study, taking in to account the air quality in Rottingdean High Street. It was difficult to monitor the full length of traffic queues and the level of traffic which they believed exceeded the capacity of the road infrastructure and was likely to lead to the loss of the A259.
- 89.16 Ms. Moss stated that there was a need for the requested impact study and noted that level of congestion in Rottingdean High Street was unmerited. She also noted that there were planning applications for future developments which would add to the overall situation and pressure on the A259, and asked that officers ensure local ward councillors are kept up to date on the progress of the applications, as over 4,500 people had signed the petition.
- 89.17 The Mayor thanked Mr. Smith and Ms. Moss and called on Councillor Mitchell to respond to the petition.



- 89.18 Councillor Mitchell thanked the petitioners and noted that there had already been a great deal of cross-boundary work with other local authorities in relation to impact studies along the A259. She noted that low emission buses had been introduced and that passenger numbers had increased and suggested that more buses were needed along with connecting services to other areas around the city. She also felt that because of the various studies already undertaken it would be better to simply note the petition rather than refer it to the Environment, Transport & Sustainability Committee.
- 89.19 Councillor Mears stated that she felt that further action was necessary and that additional information would help to formulate an action plan to address the issues caused by the level of traffic along the A259. She noted that the air quality in Rottingdean was poor and that it was difficult to collect data and therefore joint action by all the authorities would be helpful.
- 89.20 Councillor Greenbaum stated that she believed the bus lane worked well and additional buses and the encouragement of more passengers rather than car use would also be beneficial. She therefore felt that the petition should be given further consideration at committee.
- 89.21 In response to the debate Councillor Mitchell noted the comments and stated that she was happy to accept the desire for the petition to be considered at the next committee meeting.
- 89.22 The Mayor noted that it was recommended to note and refer the petition to the Environment, Transport & Sustainability Committee for consideration and put it to the vote which was **carried** unanimously.
- 89.23 **RESOLVED:** That the petition be noted and referred to the Environment, Transport & Sustainability Committee for consideration at its meeting on the 27<sup>th</sup> June 2017.



Geoff Raw – Chief Executive  
Brighton & Hove City Council

12<sup>th</sup> June 2017

Dear Geoff

We are submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 27<sup>th</sup> June 2017.

We have been contacted by residents in Ovingdean and Rottingdean who would like to see either the number 47 bus route extended into and out of Ovingdean, or the number 52 route extended into Rottingdean.

Between Monday to Saturday the 47 bus goes along the seafront from Saltdean to the station, via the Marina and the Royal Sussex County Hospital. On a Sunday it becomes the 57 and only then does it include Ovingdean in its route.

Local residents would like to see whether it is possible for this route extension to be applied every day, not just on a Sunday, to provide a service to and from the villages to the immediate east of Ovingdean, where residents will be able to find a bank, post office, dentist, library, primary schools, the LIDO and local shopping facilities. They would also be able to get to the station during the day and Rottingdean and Saltdean residents could come into Ovingdean to meet their friends and make use of activities and clubs run in the Village Hall and church.

The 52 service runs down from Woodingdean, through Ovingdean and then west but it only goes as far as the station first thing in the morning and last thing in the evening, there is no Post Office or bank in the marina for people to use, so they have to go into Brighton itself and of course it doesn't get residents to the many local services offered in Rottingdean and Saltdean.

With the concern about traffic congestion and pollution levels very much to the fore in this part of the city, extending either of these bus routes for Ovingdean residents would help to reduce the number of cars, plus boost the footfall in Rottingdean and Saltdean.

The upcoming awarding of contracts by the Council to run subsidised bus routes in the city provides the ideal opportunity to take these representations into account and we would request that this letter is formally accepted as part of that consultation process and brought into discussions with the relevant bus operators.

Yours sincerely

Cllrs. Lynda Hyde, Mary Mears and Joe Miller



Geoff Raw - Chief Executive  
Brighton and Hove City Council

15 June 2017

Dear Geoff,

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 27 June 2017.

I write to express my concern at the council's current highways consenting regime on street closures for parties and events.

Successful community-led street closures /parties, organised with the support of residents, are a fantastic way of getting communities together and in my ward there are numerous examples of when this has worked very well.

Unfortunately in my ward we also have experience of street closures /parties that have caused tensions and frustration for residents. This has resulted in – for example – some residents feeling it necessary to leave their homes for the duration of the event and also move their vehicles for fear of damage.

My understanding is that under the current regime, in order to successfully request a street closure for a party or event, organisers need to be able to demonstrate to council highways officers that a 2/3 majority of residents are in favour of the street closure.

What is less clear are the following:

- What evidence is required by council officers to demonstrate 2/3 majority i.e. who checks and verifies?
- What monitoring is undertaken (by officers and police?) about street closure /party implementation?
- Under the existing policy is there a provision for rejection of street closures if previous closures at that location have caused problems? If not, do you think there should be?
- How does the current policy differentiate between street closures requested by residents and those requested by businesses (i.e. between community and 'for profit' events)?
- How should officers consider street closures on networks of small streets in which achieving the necessary 2/3 support may be very easy (there may be only 3 or 4 homes) but the impact of a closure far wider?
- What provision is there for organisers to request that residents' vehicles be moved, as has happened in my ward?

I'm totally supportive of street closures for parties and events where there is a clear mandate from affected residents. My concern, as indicated above, is that the current

council rules and enforcement allow a different type of street closure /party to take place and one that may not be fully supported by residents.

I look forward to your response.

Kind regards

Cllr Ollie Sykes

**NOTICE OF MOTION****CLEANER AIR**

This council notes the damaging effects of diesel engine emissions to people's health and to the environment and would welcome accelerating initiatives that will reduce this harm and lead to cleaner air. This council resolves to:

- 1) Request the Environment, Transport & Sustainability Committee to call for a report taking into consideration;
  - Whether it would be possible to follow the example of Westminster City Council and introduce visitor parking differentials to incentivise diesel vehicle drivers not to enter the highest polluted areas of the city;
  - Options to enforce the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 in relation to vehicle idling offences;
- 2) Request the Licensing Committee to consider calling for a report detailing the options to ensure that all new taxi licences issued under the council's policy of managed growth are for low emission vehicles only, and that all replacement taxis are low emission vehicles;
- 3) To facilitate (2) above, this council requests the Chief Executive to write to Business Secretary, Greg Clark, requesting that financial assistance be made available to taxi drivers switching to more environmentally friendly vehicles, as announced at the recent opening of the new London Taxi Company factory in Coventry.

**Supporting Information:**

- (i) Across the UK air pollution is estimated to cause 40,000 deaths each year. Nitrous Oxide, Sulphur Dioxide, Particulate Matter and NOx gases (Nitrous Oxide, Nitric Oxide, and Nitrogen Dioxide) emitted from diesel exhausts exacerbate conditions such as bronchitis, lung cancer and asthma. On 16th May 2016, Brighton was one of 40 cities named by the World Health Organisation as having breached air pollution levels.
- (ii) <https://www.westminster.gov.uk/trial-diesel-based-parking-surcharge-low-emission-neighbourhood>
- (iii) Stationary idling is an offence under section 42 of the Road Traffic Act 1988. The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations (2002) gives local authorities the right to issue fixed penalty notices of £20 to drivers who ignore a request to switch their engine off. According to Confused.com, idling costs drivers approximately £100 per year (<https://www.confused.com/on-the-road/driving-law/stopped-parked-engine-running-idling-breaking-law-police-fine>). Islington Council has been enforcing the regulations since 2006 ([https://www.islington.gov.uk/environment/sus\\_pollute/air\\_quality/vehicle-air-pollution](https://www.islington.gov.uk/environment/sus_pollute/air_quality/vehicle-air-pollution))





<b>Subject:</b>	<b>Open Spaces Strategy – update on Action Plan</b>		
<b>Date of Meeting:</b>	<b>27<sup>th</sup> June 2017</b>		
<b>Report of:</b>	<b>Executive Director Environment, Economy &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Richard Bradley</b>	<b>01273 294701</b>	
	<b>Name: Ian Shurrock</b>	<b>Tel: 01273 292084</b>	
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<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 The Open Spaces Strategy was approved by the Committee at the meeting held on the 17<sup>th</sup> January 2017 and the purpose of this report is to provide members with an update on the progress already made on the Action Plan. As a consequence the information is provided principally within the appendices, with individual updates provided for each topic area. In addition, Members are asked to give approval for specific actions as indicated in the recommendations.
- 1.2 Parks and open spaces are highly valued by residents and visitors to the city and very important to the economy, quality of life and environment of the city. However, within the context of significantly reduced financial resources available to the council, the need to achieve specific savings from the Cityparks budgets, and the huge number of consultation responses to “The Big Conversation”, the future provision and maintenance of parks and open spaces was set out in the Strategy.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee approves the establishment of a Brighton & Hove Parks Foundation as set out at Section 3.2 and Appendix 6 to lead creative and innovative fundraising which would be invested in the council’s parks and open spaces.
- 2.2 That the Committee recommends to Policy, Resources & Growth Committee that it approve the appointment of the Chair of the Environment, Transport & Sustainability as the Chair of Brighton & Hove Parks Foundation.
- 2.3 That the Committee approves the direction of travel on new management arrangements for the tennis courts in the city council’s parks as per paragraphs 3.7-3.12 of this report. A further report will be brought to a future Environment,

Transport & Sustainability Committee for a decision on the management arrangements.

2.4 That the Committee notes the updates provided in the appendices in relation to:

- Allotments
- Cemeteries and Churchyards
- Heritage
- Open Space Hire
- Outdoor Sport & Physical Activity Facilities
- Parks Foundation
- Parks & Gardens
- Parks Trust
- Small Grassed Areas
- Sponsorship, Advertising and Donations
- Volunteering

### **3. CONTEXT/ BACKGROUND INFORMATION**

3.1 The Committee approved the Open Spaces Strategy on the condition that the actions from the Strategy return to the Committee for final approval and will have been consulted on with stakeholders. There are two initiatives that have been developed that now require Member approval to progress further:

#### Brighton & Hove Parks Foundation

- 3.2 The establishment of a parks foundation offers an independent fundraising vehicle with the benefits of charitable status. The model offers flexibility, innovation and the ability to stand side by side with Cityparks, as a mechanism to generate additional financial income and supporter commitment to improve the city's parks and open spaces. Ownership and management of parks and open spaces will remain with Brighton & Hove City Council.
- 3.3 Research into the feasibility of setting up a Foundation has concluded that limited financial commitment is required from local authorities and foundations can be established at pace and with ease. More detailed information on the Bournemouth Parks Foundation was provided as an appendix to the report to the E,T,S Committee in January 2017 on the Open Spaces Strategy.
- 3.4 Based on this, the officer Open Spaces Strategy Implementation Group has developed a project plan. Subject to approval from Members, activities will be delivered in line with the project plan and the aim would be to establish the Foundation by November 2017. An indicative timetable of actions include:
- Complete trustee role description / profile (end of June)
  - Advertise posts (during July and August)
  - Appoint trustees (September)
  - Set up charity and submit application (September and October)
- 3.5 It is proposed the Chair of the E,T,S Committee becomes the Chair of Brighton & Hove Parks Foundation. A further three independent trustees would be appointed

through a recruitment process. The Foundation Board and trustees would be supported by Brighton & Hove City Council officers, as appropriate.

- 3.6 The work is being led by the Assistant Director, City Environment Services with support from the Corporate Programme Management Office. Links are in place with the Royal Pavilion & Museums (RPM) Foundation to ensure relevant information is shared. Key points of learning from the considerable experience gained from the operation of the Royal Pavilion & Museums Foundation include:
- The appointment of trustees with the appropriate skills and enthusiasm is fundamental to the success of the Foundation. Active trustees who are able to lead fundraising campaigns have proved key to the success of the Foundation.
  - The success of the RPM Foundation is illustrated by the financial position over the 5 financial years ending 31<sup>st</sup> March 2016. Over this period the Foundation received income of £2.47M with expenditure of £1.6M.
  - A Foundation gives the opportunity to apply for grant funding not available to local authorities.
  - The RPM Foundation has been very successful in receiving bequests to be used for specific projects.
  - A Foundation can be established with minimal cost and developed to include contributions to additional costs such as staffing when feasible.
  - The identity of the Foundation as a legally separate entity from the council is important to encourage donations to specific projects rather than on-going costs.

#### Management of Tennis Courts in the City Council's Parks

- 3.7 Following consultation with representatives of the City's tennis community carried out through clubs and coaches along with the Lawn Tennis Association (LTA) there is broad agreement that there would ideally be some form of city-wide approach to the provision of tennis. Two city-wide proposals have been put forward by groups of tennis players in the City. These proposals have been presented to representatives of the city's tennis coaches and clubs along with the LTA.
- 3.8 Officers have received a lot of detailed feedback on the proposals and appreciate the work that the teams behind each proposal, LTA, clubs and coaches have undertaken. Unfortunately, neither proposal has a consensus of support from tennis clubs and coaches, with some clubs questioning the practicality of a city-wide approach run by volunteers.
- 3.9 Both proposals are volunteer lead and to be successful require the support of the city's tennis players. At present, officers do not believe either proposal would get the level of such support required to proceed.

- 3.10 The LTA also state that the two city wide proposals should not be accepted in their current form, but that they are happy to work with the two parties to improve viability. This will take the form of support and guidance for:
- a) Feedback / support to both parties so that their proposals are improved ahead of re-submission.
  - b) Support to one of the parties so that it reaches LTA minimum standards or a standard that would be reasonable to accept.
  - c) A collaborative combined approach of both parties, supporting elements within this so that it reaches LTA minimum standards or reasonable standards.
- 3.11 The LTA also suggest that the Committee considers two other approaches:-
- a) Open up the city wide opportunity to other interested groups such as local/community and professional organisations.
  - b) Split the sites (potentially working under one umbrella group as per a) above and open up a new tender process.
- 3.12 Members are being asked to agree the direction of travel outlined above. A further report will be brought to a future Environment, Transport & Sustainability Committee for a decision on the management arrangements.
- 3.13 Further updates are planned to be provided to the Committee at the end of the year with potential topic areas including:
- Anti-social behaviour, Safety & Crime
  - Development Funding
  - Finance and Asset Management
  - Health & Well-being
  - Litter and Dog Fouling
  - Natural and Semi Natural Green Space
  - Playgrounds
  - Public Realm
  - Trees

## **4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The analysis and consideration of alternative options was fundamental to the development of the Open Spaces Strategy.
- 4.2 A number of options have been identified in the Strategy in relation to potential delivery models and resources.

## **5 COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The Big Conversation consultation exercise underpinned the development of the Open Spaces Strategy. Further consultation is being undertaken on an on-going basis in relation to specific actions.

## **6 CONCLUSION**

- 6.1 The establishment of a Parks Foundation is seeking to realise the potential support available from the large number of residents and visitors who highly value the city's open spaces, as well as the culture of donations within the city's business community.
- 6.2 Further development of potential proposals for the management of tennis courts in parks in the city is required prior to a final decision being made.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The establishment of a Brighton & Hove Parks Foundation will require funding toward the cost of the establishment of the Foundation as set out in paragraph 3.4 above and a sum of £50,000 was approved at Policy, Resources & Growth Committee on June 2017 as part of Environment, Economy and Culture 2016/17 carry forward budget to meet these initial set up costs. Any costs associated with officer time will be met from existing staffing costs for Environment, Economy and Culture budgets.
- 7.2 At this point in time there is no direct financial impact for the proposed management of tennis parks within the city. Any changes that involve financial consequences will be reported back to this Committee.

Finance Officer Consulted: Rob Allen Date: 25/05/17

### Legal Implications

- 7.3 The recommendations propose amongst other things that the Council set up an independent parks foundation for fundraising purposes. The fact that the new vehicle's functions are limited to fundraising is relevant. In the absence of proposals to establish a vehicle to for instance manage the city's parks (an option which as indicated in Appx 8 to the Report as being kept under review but not actioned currently), there is no current proposal to transfer staff or assets. The legal processes required to set up a charitable foundation are therefore relatively straightforward, assuming that a standard approach is applied. They will involve establishing a company limited by guarantee and applying to the Charities Commission for it to be accorded charitable status: work which it is anticipated may be carried out within existing budgets.'

Lawyer Consulted: Victoria Simpson Date: 13/6/2017

### Equalities Implications

- 7.4 The importance of a wide range of parks and open spaces across the city to provide for the diverse local community and visitors to the city has underpinned the development of the new strategy.

Sustainability Implications:

- 7.5 The city's parks and open spaces are of significant importance to the city's environmental and economic sustainability, and form a key element of the region's Biosphere. The strategy seeks to enhance the sustainability of these resources.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Allotments
2. Cemeteries and Churchyards
3. Heritage
4. Open Space Hire
5. Outdoor Sports and Physical Activity Facilities
6. Parks Foundation
7. Parks & Gardens
8. Parks Trust
9. Small Grassed Areas
10. Sponsorship, Advertising & Donations
11. Volunteering

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. Reports to the Environment, Transport & Sustainability Committee in October 2014, March 2015 and January 2017.

## Allotments (refer to 2.7 of the Open Spaces Strategy)

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a) plus action 1	<b>Continue to work with the Allotment Federation to become more financially self-sufficient wherever possible and practicable.</b>	Met with Allotment Federation and presented open spaces strategy at their AGM in March.  Second meeting with the Allotment Federation representatives in April with PC and RW generated a range of actions for both parties to complete.  Small savings have been delivered for this year, positive discussions with the allotment federation.	i. Set up meeting with Allotment Manager, Cityparks and Allotment Federation to explore finance reducing options.  ii. As water is one of the key expenditures for allotments a workshop has been proposed to look at this issue.  iii. During this year we will be trialling a number of innovative budget saving methods proposed by the allotment federation.	DC AF Cityparks	June ongoing
No.	Actions	What we have done...	Next Steps	Lead Person/s	Time frame
2	<b>Review the existing Allotment Strategy principles and objectives to reflect the ongoing dialogue with the Allotment Federation. EQ</b>	RW and PC met with Allotment Federation Representative and agreed a new format to increase the accountability of delivering the allotment strategy.	a) PC and or RW to attend new Site Rep meetings in the future to ensure greater consistency across all of our sites, assist the Allotment Officer to implement the Allotment Strategy.	AF Cityparks	June onwards
3	<b>Draw up a programme to reduce water leaks at allotment sites.</b>	Working with the Allotment manager and Energy and Water team to look at reducing leaks. A number of leaks have been found and fixed and a number of water meters installed to better understand water use on each site.  PPT has been working with DC, Water and Energy team to reduce leaks across allotments and have water meters installed.	a) Identify where further investment is needed to repair outdated and failing water systems.  b) Property Services to measure cost savings looking at water bills over the year.	AF Cityparks Property Services	June -Dec  Annual  Jun 2017–

## Open Spaces Strategy – Appendix 1: Implementation Plan

		<p>Met with Allotment Federation and Community Works to update them on our programme of water leak repairs.</p> <p>Met with water engineer with experience within the water industry who is a member of the Allotment Fed who has offered his services for free to look at how we could identify leaks, water behaviour patterns and possible solutions.</p> <p>All significant water leaks on the site tested have been repaired, except where one is inaccessible.</p>	c) Set up series of meetings with Allotment Manager, Cityparks and Allotment Federation to explore options and opportunities. Proposals to be agreed at Forum March 2019.		Mar 2019
4.	<b>Work with allotment holders to explore water-saving opportunities.</b>	As above	a) Work with Allotment Fed and members to tackle wasteful water use by members. Investigate possible grants to fund water saving devices on sites.	As above	Mar 2018 onwards



## Cemeteries and Churchyards (refer to 2.8 of the Open Spaces Strategy)

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a)	<b>Cemeteries and Churchyards to be managed closer to natural green spaces for example, reduced mowing, where this does not impact negatively on the client/visitor experience and sensitive locations.</b>	Discussed with Cityparks manager the approach to changing and implementing this change. Met with Bereavement Services (BS) on two occasions to explore the impact and opportunities of any changes on their services. Met with the Wildlife forum who advised that it may take two to three years for the wildlife plant vegetation to stabilise and grow through and that we should only cut once a year and remove cuttings. Consider sites where removal of cuttings would be especially beneficial as there will be cost implications.	<ul style="list-style-type: none"> <li>i. Prepare information regarding changes in mowing to inform ward councillors, the general public of positive benefits of change. Consult with Bereavement Services and general public before implementing changes.</li> <li>ii. Identify suitable sites with BS to cut and clear or leave.</li> <li>iii. Implementation of a reduced cutting regime which will include monitoring vegetation growth to determine course action regarding the establishment of appropriate plants and the ongoing monitoring of public response after changes have been implemented.</li> </ul>	RW BS	June -TBC
No.	Actions	What we have done...	Next Steps	Lead Person/s	Time frame
1.	<b>Work towards full cost recovery for Cityparks' cemeteries</b>	Ongoing discussions between Bereavement Services and Head of Operations	a) Ongoing discussions between Bereavement Services and Head of Operations-Cityparks	RW BS	June-ongoing
2	<b>Identify cemeteries suitable for greater public use to relax and enjoy greater contact with nature/wildlife</b>	Met with Bereavement Services to identify suitable sites: Woodland Valley, Woodingdean; Woodvale and the Extra Mural. Also see above policy.	<ul style="list-style-type: none"> <li>a) Seek grant funding to interpret and communications to promote access.</li> <li>b) Explore other opportunities for promotion and events. Also see above policy.</li> </ul>	BS PPT	Mar 2018 onwards
3	<b>Work with Bereavement Services to develop a range of projects to collaboratively deliver improvements to encompass maintenance, volunteering,</b>	Met with Bereavement Services to discuss coordinating memorial services that are delivered in parks and open spaces and to present a single point of contact website offering	a) The Bereavement Service is restructuring and following this period Parks Projects will work with them to develop improvement projects.	BS PPT	Dec 2017

## Open Spaces Strategy – Appendix 2: Implementation Plan

	<b>promotions, marketing, Closed Chapel usage and memorial sales EQ</b>	a range of options.	b) Consider English Heritage guidance on planning memorial trees and benches.		
<b>4.</b>	<b>Seek to improve heritage and its interpretation at cemeteries and churchyards. EQ</b>	Identified Woodvale and Extra Mural as requiring a conservation management plan so that it is managed with a heritage focus. Shared heritage ambitions with Regency Society. Contacted Historic England about the development of sites such as St Nicholas Churchyard below. (see Heritage page).	a) Parks Projects to meet with Bereavement Service to develop heritage plan pilot. b) Meeting with Regency Society in June.	BS PPT	Mar 2018 onwards
<b>5</b>	<b>Work towards the restoration of St Nicholas Churchyard which is made up of 3 sections, a Rest Garden, churchyard and play area.</b>	Prepared draft Conservation Plan for St Nicholas Churchyard. Met with church representative and friends group to discuss draft. Draft to be shown to managers and councillors in Spring. Contacted Historic England in April to identify guidance documents to assist our ambitions and advisor we should contact to review our proposals. Kay Richardson is the Historic England contact.	a) Engage with Ward Members regarding the development of this ambition. b) Consultation period identified. c) List of potential works to spend Section 106 money identified for St Nicholas, Rest Garden, churchyard and Play. Wards are St Peter's and North Laine and Regency. d) Work with Bereavement services to explore interpretation opportunities.	BS PPT	Dec- June 2018
<b>6</b>	<b>Bring Woodvale Cemetery, as the city's only Historic England registered cemetery, to Green Flag standard.</b>	Early meetings held with Bereavement Services to explore this option.	a) Engage with Ward Members regarding the development of this ambition. b) Meet with Bereavement Services and relevant stakeholders to develop Woodvale plan. Commission conservation plan. c) Attend Brighton Fringe event in May to see how the space could be used differently and potential identify other revenue streams.	RW BS PPT	Jun 2017- May 2018

## Heritage (refer to 3.3 of the Open Spaces Strategy)

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a)	<b>Support the progression of Brighton &amp; Hove's Historic Built Environment Conservation report 2015.</b>	Presentation to the Regency Square Area Society about the Open Spaces Strategy and discussion about future aspirations. Met with Friends of Queens Park and our Conservation manager to ensure our conservation plans link to the wider character statement for the area.	<ul style="list-style-type: none"> <li>i. Arrange meeting with Tim Jeffries in the Policy, Projects and Heritage.</li> <li>ii. Meet with Regency Society.</li> <li>iii. Arrange meeting with Historic England in summer.</li> <li>iv. Engage with Ward Members regarding active conservation projects.</li> </ul>	PPT	ongoing
No.	Actions	What we have done...	Next Steps	Lead Person/s	Time frame
1.	<b>Develop a ten year parks plan to identify Heritage Lottery Fund priorities.</b>	Developing outline draft plan of active heritage park schemes which has had input from Tim Jefferies.	a) Circulate draft plan to management/project team.	PPT	June – Sept
2	<b>Complete a heritage Conservation plans for St Nicholas Churchyard, Queens Park and Preston Park.</b>	Preston Park and St Nicholas Churchyard are now at a draft stage for management to review. Queens Park is moving towards a draft document.	<ul style="list-style-type: none"> <li>a) Agree final draft for Preston Park and St Nicholas before consultation period.</li> <li>b) Complete draft Conservation Plan for Queens Park.</li> <li>c) Start Conservation plan at Woodvale Cemetery and Extra Mural.</li> </ul>	PPT	Jun  Sept  Jun onwards



## Open Space Hire (refer to 4.6 of the Open Spaces Strategy)

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a)	<b>Maximise income from third party activities in parks where there is a strong business case to do so, where conflicts with other strategic aims can be mitigated, and taking account of potential equalities impacts.</b>	Spoken with two events organisers regarding their events and contributing more to Cityparks as their income increases.  At present Events income used to restore open spaces after event use creates a shortfall for Cityparks to return the site to the appropriate standard. This incurs a loss of amenity on heavily used grasses areas e.g. Old Steine, The Level, Hove Lawns.	i. Engage with colleagues in Cityclean to ensure events are covered by street cleansing staff where necessary. ii. Identify the real cost to parks where events have impact on infrastructure e.g. to identify a more accurate remuneration figure for grassed areas.	IT PPT	Jun- Nov
No.	Action	What we have done...	Next Steps	Lead Person/s	Time frame
1.	<b>Property assets in parks and open spaces are currently undergoing review to test the commercial opportunities for them.</b>	Ongoing work with sports buildings and sports groups to investigate new lease and maintenance contracts. (See Outdoor Sport page).  Initial market exploration with Preston Park Men's Bowls Pavilion, after consultation with the Friends of Preston Park. The proposal here is to ring fence income to protect Bowls across the city.	Ongoing work with third sector organisations to investigate new lease/maintenance contracts	RW IS	Ongoing

## Open Spaces Strategy – Appendix 4: Implementation Plan

		Started conversation with the University of Sussex regarding innovation hubs utilising existing parks buildings and contacted 'Platform 9', who specialise in managing and leasing workspaces.			
2.	<b>Explore appropriate sites for commercial markets in parks and open spaces where this does not compete with existing commercial operations.</b>	Ongoing reviews of existing markets/food events and sites ranging from the open spaces market, the new monthly market on the Level and the Foodies Festival	a) Awaiting appointment of Market Manager to develop plan for markets in appropriate sites. This position will be managed by Ian Taylor in the Events Team following a corporate study on markets last year, which identified their potential capacity for income growth.	PPT/IT Market Manager	
3)	<b>Investigate greater opportunities for mobile catering concessions for example, coffee or ice cream.</b>	Options to be looked at as part of existing site developments which have section 106 funding such as St Nicholas Churchyard.	Complete design work for St Nicholas and explore viability of temporary coffee and or ice cream offer in or near play area	PPT Events Manager	June-Dec
4)	<b>Explore potential for clinical or medical centre use of parks buildings with CCG.</b>	Discussion started with Public health colleagues regarding new medical centres in parks.	a) Further meeting/s with public health, CCG to be organised.	PPT CCG	June onwards

	<b>Outdoor Sport &amp; Physical Activity Facilities (refer to 2.5 of the Open Spaces Strategy)</b>
	<b>Policy description</b>

No.	Actions	What we have done...	Next Steps	Lead Person/s	Time frame
1)	<b>Continue to work with clubs and sporting organisations regarding partnerships and responsibilities for sports facilities</b>	<p>Bowls- plans are in place to deliver savings as a result of closure of low usage greens with most of the bowlers moving to other greens in the city. The savings include commercial use of old bowls pavilions.</p> <p>Football – small saving delivered for this year 17/18. With the backing of Sussex FA and the local leagues we applied for ParkLife funding but this was not successful.</p> <p>Tennis – ongoing dialogue with relevant clubs and bodies, including now a steer from the LTA’.</p> <p>Rugby, Cricket and the minor sports – outlined financial situation and budget savings required. Further engagement required to identify how these will be met.</p>	<p>a) In discussion with some Bowls clubs regarding their taking over further aspects of the management of their facilities.</p> <p>b) Agree with the city’s leagues to resize pitches to meet the FA requirements as identified in the playing pitch strategy.</p> <p>c) Restart discussions with the FA and leagues regarding budget savings following unsuccessful ParkLife bid.</p> <p>d) Engage with Rugby, Cricket and the minor sports on achieving savings as identified.</p> <p>e) Progress on tennis proposals are included in the main body of this report for the ETS Committee.</p>	Rob Walker	June onwards

## Open Spaces Strategy – Appendix 5: Implementation Plan

2)	<b>Work with schools and academic institutes to widen use of shared facilities for formalised clubs and organisations.</b>	Working with Patcham High School on potential new sports facilities which would enable increased community use. Advising on potential new sports facilities on the proposed redevelopment of the West Blatchington school site.	<ul style="list-style-type: none"> <li>a) Engage with Ward Members as part of the development process.</li> <li>b) Patcham High School – continue to support development of project with Property &amp; Design.</li> <li>c) West Blatchington School – continue to support development of Project with Planning.</li> </ul>	Ian Shurrock	On-going
3)	<b>Seek to invest in new 3G artificial sports pitches such as recently constructed at the Manor Road Gym in Whitehawk.</b>	Expression of Interest submitted to Parklife Football Hubs National Programme was not successful.	<ul style="list-style-type: none"> <li>a) Review of existing sites to be undertaken to identify potential development / improvement opportunities.</li> <li>b) Further funding opportunities will be explored as and when they become available.</li> </ul>	Ian Shurrock	On-going
4)	<b>Work with partners identified in the Playing Pitch Strategy to respond to the needs assessment and action plan. <a href="#">EQ</a></b>	Two implementation meetings held which have identified a range of actions in conjunction with Governing Bodies of Sport. For example, identifying priorities for artificial wickets with the ECB and alternatives for pitch configuration with the FA.	<ul style="list-style-type: none"> <li>a) Progress on actions to be reviewed at Implementation meeting in June.</li> </ul>	Ian Shurrock /FA/ECB/EH/ RFU	On-going
5)	<b>Work with Public Health to promote the health benefits of outdoor physical activity by increasing the accessibility of parks and open spaces to all social and vulnerable groups e.g. TakePart event. <a href="#">EQ</a></b>	Takepart Festival of Sport 2017 to be launched at the Level on 17 <sup>th</sup> June. Public Health representative and PPT are starting to work together to look at how local GP surgeries can increase the number of people referred to our open space as a social prescription.	<ul style="list-style-type: none"> <li>a) Engage with Ward Members as part of the process.</li> <li>b) Meet with public health to identify a strategy to increase their existing programmes and implement new open spaces activities.</li> <li>c) Explore how volunteering activity with health benefits could be presented on a website.</li> </ul>	Paul Campbell	On-going







### Parks Foundation (refer to 4.1 of the Open Spaces Strategy)

No.	Action	What we have done...	Next Steps	Lead Person/s	Time frame
1.	<b>Undertake a feasibility study to establish a Brighton &amp; Hove Parks Foundation to lead creative and innovative fundraising for the City's parks, tapping into the large number of residents and visitors who use and love the city's open spaces, and seeking to build on the culture of giving within the city's business community. The report needs to determine exactly what the funds will be used for.</b>	<p>We have completed the feasibility study:</p> <ul style="list-style-type: none"> <li>We met with Michael Rowland from the Bournemouth Parks Foundation; minimal financial commitment was required from the local authority and they were able to establish their Foundation at pace and with ease.</li> <li>We met with Social Finance who is working with Newcastle; establishing a trust is much more complex.</li> </ul> <p>A draft project plan has been developed detailing what has to be done, by when and by whom.</p>	<p>a) Presentation to Better Brighton and Hove think tank</p> <p>b) Meet with Royal Pavillion &amp; Museums Foundation</p> <p>c) Approval from ETS Committee to proceed as per the committee report</p> <p>d) Subject to c) finalise the project plan</p>	<p>RB</p> <p>RB, LC</p> <p>RB</p> <p>RB, IS, PC, LC</p>	June to December



## Parks and Gardens (refer to 2.2 of the Open Spaces Strategy)

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a)	<b>Cityparks will continue to encourage habitats and opportunities for wildlife to thrive within all open spaces including Parks and Gardens.</b>	Looked at multiple sites to explore wildlife could opportunities including Victoria Rec, Saunders Park, Rottingdean Rec and Hove Park. Discussed sites with range of stakeholders e.g. the B&H Food Partnership, the PARC charity, rangers and operations staff, friends groups.	Develop lists and plans (where feasible) to be agreed with operations and stakeholders such as Councillors, third sector groups and Friends of Parks. Saunders Park to be pilot to develop this process.	PPT	March - Oct
b)	<b>Cityparks to operate more commercially and seek to generate new income streams</b>	Discussions with sports and third sector regarding the use of buildings. (See Events, Outdoor Sport & Physical Activity Facilities, Finance and Asset Management and Open Space Hire,) Desk research around establishing a Park Improvement District for Hove Park. (see Donations, Sponsorship and Advertising) Identified opportunities for market stalls and stands to enable more commercial vending in parks. (See Open Space Hire) Consider other opportunities for car parks in parks. Monitoring the development of the Café at Saunders Park. Spoke to representatives at Brighton and Sussex Universities about using buildings as incubator hubs. Met with Cathy from the PARC charity to discuss Rottingdean Rec and agreed to explore assisting other areas create a PARC type model.	<ul style="list-style-type: none"> <li>i. Ongoing work to share building and sports assets costs more with third sector.</li> <li>ii. Arrange meeting with PARC charity and Rottingdean parish councillor to explore a strategic approach to open spaces changes in their area and if their model could be developed in other parts of the city by other interested communities.</li> <li>iii. Review of sites (see also Events) suitable for temporary food and drink offer.</li> <li>iv. Ongoing discussions with Universities to utilise buildings in parks as workspaces.</li> <li>v. Opportunities for sponsorship and advertising to be explored. (See Donations, Sponsorship and Advertising) Some of this work is already being led with procurement and property and design officers.</li> </ul>	RW  PPT  PPT  PPT	ongoing  June 2017  2018/19  2018/19
c)	<b>Park benches to be selected to ensure the broadest range of people can use them.</b> EQ	A draft guide has been produced for comment.	Seeking to develop tender brief to choose preferred suppliers of inclusive bench. Work with Highways and transport colleagues.	PPT	June – Mar 2018

## Open Spaces Strategy – Appendix 7: Implementation Plan

No.	Action	What we have done...	Next Steps	Lead Person/s	Time frame
1.	<b>Develop a simple map-based system or works list to identify an agreed set of changes. This process should start with the most frequented parks or where an additional resource has been identified.</b>	Submitted our Green Flag management plans using map based works plan to demonstrate a reduction in maintenance regime. Met with friends groups at Hove and Preston Park to explore developing a works programme. Met with the Food Partnership at Saunders Park to explore them managing a greater part of the park.	Develop lists and plans (where feasible) to be agreed with operations and stakeholders such as Councillors, third sector groups and Friends of Parks. Saunders Park plan is being developed. working with Property Services, Food Partnership, Cityparks operations and rangers and local Councillors to spend the Section 106 contribution.	PPT	Ongoing
2.	<b>Ensure in the development of park plans that environmental, inclusive and sustainable choices are embedded into proposals. EQ</b>	Discussions held with Biosphere team, biosphere officer and the Food Partnership about open spaces and delivering change. Met with Allotment Federation and Friends of Parks representatives and agreed a range of training opportunities including equalities online training for all volunteer coordinators.	a) Each site plan to be developed should explicitly be able to identify its environmental, sustainability and inclusivity benefits. b) Work with Allotment Federation to investigate course of action to take when enforcing equalities issues.	PPT	Ongoing
3)	<b>Develop a guide for park benches and procure a new bench design for Cityparks.</b>	See policy above c)	See policy c) above	See policy above c)	See policy above c)

**Parks Trust (refer to 4.2 of the Open Spaces Strategy)**

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a)	<b>Keep open the long term option to establish a strategic park management Trust for the city, taking forward any proposal at a point when the business case demonstrates the organisation can be viable and the establishment of such a Trust has public support.</b>	<p>Met with Social Finance Ltd to look at the financial modelling work that they have done with Newcastle City Council.</p> <p>Conversation with the head of the Royal Pavilion and Museums regarding their progression into a trust.</p>	<p>i. Follow developments with Social Finance Ltd as they go through this process with Newcastle in Sept/Dec 2017.</p> <p>ii. Consider joining the social finance assessment of development proposals being progressed across the country.</p> <p>iii. Ongoing watching brief of the Royal Pavilion and Museum Trust,</p>	<p>PC</p> <p>PC/IS</p> <p>PPT</p>	<p>Sept – Mar</p> <p>On-going</p>





## Open Spaces Strategy – Appendix 9: Implementation Plan

### Small Grassed Areas (refer to 2.6 of the Open Spaces Strategy)

No.	Actions	What we have done...	Next Steps	Lead Person/s	Time frame
<b>Policy a)</b>	<b>Small grassed areas to be managed as natural green spaces with reduced mowing, where this does not create a nuisance for the public or vehicles.</b>	Met with Insurance, Legal and Cityparks regarding issues to do with members of the public cutting grass verges outside of their homes etc. APSE query report due 20 May regarding wording for communications to enable to cut grass verges.	i. Insurance are considering whether a specific policy for volunteers is required. ii. Monitor the impact on areas where grass verges are not being cut.	Insurance Legal Parks Projects  RW	June 2017  ongoing
<b>b)</b>	<b>New or modified small grassed areas to be designed to allow water to be stored during heavy rainfall, where this does not conflict with policy a).</b>	Spoke with sustainability team about their recent flood risk strategy. Worked with the Valley Gardens Team to advise and comment on their sustainable drainage systems. Identified further parks to potentially create landscape changes for water storage during heavy floods.	Meet with sustainability team and flood risk area manager to develop proposals.	Parks Projects	June 2017  ongoing
No.	Actions	What we have done...	Next Steps	Lead Person/s	Time frame
<b>1)</b>	<b>Identify members of the public who have said that they agree they could be allowed to cut their own grass verges through the Big Conversation consultation result – postcode search.</b>	Locate from Big Conversation survey the areas where people agreed most that they could be able to mow their own grass verge. Postcode mapping of responses showed that positive responses were quite evenly spread across the City.	a) Cityparks and PPT to decide which areas are priority to target initially based on level of verge mowing being carried out.	Cityparks Parks Projects	June 2017
<b>2)</b>	<b>Organise informative events to assist the public in cutting grass verges or undertaking other related works such as pruning or litter picking.</b>	Met with Legal and Cityparks and spoke to Insurance regarding the public becoming more active in the city such as cutting grass verges, litter picking and shovelling snow.  It was advised that the best approach is to encourage through informative posters and fliers	a) See above in Volunteering for details of informative events that have been organised for volunteers to Cityparks. b) APSE report will assist in development of text for a flier and poster to ensure insurance	Insurance Legal  Cityparks Communication Parks Projects	June – August 2017

## Open Spaces Strategy – Appendix 9: Implementation Plan

		<p>that it is ok to do this but as it is potentially a high risk activity, working next to the road, they could do so outside their own home when covered by own home insurance.</p> <p>Attended Friends of Parks meeting to inform groups about volunteering opportunities. Talking with Community works about developing more events to encourage volunteering.</p> <p>Created draft poster to encourage more people to cut their own grass verges</p>	<p>concerns are responded to.</p> <p>c) Develop an 'active citizen' poster to empower residents to undertake work such as pruning, litter picking and mowing their own grass verge without further permissions from the council.</p> <p>d) Fliers to be distributed to priority areas defined by Cityparks and parks projects.</p> <p>e) Promote and raise awareness of these proposals.</p> <p>f) Complete risk assessment of this activity.</p> <p>g) Work with legal and insurance to complete poster and mitigate liability risk to council.</p>		June-August 2017
3)	Identify if smaller grassed areas can be developed to create more wildlife habitats.	n/a	a) Cityparks to identify potential sites and monitor plant growth and public response.	RW Rangers	September 2017 – July 2019

## Sponsorship, Advertising and Donations (refer to 4.3 of the Open Spaces Strategy)

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a)	<p><b>In order to receive donations; future maintenance provision will need to be considered.</b></p> <p><b>(Policy modified for clarity, see previous version below)</b></p> <p>In order to receive some donations; future maintenance costs may need to be built into the contract.</p>	<p>Working with a donor of play equipment in major park and trying to ensure that a maintenance contribution is provided with the investment.</p> <p>Conversations with Bereavement Services regarding the structure and cost of memorial services in parks and open spaces.</p> <p>The Bereavement Service is restructuring and the memorial service for parks and open spaces will be redesigned at this time so that it does not have a maintenance cost impact from items donated and that the life of donations is shorter with opportunities for renewal.</p> <p>We are considering the development of a Parks Foundation. This would be the natural platform for donations to specific projects or open spaces across the city.</p>	<p>a) EST Committee is asked to give permission to development of a Brighton Parks Foundation (see Parks Foundation).</p> <p>b) Develop a contract which enables the donation of specific items to parks and open spaces whilst incorporating cost of maintenance for a reasonable period.</p> <p>c) Establish structure and costs of memorial services with Bereavements Services.</p> <p>d) Work with PARC to see if a more strategic fundraising objective would be possible. Also seek their assistance in helping other areas develop a PARC type organisation in another part of the city such as the St Ann's Well Garden.</p>	<p>LC/RB</p> <p>PPT</p> <p>Bereavement Services/PPT</p> <p>PPT</p>	<p>June 2017</p> <p>July 2018</p> <p>Dec 2017</p> <p>June 2017</p>
b)	<p><b>Develop commercial activity in the city's open spaces such as advertising, sponsorship and donations to grow income for Cityparks, but in a way that is</b></p>	<p>Commercialisation has also been considered more generally under Parks and Gardens with conversation started with British Military Fitness and Bulldog tools.</p>	<p>a) Explore opportunities for sponsorship of volunteer equipment such as tools, protective clothing or works vehicle etc.</p>	<p>PPT</p>	<p>June 2017</p>

## Open Spaces Strategy – Appendix 10: Implementation Plan

	<b>sensitive to the wider heritage and community values of each space, appropriate to health and well-being objectives and in collaboration with any potential Parks Foundation/ Trust.</b>	Identified opportunities for market stalls and stands to enable more commercial vending in parks (see Parks and Gardens and Open Space Hire)	b) Explore advertising on fleet vehicles for income generation. c) Consider the need for regulating/charging for car parking where required. d) Develop legal framework to identify which parks have the licence permission to charge commercial vehicles into parks. e) Prepare an expression of interest for commercial stands to be placed in parks where there is capacity for commercial vehicles.		Mar 2019
c)	<b>New income from advertisement in open spaces to be used primarily for Cityparks.</b>	City Councils corporate approach to sponsorship and advertising is going to be considered at committee in November. Parks Projects are feeding into this report. Discussion with procurement and Sean Webber regarding the development of a citywide advertising offer.	a) Meeting with Sean Webber to further parks objectives. b) Parks Foundation to consider whether advertising opportunities are brought in to portfolio. c) Consider commercial advertising on fleet vans.	PPT LC/RB	Nov 2017 TBC
d)	<b>Work with the Business Improvement District (BID) to explore the potential to establish a Parks Improvement District (PID) for central Brighton, which might allow Cityparks to lever in additional funding from a 'parks levy' to sustain high quality horticulture in return for commercial benefits to business supporters.</b>	Email conversation with Gavin Stewart, Chief Executive, Brighton BID.  Desk research around establishing a PID for Hove Park.	a) Explore opportunity further with Brighton BID initially, in next round of BID negotiations scheduled for 2020 as Valley Gardens scheme. b) Approach businesses near Hove park area regarding PID establishment were they would contribute 1-2 % annually to improve the park and or other business interests.	PPT/Brighton BID	Feb 2019

## Volunteering (refer to 3.7 of the Open Spaces Strategy)

No.	Policy	What we have done...	Next Steps	Lead Person/s	Time frame
a.	<b>Seek to apply the Council's 2016 Voluntary Strategy into Cityparks to create an appropriately resourced, sustainable, quality volunteering experience for residents and visitors.</b>	<p>Met with Insurance, Legal and Cityparks regarding issues to do with volunteers, Super volunteers etc. Attended two Public meetings with friends of Parks, Trust for Developing Communities, Community works and Brighton University to present discuss our volunteer aspirations and update them on our open spaces strategy.</p> <p>Organised events to engage with the Big Conversation respondents who gave their email address because they were interested in volunteering in parks and open spaces and mail out via email to coincide with a press release. Fortnightly email push to those that have not yet responded.</p> <p>Met with rangers, the Food Partnership, Plumpton College, Universities of Sussex and Brighton representatives to explore volunteering proposal and opportunities. Contacted and talked through proposals with the Trust for Conservation Volunteers group.</p> <p>Met with Plumpton College and Cityparks to look at volunteer co-coordinators and their role in supporting the ambition in</p>	<ol style="list-style-type: none"> <li>Develop Facebook page for Friends of Parks, specifically for the chairs and vice chairs to talk and share ideas. Site to be primarily administered by volunteers and supported by the PPT/Cityparks on occasions.</li> <li>Upload key information about volunteering onto council website.</li> <li>Continue to work with Sussex and Brighton Universities to finalise students working in parks and clarify what resources they can provide to assist parks.</li> <li>Continue to explore opportunity with Trust for Conservation Volunteers.</li> <li>Work with Plumpton and others to develop: <ol style="list-style-type: none"> <li>A comprehensive volunteer offer,</li> <li>Training courses for people wanting to volunteer or be volunteer coordinators,</li> <li>Defined role descriptions for volunteers,</li> <li>Suitable volunteer coordinators with the council,</li> <li>Investing upfront for training such as first aid courses.</li> <li>Utilise Plumpton College courses which might be centrally funded.</li> <li>Utilise social media to promote our activity.</li> <li>Apply the three 'V's for volunteering.</li> </ol> </li> </ol>	Cityparks Parks Projects	<p>May, June, July 2017</p> <p>April 2017 – July 2019</p>

## Open Spaces Strategy – Appendix 11: Implementation Plan

		<p>parks. A number of actions we proposed from these discussions.</p> <p>Met with friends of Parks groups to explore a range of volunteering idea and challenges as part of the Green Spaces Network Forum.</p>	<p><b>See Appendix 2 for overview of volunteering programme.</b></p>		
No.	Actions	What we have done...	Next Steps	Lead Person/s	Time frame
1)	<b>Work with the Clinical Commissioning Group and Public Health to link volunteering opportunities together with Cityparks more formally as part of the city's approach to improving health and well-being.</b>	Contacted two GP clinics to explore developing social prescriptions with them by utilising our local parks. Whitehawk Health Centre and the Wellbeing Health Centre Hove have indicated that they are keen to work with us to develop social prescriptions linked to open spaces.	a) Pilot a scheme in which the Health Centre refers suitable people to work with groups delivering health benefits in parks. Development work with Public Health and Active for Life Manager Refer to Health and Wellbeing implementation plan.	Corinna Edwards-College Jan Sutherland Parks Projects Team Alistair Hill  Parks Projects/DL	April 2017 – July 2023 minimum
2)	<b>Work with Friends Groups, academic institutes and the private, public and third sectors to develop a sustainable volunteering programme for Cityparks.</b>	See policy a. above	See policy a. above  a) Promote offer of free first-aid and leadership training for people wanting to volunteer in our parks. 100 first aid places to be funded by PPT. b) Promote offer of free first-aid kits for all friends of groups and organisations that complete first aid training.	Parks Projects	April – July 2019
3)	<b>Integrate current and future Cityparks volunteers into city-wide volunteering offer utilising the "Volunteering Plus" website and utilise the apps and to increase and link people to what is occurring in their neighbourhood.</b>	<p>Met with Community works to discuss website. Review and comment on website being developed.</p> <p>Met with Cityparks and Rangers to discuss opportunities.</p> <p>Altered ambition for Volunteering Plus to try and include a map based interface similar to easyjet inspire me website.  <a href="http://www.easyjet.com/en/inspireme">http://www.easyjet.com/en/inspireme</a></p>	<p>a) Volunteering Plus website goes live possibly in July and Cityparks will populate this new tool and use to manage volunteer enquiries.</p> <p>b) Publicise volunteer training offered by Brighton &amp; Hove CC</p> <p>c) Investigate what other training needs volunteers have.</p> <p>d) Work with Communities Team to consider ways to support new group activity in areas where Community Development Workers are based.</p> <p>e) Provide a measure of current volunteer activity</p>	<p>Communities /Community Works/DL</p> <p>Communications</p> <p>SW</p> <p>Community Works</p> <p>PPT</p>	July - August 2017

Open Spaces Strategy – Appendix 11: Implementation Plan

			<p>and use Community Works website to monitor volunteer activity over the period to March 2019.</p> <p>f) Work with Communities and Community Works to integrate Cityparks opportunities with the wider BHCC offer and establish a high quality offer for volunteering, leading, training, reward and celebration.</p>	<p>Communities, Active for Life Manager, PPT, Cityparks</p>	
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<b>Subject:</b>	<b>The Living Coast - update on the Biosphere Programme</b>		
<b>Date of Meeting:</b>	<b>27<sup>th</sup> June 2017</b>		
<b>Report of:</b>	<b>Executive Director Economy Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Rich Howorth</b>	<b>Tel: 01273 294720</b>
	<b>Email:</b>	<a href="mailto:rich.howorth@brighton-hove.gov.uk">rich.howorth@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 To provide an update on the Biosphere programme and the significant progress made over the past year. The Brighton & Lewes Downs UNESCO World Biosphere Region was designated in 2014, and the city council is the lead partner.
- 1.2 The progress includes creating and launching a new brand identity as 'The Living Coast', developing priority projects through both individual partners and the programme team, strengthening governance and engaging new partners and securing support.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee notes the progress made on The Living Coast Biosphere as a firm foundation for its future development.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The Brighton & Lewes Downs UNESCO World Biosphere Region was designated in 2014 as an international demonstration area for sustainability, part of the World Network of Biosphere Reserves of 669 sites (including six in the UK) that "inspire a positive future by connecting people and nature today".
- 3.2 Biosphere Regions have three objectives: (i) Conserve and enhance nature (ii) Support human development that is sustainable (iii) Encourage environmental knowledge, learning and awareness and engagement.
- 3.3 Our Biosphere area covers 150 square miles of Downs, Towns and Coast with Brighton & Hove at its heart and a local population of 371,500 people (2000 of whom have signed up as "Friends" supporters).
- 3.4 The BHCC Corporate Plan 2015-19 'The Way Ahead' includes service priorities to: "promote and preserve our Brighton & Lewes Downs Biosphere, using it as a focus to celebrate and protect the quality of biodiversity in the city region", and

“use our international UN Biosphere Reserve status and our cultural offer to promote the city region as a unique, international destination”.

- 3.5 The city council is the lead partner of the Brighton & Lewes Downs Biosphere Partnership, composed of over 40 local organisations with three working groups active to pursue the Biosphere objectives.
- 3.6 The Biosphere programme is directed by the Biosphere Delivery Board, composed of 20 organisations that represent a range of sectors and areas, with a Chair and Vice-chair appointed from partner bodies. The partnership continues to expand through additional strategic partners formally joining to increase its spread. The Chair is currently held by Southern Water.
- 3.7 The Biosphere programme team, working within City Regeneration, consists of the Biosphere Programme Manager (part-funded externally), working with the Sustainability Programme Officer and a Programme Support Officer.
- 3.8 The Board is developing a portfolio of 14 priority projects (Appendix 1), which include partners' delivery of:
  - Stanmer Estate restoration (HLF-funded project, led by the city council ) – includes integration of Biosphere communications and experiences in the interpretation and activities delivery plans
  - Groundwater quality ('Brighton ChaMP for Water' partnership project, led by Southern Water) – includes measures to reduce pollution inputs from rural and urban sources to the drinking water chalk aquifer
  - Water efficiency domestic programme (Southern Water) and 'ReFill' project proposal (led by city council Public Health) – aims to encourage free tap water provision by local businesses to the public
  - Biosphere Research & Monitoring Strategy (led by the local universities) – publication of a framework to encourage and steer applied research studies on priority topics to inform policy and practice in local environmental management of the Biosphere
- 3.9 Further projects already delivered with external funding secured by the programme team include:
  - 'Rain Gardens' – two pilot schemes implemented to help address local flood risk and water quality issues in Portslade parks, with associated public amenity and biodiversity benefits
  - Environmental education – 'Our Water Matters' programme delivered to 25 local primary school classes (including 20 in Brighton & Hove) using innovative virtual and outdoor learning to engender awareness of the local water cycle and encourage sustainable lifestyles
- 3.10 Furthermore there are two major EU funding project proposals under development with international partnerships:
  - BioCultural Heritage Tourism (Interreg Channel programme) – to create new sustainable tourism business opportunities based upon and benefitting combined natural and cultural assets
  - Nature Based Solutions (Horizon 2020 programme) – to learn from others as a 'follower' city how 'green infrastructure' can support social and economic regeneration

- 3.11 The City Sustainability Action Plan (2015-17) has constituted the corporate framework for numerous projects that deliver the Biosphere objective of sustainable socio-economic development. In future, it is likely that internal delivery of sustainability actions will be embedded in Directorate Plans linked to corporate KPIs, and progress reported to Policy, Resources and Growth Committee. There is potential scope for external city-level and wider actions to be integrated with the Biosphere programme.
- 3.12 A major milestone has been achieved by creating a new identity for the Biosphere programme and area as 'The Living Coast'. New communications materials (sponsored by Southern Water) have been developed that include a new website [www.thelivingcoast.org.uk](http://www.thelivingcoast.org.uk) and leaflet (Appendix 2). The rebrand was launched at an event at Brighton Museum and Art Gallery in March 2017, kindly supported by RPM and Southern Water.
- 3.13 The next steps are to actively promote The Living Coast new identity, both directly and through project partners (including Visit Brighton for example), based upon an adopted marketing programme and seeking further professional communications support. Additionally, both the Board's priority projects and other Biosphere projects will continue to be developed by seeking external funding, including corporate sponsorship, for their implementation.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 No alternative options are deemed necessary for consideration currently.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Both the Biosphere programme of projects and the new identity of The Living Coast have been developed through close working with partner organisations.
- 5.2 Communication with wider stakeholders and 'Friends' supporters has also taken place on the new identity through the rebrand launch event in March 2017 and monthly e-newsletter issue in April 2017 respectively.

#### **6. CONCLUSION**

- 6.1 The Committee is requested to note the recent progress made on The Living Coast's Biosphere programme, and help support and promote this UNESCO-designated initiative led by the city council.

#### **7. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 7.1 There are no direct financial implications arising from this report and the Biosphere programme team, working within City Regeneration, is funded from direct revenue budgets plus some external resources to support the team.
- 7.2 The Board assists in delivering a number of priority projects throughout the region. Each of these projects such as the Stanmer Regeneration project will have separate funding arrangements and supporting business cases.

*Finance Officer Consulted: Rob Allen*

*Date: 07/06/17*

Legal Implications:

- 7.3 The Biosphere designation is not a statutory designation and does not impose new regulations on land management. It does however encourage higher standards in environmental policy and planning to promote sustainability.

*Lawyer Consulted: Alison Gatherer*

*Date: 13/06/17*

Equalities Implications:

- 7.4 There has not been an Equality Impact Assessment carried out at the present stage of the programme, as one was produced when the formal consultation exercise was carried out prior to UNESCO designation.

Sustainability Implications:

- 7.5 The Biosphere programme focus is on delivering positive benefits for sustainability.

Any Other Significant Implications:

- 7.6 No other significant implications have been identified.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Biosphere Delivery Board priority projects portfolio
2. The Living Coast communication materials example – new leaflet

### **Documents in Members' Rooms**

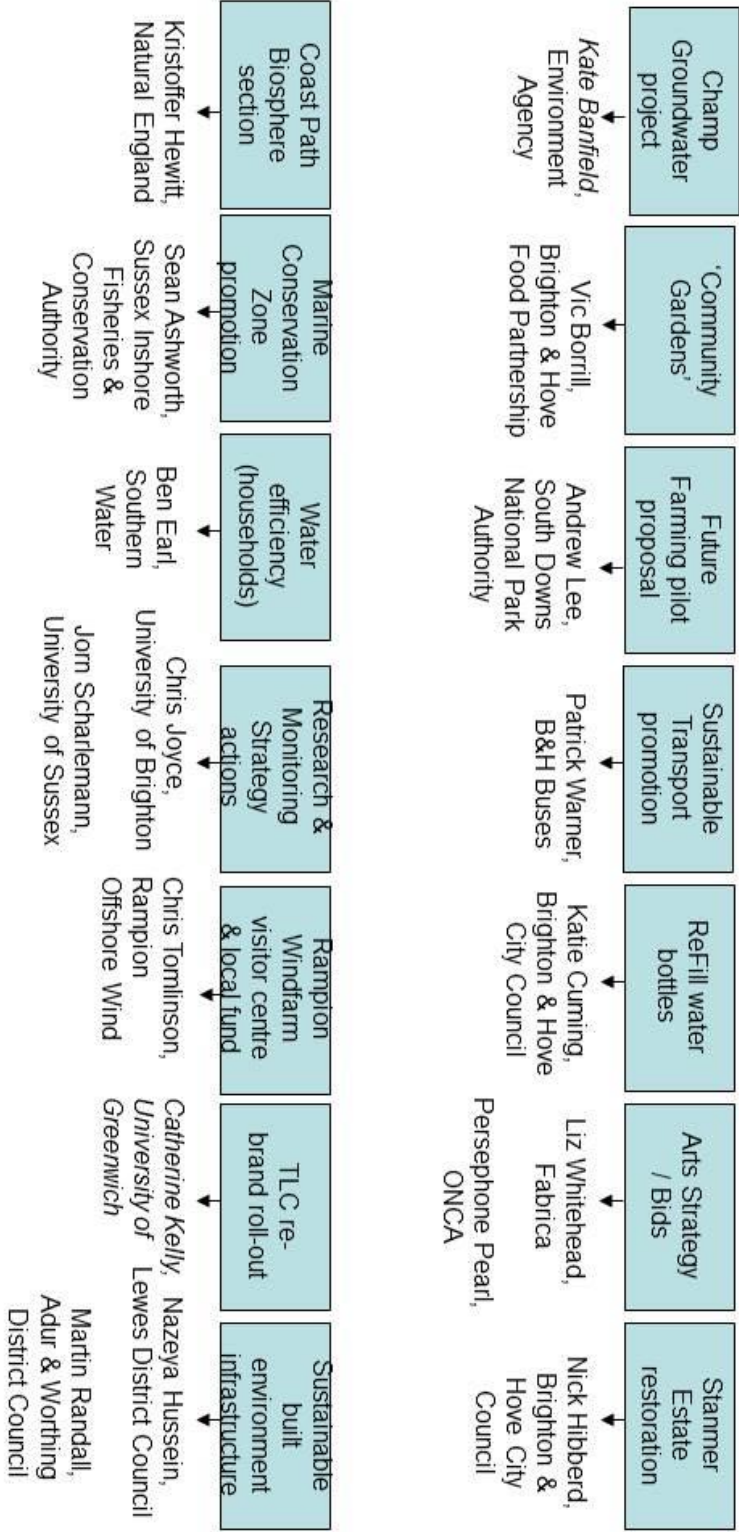
1. None

### **Background Documents**

1. None

# Biosphere Delivery Board Priorities

## Projects Map – June 2017





## Appendix 2

### The Living Coast communication materials example – new leaflet



#### We are The Living Coast

The Living Coast is *the* place where people and nature come together in our world-class environment of Downs, Towns and Coast.

Here we care about people and the rest of nature in the "Biosphere", our mission being to pioneer a positive future that better connects both – by building relationships and inspiring better ways of living.

We are thus recognised as a **World Biosphere Region** by the United Nations body UNESCO – a special place that serves as an international demonstration area for sustainable living.

#### Global Connections

We are part of a global family of hundreds of UNESCO **World Biosphere Regions** spread across more than a hundred countries – including six sites in the UK. This connects communities around the world who are all pioneering a positive future.

All are places that champion life, connect and empower people, and model solutions to solve global challenges.

The **Biosphere objectives** are to:

1. Conserve and enhance nature
2. Support sustainable human development
3. Promote environmental awareness, knowledge, learning and engagement



#### Downs to Towns, and into the sea

The Living Coast includes both the land and sea, bringing together our three local environments:

- Countryside** – part of the South Downs National Park
- City & Towns** – including Brighton & Hove, Lewes, Newhaven and Shoreham
- Coast** – including the Marine Conservation Zone chalk reef

Get out and enjoy The Living Coast, by exploring some of the special places highlighted on the **map overlay!**

Here you can visit renowned natural attractions such as Devil's Dyke, as well as lesser-known treasures like Castle Hill.

We share our Biosphere with a wealth of wildlife, which includes rare species like the beautiful Adonis Blue butterfly and the Short-nosed Shearwater.

#### Our Biosphere

The vision of the Brighton & Lewes Downs Biosphere is: **to create a world-class environment, that is economically successful and enjoyed by all – forever.**

Our Biosphere's **priorities** to add value include:

1. **Nature Conservation** – improving urban green spaces with wildflowers, and creating 'rain gardens' for ground water quality and flood alleviation.
2. **Sustainable Socio-Economic Development** – promoting water efficiency, active travel, outdoor recreation and eco-tourism.
3. **Environmental Awareness** – actively engaging local people, delivering learning in schools, and working with universities to build knowledge.

#### The Living Coast needs our TLC!

The Living Coast is all about people, with more than a third of a million of us living here and a further twelve million visiting every year.

We depend on our local environment for our daily needs. It provides us with pure water, fresh air, local food, clean energy and outdoor space for recreation, almost for free! We need to help our nature, so we can help our selves – so please give your 'TLC' (tender loving care) to The Living Coast!



#### Follow Your Better Nature

We invite everyone to play a part in creating the positive future that we wish to see for The Living Coast.

**Residents** – lighten your environmental footprint, and lend a hand by volunteering to improve your local environment

**Schools** – teach children about the special nature of their local environment, and encourage them to get out and enjoy it

**Businesses** – show your support for The Living Coast, and provide more local and sustainable goods and services

**Visitors** – take time to experience our fantastic nature, and only take what you really need from our environment

**Everybody** – sign up for free as a 'Friend', to connect with what's happening in The Living Coast!

Together we are stronger - If we all do one thing, then collectively we can make a real difference!

#### Get Connected

Become a 'Friend'!

[www.thelivingcoast.org.uk](http://www.thelivingcoast.org.uk)  
[info@thelivingcoast.org.uk](mailto:info@thelivingcoast.org.uk)  
[thelivingcoastuk](https://www.facebook.com/thelivingcoastuk)  
[@livingcoastuk](https://twitter.com/livingcoastuk)

Biosphere Programme Manager  
 Brighton & Lewes Downs Biosphere Partnership  
 c/o Brighton & Hove City Council, Howe Town Hall,  
 Norton Road, Howe BN1 3BQ

Photos: Murray Ballard, Judge Pitman, Rich Howarth and Nick Raineick



**The Living Coast**  
 Follow Your Better Nature  
 we are



Printed on 100% recycled paper  
 Leaflet kindly sponsored by Southern Water





The Brighton & Lewes Downs Biosphere Partnership brings together more than forty local bodies, united in our work to connect people and nature to inspire a positive future - today.



## The Living Coast

### Our Best Nature

#### City & Towns

- 1 Preston Park, Brighton** Historic 'Green Flag' park with unique giant Elm trees, the 'Preston Twins'
- 2 Hollingbury Hill, Brighton** Iron Age hill fort with wildflower grassland and panoramic Biosphere views
- 3 Stanmer Park, Falmer** Historic landscaped parkland with traditional village. Brighton's gateway to the Downs

#### Countryside & Downs

- 4 Devil's Dyke** The "grandest view in the world" with an awe-inspiring dry chalk valley
- 5 Ditchling Beacon** Highest point of our Biosphere, on the wildflower-fringed South Downs Way
- 6 Castle Hill, near Woodingdean** National Nature Reserve of colourful chalk grassland, next to the ancient Jugups Road
- 7 Mount Caburn, by Lewes** National Nature Reserve and Iron Age hill fort sited atop chalk grassland above the Ouse valley

#### Coast & Sea

- 8 Shoreham Beach & River Adur** Local Nature Reserve with wild flowers amongst shingle, over the river estuary with its saltmarsh and mudflats for birds
- 9 Brighton Seafront** Masses of startings over the piers, and shingle beach wildflowers along the Volks railway
- 10 The Undercliff, Brighton Marina to Saltdean** Fossil-filled white chalk cliffs, towering above beach rock pools and chalk reef, with traffic-free path
- 11 Castle Hill, Newhaven** Extensive sea views from this flower-rich Local Nature Reserve, above Newhaven Fort, West Beach and Friars Bay marine conservation area





<b>Subject:</b>	<b>Response to the government consultation on Air Quality</b>		
<b>Date of Meeting:</b>	<b>27 June 2017</b>		
<b>Report of:</b>	<b>Executive Director Neighbourhoods Communities and Housing</b> <b>Executive Director Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Annie Sparks</b> <b>Samuel Rouse</b>	<b>Tel: 01273 292436</b>
	<b>Email:</b>	<a href="mailto:annie.sparks@brighton-hove.gcsx.gov.uk">annie.sparks@brighton-hove.gcsx.gov.uk</a> <a href="mailto:samuel.rouse@brighton-hove.gcsx.gov.uk">samuel.rouse@brighton-hove.gcsx.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 Under the provisions of Part IV of the Environment Act 1995 the local authority has a statutory duty to review and assess air quality in their area, and determine whether the national air quality objectives are likely to be achieved.
- 1.2 The most immediate air quality challenge is tackling the problem of nitrogen dioxide (NO<sub>2</sub>) concentrations around roads and this is the only statutory air quality obligation that the UK is currently failing to meet.
- 1.3 On the 5<sup>th</sup> May 2017 the Department for Environment Food and Rural Affairs (defra) and the Department for Transport (DfT) published a draft plan to improve air quality by reducing nitrogen dioxide levels in the UK.
- 1.4 The consultation for the draft UK Air Quality Plan for tackling nitrogen dioxide ('Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities') had a deadline of the 15<sup>th</sup> June 2017. The timetabling of this short consultation period has prevented the final consultation document being reported to Committee prior to the consultation deadline, and subsequent submission to the government's Joint Air Quality Unit. The government has been seeking views on these proposals in advance of preparing its final plan for publication by 31 July 2017.
- 1.5 The options open for consultation on reducing nitrogen dioxide in our towns and cities are designed to reduce the impact of diesel vehicles, and accelerate the move to cleaner transport. Nationally road transport is responsible for 80% of oxides of nitrogen concentrations at roadside.
- 1.6 Local authorities already have a statutory responsibility for improving air quality in their area, but this draft action plan suggests that local authorities will now be

expected to develop new and creative solutions to reduce emissions as quickly as possible, while avoiding undue impact on the motorist.

## **2. RECOMMENDATIONS:**

- 2.1 That the Committee retrospectively approve the officer response set out in Appendix 1, which was submitted to the government on behalf of the council in response to the consultation on the government's draft 'Improving Air Quality : National Plan for tackling nitrogen dioxide in our cities'.
- 2.2 That the Committee note that, subject to the anticipated publication of a final National Air Quality Plan later this year, that a further report may be required in order to consider its implications and the progress made locally in addressing local air quality levels.

## **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The statutory Local Air Quality Management (LAQM) process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance of an objective is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.
- 3.2 Brighton & Hove City Council is compliant with all pollutants listed in the national Air Quality Strategy (AQS) with the exception of nitrogen dioxide (NO<sub>2</sub>). The council first declared an Air Quality Management Area (AQMA) for NO<sub>2</sub> in 2004. The two current AQMAs for NO<sub>2</sub> were declared in 2013 and include Brighton & Hove Centre connected with South West Portslade and Rottingdean High Street is a smaller separate AQMA. Of the 543 AQMAs in England 503 ( 93%) are for NO<sub>2</sub>.
- 3.3 In 2016 the LAQM system across the UK changed and adopted a new streamlined approach which places greater emphasis on action planning to bring forward improvements in air quality and to include local measures as part of EU reporting requirements. It also introduced an air quality Annual Status Report (ASR) which requires local authorities to report and appraise their air quality monitoring and modelling results and also review progress on the measures to improve air quality identified in their AQAP. The main emphasis in an ASR should be on those pollutants shown to be challenging in respect of compliance and these being Nitrogen Dioxide (NO<sub>2</sub>), Particulate Matter (PM<sub>10</sub>). The updated 2016 LAQM regime also introduced a new role for local authorities to work towards reducing levels of PM<sub>2.5</sub>.
- 3.4 The 2017 ASR for Brighton & Hove is currently being prepared and includes all the 2016 monitoring and modelling results. This will be submitted to defra by the end of June 2017. When preparing this year's ASR reference has also been made to the new March 2017 defra publication 'Air Quality: A Briefing for Directors of Public Health'. This consultation document relates to nitrogen dioxide.

- 3.5 Continuous automatic monitoring of nitrogen dioxide continues to be done in North Street and Lewes Road in Brighton to monitor the current NO<sub>2</sub> exceedance. The target of 40µg/m<sup>3</sup> is the EU and UK standard for nitrogen dioxide. Monitoring results on North Street represent an improvement compared to previous periods and the current level is 47.1µg/m<sup>3</sup>, while on Lewes Road the level is 46.2µg/m<sup>3</sup>.
- 3.6 The government's consultation document includes a number of measures and options that local authorities could consider and introduce so that they can deliver improvements in a way that best meets the needs of their communities and local businesses. These include:-
- a. Exploring innovative retrofitting technologies and new fuels;
  - b. Buying ULEVs and encouraging local transport operators to do the same;
  - c. Encouraging private uptake of ULEVs via ensuring adequate chargepoints;
  - d. Encouraging use of public transport, cycling, walking, park and ride schemes, and car sharing;
  - e. Improving road layouts and junctions to optimise traffic flow, for example by considering removal of road humps;
  - f. Working with local businesses and neighbouring authorities to ensure a consistent approach; and
  - g. Charging certain types of vehicles to enter or move within the zone.
- 3.7 Delivery of these measures is spread across a number of stakeholders, not just local authorities, and this includes industry and vehicle manufactures, DfT and Defra.
- 3.8 The officer consultation response was a structured response answering 8 questions and these are detailed in Appendix 1. This section of the report covers the main points addressed in the responses.
- 3.9 Many of the existing measures detailed in the draft Air Quality Plan, such as retrofitting emission-reduction equipment to taxi and bus fleets, low emission zones, and educational anti- idling campaigns are already in the City's AQAP and delivery of some of these measures has relied on awards from central government including the Clean Bus Transport Fund. The concern is that funding will be redirected to the proposed new Clean Air Zones (CAZs).
- 3.10 There will initially be five cities required to have a CAZ, but not including Brighton & Hove. The concern is that these CAZs have been assessed and required using the national nitrogen dioxide monitoring and modelling data and not the data captured locally by local authorities and used as part of the process to declare the City's AQMA, and required as part of the statutory LAQM process.
- 3.11 The technical report informing the draft UK Air Quality Plan 'Improving air quality in the UK :Tackling nitrogen dioxide in our towns and cities' (Dec 2015 and revised 18 January 2016) continues to report nitrogen dioxide levels nationally in agglomerations. Brighton & Hove is part of the Brighton/Worthing /Littlehampton agglomeration (ref UK0010) covering 5 local authorities. The nitrogen dioxide data informing this technical report is from the national air quality monitoring station in Preston Park in the City and not representative of the true picture of

higher NO<sub>2</sub> levels in the affected areas and the monitoring and modelling results captured and reported in the City's Annual Status Reports.

- 3.12 The concern is that the national technical report informing this draft UK Air Quality Action Plan is not representative, but it is this national report and not the Annual Status reports that is defining the direction of funding opportunities to deliver measures eg CAZs. However, it is important to recognise that CAZs alone may not be enough to achieve rapid results, and other air quality measures outside of transport are also necessary.
- 3.13 When determining arrangements for a CAZ it is not just local businesses where impact needs assessing and understanding but also the impact on all transport operators e.g lorry fleets, Public Transport Providers (buses, coaches and taxis) and also the local population including residents. Those people, companies and operators who work nationally will benefit from a degree of consistency in the operation of CAZ restrictions, so that they are able to decide to enter any CAZ without charge rather than having to plan for different restrictions, or make rapid decisions when driving.
- 3.14 The draft National Air Quality Plan does not address policy and proposals around reduction in travel nor make reference to the significant impact that could be achieved in the short-term through a reduction in the number of vehicular kilometres that are driven. The development of a National Air Quality Plan would therefore be strengthened if it was being considered as part of a UK Transport Strategy. Greater emphasis could also be placed on changes and more integration in planning and transport policy. The Planning process must be able to address the delivery of transport infrastructure to meet the needs for, and mitigation of the impacts of, development.
- 3.15 The government should utilise evidence and information provided in local AQAPs, Annual Status Reports, and Local Transport Plans to inform how funding can be targeted to support local communities to cut air pollution.
- 3.16 Funding provided by central government can be very defined and restricted in how it is allocated and spent. There is a need for local authorities to have greater flexibility for managing funding received and thereby target local needs, ensure value for money and achieve fast and effective delivery.
- 3.17 Applications and allocations of funding from central government often involve short timescales and requires fast delivery and implementation. However, this sometimes conflicts with procurement rules in relation to State and European funding rules, and also local authority financial rules and standing orders, including restrictions on carry over arrangements.
- 3.18 The council's current AQAP includes measures and interventions and funding to deliver these is still needed and funding opportunities should not just focus on funding for new measures.
- 3.19 AQMAs are a good way of targeting funding to support local communities to cut air pollution but there needs to be greater consistency in relation to the statutory process for assessing and declaring an AQMA. The number of AQMAs does not represent the true picture of nitrogen dioxide exceedances. Some local

authorities tightly define the areas of exceedance and will have a number of AQMAs representing and defining these. Other local authorities will declare their whole administrative area regardless of where the exceedances exist.

- 3.20 As the focus on fuels continues to move towards measures delivering electric vehicles [EV] and hydrogen fuel cells, it is important that funding opportunities address infrastructure demands and needs. Again as technology around electric and hydrogen fuel cells develops to consider funding opportunities that enable fleet operators to buy new rather than focus on adapting and retro fit schemes
- 3.21 Policy delivery (and its performance/progress) clearly needs to be an evidence-based approach. In recent years funding opportunities have moved towards delivery of action plans and measures and away from funding to provide air quality monitoring and modelling evidence to inform decisions around measures to be implemented.
- 3.22 Reducing harmful exhaust emissions and developing new vehicle technologies can help improve air quality, but the most immediate way to tackle air pollution would be to reduce the number of vehicle kilometres travelled by motorists. In part, this can be achieved by increased use of public transport (the benefits of which would be even greater if those vehicles were low- or zero-emission from the exhaust pipe), in addition to a shift to walking and cycling for some journeys. The latter requires behavioural change through other means that can change habits and encourage a shift to more active travel. For example, one less regular weekday journey to work by car equates to a 20% reduction in emissions. Therefore the focus should not just be on vehicle purchase.
- 3.23 An effective public education and publicity strategy is vital in achieving awareness and acceptance of the need to change behaviour to achieve better air quality. Engagement with the public is also key. For example, advice to the general public and businesses could also include education on acceleration and deceleration which can be a greater source of exhaust and no-exhaust emissions than idling.
- 3.24 In January 2016 the city council was awarded £500,000 by the Department for Transport to provide catalytic convertor technology to 23 Euro III and Euro IV buses. These are all buses that have routes through the city's (bus-based) Low Emission Zone. Some of this funding is being utilised to work with bus partners to move from diesel buses to electric buses. These are already being trialled in parts of the City. Work has also started to explore the use of electric taxis. This work will result in zero emission vehicles.
- 3.25 £195,000 was also allocated by the Department for Transport to design and fit catalytic convertor technology to the City's taxi fleet.
- 3.26 Work has started with our partners at Sussex Air to develop an anti idling engine campaign with the focus being around schools.

- 3.27 Tackling traffic-related pollution levels in the city's Air Quality Management Areas remains a high priority. Following the consideration of a number of public representations about the impacts of traffic and air quality in Rottingdean High Street in 2016, this committee agreed to develop options for a scheme in liaison with the Parish Council and ward councillors. In 2017, the council allocated £40,000 within its Local Transport Plan 2017/18 capital programme to deliver a minor traffic management scheme in Rottingdean Village to help reduce harmful emissions in the High Street.
- 3.28 In 2016, the council produced a business case for an 'Invest to Save' project involving the application of new energy efficient LED lighting technologies and other SMART City technologies. It included reference to the possible use of sensors mounted on lighting columns which could help with the monitoring and reporting of air quality, which will be explored further in due course.
- 3.29 Technology and innovation can play a big part in managing traffic and influencing travel decisions to improve air quality. For example, it can help reduce harmful emissions in local areas by the greater use of electric and other or ultra-low emission vehicles. Using intelligent transport systems (often referred to as ITS) can:-
- reduce delays to traffic or people; or
  - prioritise certain vehicles or movements; or
  - improve travel information.
- 3.30 It can also help reduce some of the impacts that essential journeys can have on our daily lives and the economy. This can include traffic signals, signs or cameras. The council is already investing heavily in this type of infrastructure within the city as part of its LTP capital programme, and has plans to do more, in order to maximise the benefits that it can bring.
- 3.31 Since 2015, a bus-based Low Emission Zone [LEZ] has been in operation in the North Street/Western Road corridor. Further opportunities will be explored to maximise the benefits of the LEZ initiative in due course.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The 2015 AQAP and the latest 2017 Annual Status Report for Air Quality sets out priorities for nitrogen dioxide improvement in future years and informs the Local Transport Plan.
- 4.2 As the deadline for responses to the consultation was 15 June, it has not been possible to enable a draft response to be prepared and considered during the usual cycle of committee meetings and therefore in advance of that date.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The City's Air Quality Action Plan went through a comprehensive consultation process, and Committee approval in 2015.
- 5.2 The consultation response to the draft UK Air Action Plan has been compiled with colleagues in Transport and Public Health, and thereby ensuring that

together the impacts on public health, the environment and the economy are considered.

- 5.3 Defra has recently set up a Local Authority Advisory Group to consider air quality issues of national importance including NO<sub>2</sub> compliance in towns and cities. The Council has been invited to be part of this national group.

## **6. CONCLUSION**

- 6.1 The officer response to the consultation for the draft UK Air Action Plan for tackling nitrogen dioxide ('Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities') was submitted to defra by the deadline of the 15th June 2017. The timetabling of this short consultation period has prevented the final consultation document being reported to Committee prior to the consultation deadline, and subsequent submission to the government's Joint Air Quality Unit. The government has been seeking views on these proposals in advance of preparing its final plan for publication by 31 July 2017.
- 6.2 Subject to the anticipated publication of the final National Air Quality Plan further reports may be required to consider the implications and the progress made locally in addressing local air quality levels.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 There are no direct financial implications associated with the Council's response to this consultation. Once and if a UK Air Quality Plan is published then any financial implications will need reassessing.

*Finance Officer Consulted: Monica Brooks*

*Date: 15/06/17*

### Legal Implications:

- 7.2 As detailed in this report local authorities have a responsibility for improving the air quality in their area. The consultation on the draft UK air quality plan for tackling nitrogen dioxide proposes that local authorities will be given clear legal duties to develop and implement clean air zones in towns and cities in England where action is needed. The recommendation in this report retrospectively to approve the officer response to the consultation will assist in demonstrating that the Council will be in a position to comply with the proposed duties.

*Lawyer Consulted: Stephanie Stammers*

*Date: 14/06/17*

### Equalities Implications:

- 7.3 An Equalities Impact Assessment was undertaken for the 2015 Air Quality Action Plan. This included an Communities Insight Report.

#### Sustainability Implications:

- 7.4 The impact of the proposals in the draft National Air Quality Plan will not be detrimental to carbon emissions and climate change.

#### Public Health Implications:

- 7.5 Air pollution damages lives and is an important public health issue. Improving air quality will have positive short and long term health benefits. Short and long-term health effects of air pollution include worsening the health of those with cardiovascular and respiratory disease; infants; aggravating asthma and in the longer term; reducing life expectancy at a population level. Some people with cardiovascular and respiratory diseases, especially older people, can be adversely affected by day-to-day changes in air pollutants, including an increased risk of hospital admission and death.
- 7.6 In Brighton & Hove, it is estimated that 5.1% of adult mortality (aged 30+) is attributable to long term exposure to particulate air pollution (this is similar to the England average).
- 7.7 Much of the evidence on the health impacts of air pollution relates to PM (particulate matter). In recent years, evidence related to the health impacts of NO<sub>2</sub> has strengthened.
- 7.8 NO<sub>2</sub> is a respiratory irritant that can cause inflammation of the airways and studies have shown associations of NO<sub>2</sub> in outdoor air with reduced lung development and respiratory infections in early childhood and effects on lung function in adulthood. A number of studies have reported associations with long-term exposure to NO<sub>2</sub> and adverse effects on health, including reduced life expectancy, and a national report will be published later this year that will appraise and summarise the latest evidence.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Consultation response to the draft UK Air Quality Plan for tackling nitrogen dioxide ('Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities')

#### **Documents in Members' Rooms**

1. Draft UK Air Quality Plan for tackling nitrogen dioxide

#### **Background Documents**

1. None



Questions and Answers in the officer consultation response to the draft UK Air Quality Plan for tackling nitrogen dioxide ('Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities')

Questions 1 – 6 on the consultation portal cover administration and contact details.

**7. How satisfied are you that the proposed measures set out in this consultation will address the problem of nitrogen dioxide as quickly as possible?**

**ANSWER Neither satisfied nor dissatisfied**

Brighton & Hove City Council has an Air Quality Action Plan (AQAP) responding to the declaration of the two Air Quality Management Areas (AQMA) that we have in the City. These were both declared for nitrogen dioxide [NO<sub>2</sub>] exceedance for the annual mean. This Action Plan includes a table of measures to improve air quality and it is good to see that the 2016 Annual Status reporting process, that local authorities are now expected to follow, not only requires the reporting of the annual monitoring and modelling results for the City, but also provides an opportunity to review these measures on an annual reporting cycle.

The consultation document sets out a variety of existing and new additional measures to tackle local NO<sub>2</sub> exceedance from road transport and other sources. Delivery of these measures is spread across a number of stakeholders, not just local authorities, and this includes industry and vehicle manufactures, DfT and defra. To deliver as 'quickly as possible' is an unknown when it is not just one party delivering these measures, also when these measures rely on policy that has not been fully defined and implemented, and when funding opportunities and resourcing of these measures have not been clearly defined.

Many of the existing measures such as retrofitting emission-reduction equipment to taxi and bus fleets, low emission zones, and educational anti-idling campaigns are already in the City's AQAP and delivery of some of these measures has relied on awards from central government including the Green Bus Fund. The concern is that funding will be redirected to the proposed new Clean Air Zones (CAZs).

There will initially be five cities required to have a CAZ, but not including Brighton & Hove. The concern is that these CAZs have been assessed and required using the national nitrogen dioxide monitoring and modelling data and not the data captured locally by local authorities and used as part of the process to declare the City's AQMA, and required as part of the statutory LAQM process.

The technical report informing the draft UK Air Quality Plan 'Improving air quality in the UK :Tackling nitrogen dioxide in our towns and cities' (Dec 2015 and revised 18 January 2016) continues to report nitrogen dioxide levels nationally in agglomerations. Brighton & Hove is part of the Brighton/Worthing /Littlehampton agglomeration (ref UK0010) covering 5 local authorities. The nitrogen dioxide data informing this technical report is from the national air quality monitoring station in Preston Park in the City and not representative of the true picture of higher NO<sub>2</sub> levels in the affected areas and the monitoring and modelling results captured and reported in the City's Annual Status Reports.

The concern is that the national technical report informing this draft UK Air Quality Action Plan is not representative, but it is this national report and not the Annual Status reports that is defining the direction of funding opportunities to deliver measures eg CAZs. However, it is important to recognise that CAZs alone may not be enough to achieve rapid results, and other air quality measures outside of transport are also necessary.

The draft UK Air Quality Plan defines a number of new additional measures but does not define scale and quantify these measures, and in some cases provides no timescale for delivery and implementation so again makes it difficult to answer the exact question on delivery 'as quickly as possible' and there are too many unknowns.

This document does not address policy and proposals around reduction in travel. nor make reference to the significant impact that could be achieved in the short-term through a reduction in the number of vehicular kilometres that are driven. The development of a NAQP would therefore be strengthened if it was being considered as part of a UK Transport Strategy. Greater emphasis could also be placed on changes and more integration in planning and transport policy. The Planning process must be able to address the delivery of transport infrastructure to meet the needs for, and mitigation of the impacts of, development.

Very satisfied Satisfied Neither satisfied nor dissatisfied Dissatisfied Very dissatisfied Don't know

### **8. What do you consider to be the most appropriate way for local authorities in England to determine the arrangements for a Clean Air Zone, and the measures that should apply within it? What factors should local authorities consider when assessing impacts on businesses?**

In addition to the views expressed in response to question 7, the introduction of Clean Air Zones [CAZs] should be guided and informed by evidence from local monitoring and modelling of NO<sub>2</sub> and the evidence reported in the Annual Status Reports as part of the statutory LAQM process, and not the national results captured in the national technical report informing the draft UK Air Quality Plan. These national results are not considered to be an accurate representation and yet it is the national technical report that is directing future funding opportunities to implement measures such as CAZs.

The measures that could apply in a local CAZ will initially be defined by a local authority's AQAP and the subsequent updates of measures and progress reported in the individual Annual Status Reports. Measures will also be informed by the council's Local Transport Plan.

The measures will be defined having regard to national standards and objectives, but also consideration to the wider impacts on health, environment and economy, as well as the implications for the local highway network and general traffic movement. For example, if drivers are unwilling to pay a charge and do not enter the zone, they may drive their vehicles elsewhere and those emissions may pollute another area.

There is also valuable evidence in relation to real emission rates both at a national and local level, and it is important that Euro standards are not the only consideration.

When determining arrangements for a CAZ it is not just local businesses where impact needs assessing and understanding but also the impact on all transport operators e.g lorry fleets, Public Transport Providers (buses, coaches and taxis) and also the local population including residents. Those people, companies and operators who work nationally will benefit from a degree of consistency in the operation of CAZ restrictions, so that they are able to decide to enter any CAZ without charge rather than having to plan for different restrictions, or make rapid decisions when driving.

**9. How can government best target any funding to support local communities to cut air pollution? What options should the Government consider further, and what criteria should it use to assess them? Are there other measures which could be implemented at a local level, represent value for money, and that could have a direct and rapid impact on air quality? Examples could include targeted investment in local infrastructure projects. How can government best target any funding to mitigate the impact of certain measures to improve air quality, on local businesses, residents and those travelling into towns and cities to work? Examples could include targeted scrappage schemes, for both cars and vans, as well as support for retrofitting initiatives. How could mitigation schemes be designed in order to maximise value for money, target support where it is most needed, reduce complexity and minimise scope for fraud?**

Further to the responses made above, the government should utilise evidence and information provided in local AQAPs, Annual Status Reports, and Local Transport Plans to inform how funding can be targeted to support local communities to cut air pollution.

Funding provided by central government can be very defined and restricted in how it is allocated and spent. There is a need for local authorities to have greater flexibility for managing funding received and thereby target local needs, ensure value for money and achieve fast and effective delivery.

There are also opportunities in relation to the planning process. Section 106 funding could be invested in appropriate measures and provide flexibility for local authorities to develop policy on how this is allocated

Applications and allocations of funding from central government often involve short timescales and requires fast delivery and implementation. However, this sometimes conflicts with procurement rules in relation to State and European funding rules, and also local authority financial rules and standing orders, including restrictions on carry over arrangements.

The council's current AQAP includes measures and interventions and funding to deliver these is still needed and funding opportunities should not just focus on funding for new measures.

AQMAs are a good way of targeting funding to support local communities to cut air pollution but there needs to be greater consistency in relation to the statutory process for assessing and declaring an AQMA. The number of AQMAs does not represent the true picture of nitrogen dioxide exceedances. Some local authorities tightly define the areas of exceedance and will have a number of AQMAs representing and defining these. Other local authorities will declare their whole administrative area regardless of where the exceedances exist.

Car and van scrappage schemes won't help reduce emissions in AQMAs where the main NO<sub>x</sub> source is buses and taxis. Longer lasting/more reliable cars are also more common and the trend is getting longer for cars remaining on the road. When targeting funding it is important to also take account of source apportionment and also assessment and understanding of NO<sub>2</sub> monitoring and modelling results over a long period. Again AQAP and Annual Status Reports will help to capture this evidence and information.

As the focus on fuels continues to move towards measures delivering electric vehicle [EV] and hydrogen fuel cells, it is important that funding opportunities address infrastructure demands and needs. For example, the government could place greater emphasis on encouraging or requiring existing fuel providers to deliver EV infrastructure at existing fueling stations, either freestanding or as part of supermarkets. In Brighton & Hove alone, this would amount to a further 12 or so sites where residents' or visitors' ULEVs (Ultra- Low Emission Vehicles) could refuel, and therefore help achieve the OLEV's key objectives to increase the uptake and use of EVs. The council would also be prepared to write directly to those providers to achieve some local momentum with such an initiative.

Again as technology around electric and hydrogen fuel cells develops to consider funding opportunities that enable fleet operators to buy new rather than focus on adapting and retro fit schemes

#### **10. How best can governments work with local communities to monitor local interventions and evaluate their impact?**

**The Government and the devolved administrations are committed to an evidence-based approach to policy delivery and will closely monitor the implementation of the plan and evaluate the progress on delivering its objective**

Policy delivery (and its performance/progress) clearly needs to be an evidence-based approach. In recent years funding opportunities have moved towards delivery of action plans and measures and away from funding to provide air quality monitoring and modelling evidence to inform decisions around measures to be implemented.

It is important that the UK Air Quality Plan is not just informed by the national technical report but by local data reported in the statutory Annual Status Reports. Funding opportunities need to be flexible to enable local authorities to manage and deliver local air quality monitoring and modelling.

Again this local evidence is extremely valuable when informing planning development and policy decisions and also transport schemes and policies.

The March 2017 publication 'Air Quality : A Briefing for Directors of Public Health' is a welcome tool to help promote and inform action to improve air quality. We would welcome more collaboration between DEFRA and Public Health England to provide additional tools to model and evaluate the health impact of local interventions, and to include impact of not just PM<sub>2.5</sub> but also nitrogen dioxide. The forthcoming COMEAP report on the mortality effects associated with long-term average concentrations of NO<sub>2</sub> will provide important evidence to inform action to reduce NO<sub>2</sub>.

### **11. Which vehicles should be prioritised for government-funded retrofit schemes?**

**We welcome views from stakeholders as to how a future scheme could support new technologies and innovative solutions for other vehicle types, and would welcome evidence from stakeholders on emerging technologies. We currently anticipate that this funding could support modifications to buses, coaches, HGVs, vans and black cabs**

The focus for retrofitting vehicles should consider the character of the vehicles regularly moving around our cities. This will generally be public transport, taxi fleets, coaches, and opportunities on construction fleets particularly those working on major construction projects.

Local transport operators in the city, including taxis, are exploring electric battery and hydrogen fuel cell as a future possible options for their fleets, and the council is willing to continue to assist and advise those operators during their individual and commercial considerations.

### **12. What type of environmental and other information should be made available to help consumers choose which cars to buy?**

Reducing harmful exhaust emissions and developing new vehicle technologies can help improve air quality, but the most immediate way to tackle air pollution would be to reduce the number of vehicle kilometres travelled. This requires behavioural change through other means that can change habits and encourage a shift to more active travel. For example, one less regular weekday journey to work by car equates to a 20% reduction in emissions. Therefore the focus should not just be on vehicle purchase.

An effective public education and publicity strategy is vital in achieving awareness and acceptance of the need to change behaviour to achieve better air quality. Engagement with the public is also key. For example, advice to the general public and businesses could also include education on acceleration and deceleration which can be a greater source of exhaust and no-exhaust emissions than idling.

The government could consider having a rating scheme for vehicles and this could include vehicles with auto-off when stationary, emphasis on NO<sub>x</sub> and fine PM emissions, also health impacts.

It should also be noted that averaged emission rates for urban, super urban or freeway may not be representative of how vehicles perform in AQMAs.

There is an opportunity to consider that all new vehicles should have batteries for ancillaries so that engines do not need to be on for heating, air conditioning and charging devices. All petrol and diesel cars could have a “congestion mode” where the battery provides propulsion in stop-start congested traffic.

### **13. How could the Government further support innovative technological solutions and localised measures to improve air quality?**

Keep up communications with Defra advisory group and to use evidence to inform policy decisions.

As stated elsewhere in this response, the government could place great emphasis on fuel station operators to install electric vehicle charging points and the defra Local Air Pollution Permitting (LAPC) inspection scheme be reviewed to cover this.

Use S106 and CIL from developer contributions to further increase the uptake and use of ULEVs and active travel.

### **14. Do you have any other comments on the draft UK Air Quality Plan for tackling nitrogen dioxide?**

Emphasis need to be placed on addressing the impacts of the highest mileage vehicles most frequently passing through or moving around the AQMA. This enables the high or moderate NOx emitters frequently operating in the AQMA to be targeted..

<b>Subject:</b>	<b>Hove Cemetery North Toilets</b>		
<b>Date of Meeting:</b>	<b>27 June 2017</b>		
<b>Report of:</b>	<b>Executive Director, Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Richard Bradley</b>	<b>Tel: 01273 294701</b>
	<b>Email:</b>	<b>richard.bradley@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Hangelton &amp; Knoll</b>		

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

- 1.1 To report back on the public toilet facilities at Hove Cemetery North. These facilities closed in 2012 as part of the agreed budget process. In March 2017 a deputation was made to this committee to consider whether these facilities can be considered for reopening.

**2. RECOMMENDATIONS:**

- 2.1 That the public toilets at Hove Cemetery North closed in 2012 remain closed in line with the budget decision made in 2012.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The public toilets at Hove Cemetery North were closed along with five other facilities in order to meet budget savings in 2012. These savings were agreed at full budget council in the budget setting process as part of the medium term financial strategy.
- 3.2 These facilities are in the north of the Cemetery and were available to all users of the cemetery.
- 3.3 The assessment was made using evidence based data and the criteria used when considering any closures or reduction in service, showing that the site had very little footfall with extremely low usage indicated by low water usage. The facility has a separate men's and women's toilet with no accessible facility. There is another gender neutral fully accessible facility within 500m of this facility.
- 3.4 Cityclean were previously responsible for the cleaning of this facility through the public toilets contract at £3,000 per annum. The full cost of this was charged to Bereavement Services, this did not include any building maintenance.
- 3.5 The budget for public conveniences is decreasing with an agreed budget reduction for 2017-2018 of £100,000. In addition there are further savings that have been proposed of £75,000 in 2018/19 and £50,000 for 2019/20 as part of the 2017 – 2020 savings required over this period. These proposed savings

reflect future management of public conveniences, together with a new contract provider. These particular set of toilets do not form part of this contract, given they were closed in 2012.

- 3.6 There is no existing budget for this facility within Bereavement Services, Cityclean or Property & Design.
- 3.7 There have been very few complaints in regards to this closure since 2012 and previous low usage showed very low service demand.
- 3.8 A site condition survey has been carried out by Property & Design. This survey identifies repair work totalling approximately £7,500 excluding professional fees. (Appendix 1).
- 3.9 The existing closed site has separate men's and women's and facility only. A specification has been prepared to show estimated costs for refurbishing one unit into a single gender neutral, accessible toilet with baby change facilities. These costs are estimated at £23,000 excluding professional fees. (Appendix 2).
- 3.10 There are other sites across the city, that do not have toilet facilities including Bear Road, and Portslade Cemeteries as well as other Parks sites.
- 3.11 Several toilets have been closed in 2012-13, 2015-16 and 2016-17 as part of an agreed plan to deliver savings agreed at Budget Council meetings. A comprehensive Toilet Scrutiny Review has also been undertaken, which was approved at Policy & Resource Committee in December 2013. This facility was closed in accordance with the advice and recommendations contained within the agreed scrutiny report.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Several public toilets have been closed in 2012-13, 2015-16 and 2016-17. The reopening of any of these public toilets where closure has been previously agreed at full budget council could lead to requests for other sites to be re-opened for which there is no budget provision.

#### **5. CONCLUSION**

- 5.1 The recommendation is that the public toilets at Hove Cemetery North which were closed in 2012 remain closed in accordance the Budget Council decision of 2012 and subsequently with the Scrutiny Review agreed by Policy & Resource Committee in 2013.

#### **6. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 7.1 The existing budget for Public Conveniences aligns with the report recommendations. By re-opening the public toilets at Hove Cemetery North, additional costs for the Council will be incurred such as cleaning, professional fees, staff time, repairs and maintenance. Examples of estimated costs are



included in the body of this report and appendices. There is currently no budget for these additional costs in 2017-18 or future years.

*Finance Officer Consulted: Gemma Jackson*

*Date: 01/06/17*

Legal Implications:

- 7.2 Although section 87 of the Public Health Act 1936 gives local authorities a power to provide public toilets (and to charge for their use), it does not impose a duty to do so. As a result, local authorities provide toilet facilities on a discretionary basis only.
- 7.3 The decision in 2012 to close the facilities which are the subject of this Report was taken following the budget setting process for 2012-2013 which considered relevant criteria and which had regard to an equalities impact assessment.

*Lawyer Consulted: Victoria Simpson*

*Date: 19.5.17*

Equalities Implications:

- 7.4 An equalities impact assessment was completed for all toilets closures for 2012-2013, attached at Appendix 3

Sustainability Implications:

- 7.5 Not applicable

Any Other Significant Implications:

- 7.6 Not applicable

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

- 1. Condition Survey
- 2. Specification for single, gender neutral accessible facility
- 3. Budget EIA 2012-2013

### **Documents in Members' Rooms**

- 1. None

### **Background Documents**

- 1. None



# Hove Cemetery North Stock Condition Survey of Building Shell

To be read in conjunction with report for  
Proposed Accessible WC

### **Overview of Building Shell.**

The building comprises a single storey block of male and female toilets, plus workforce mess room and equipment store.

The roof is flat and finished in green mineral felt. The walls are masonry, finished in face brickwork externally and plaster internally.

The roof requires minor works around fascias and gutters. Full renewal of felt roofing should not be necessary for approximately 5 years, if free of vandalism.

The internal condition of the toilets is heavily dilapidated. The store and mess room are better having been more effectively locked against vandals, but both are extremely dirty. Fittings are old. If the mess room were to be re-used refurbishment would first be necessary.

External doors are in only fair condition with rot to framing. The double doors to the store close against a centre post limiting the size of equipment that can be taken inside.

The following approximate costs have been extrapolated from dayworks quotes on other work. Allowances for materials are provisional sums.

Hove Cemetery North – Stock Condition Survey to Building Shell of WC Block.



North Elevation.



East Elevation.



South Elevation.



West Elevation.



Dilapidated framing and dislodged fascia.



Rotted door post.



Vegetation around rainwater Goods.



Example of graffiti.

Hove Cemetery North – Stock Condition Survey to Building Shell of WC Block.

No.	Item.	Price.
01.	Minor repairs to flat roof, fascias.	£0,260.00
02.	Remove ivy from masonry and rainwater goods. Kill roots. Remove algae and weeds from paths abutting structure.	£0,280.00
03.	Overhaul rainwater goods.	£0,100.00
04.	Remove and renew rotted door frame and transom to mess room. Reinstate door and furniture.	£0,700.00
05.	Renew frame and transom to double doors of store room. Redesign to omit centre post to allow access for larger equipment. (Staff request). Reinstate doors to include minor modification.	£0,850.00
06.	Graffiti removal.	£0,350.00
07.	Renew 9No. small rotted windows.	£1,720.00
08.	Minor brickwork repair to door opening on South Elevation where damaged.	£0,100.00
09.	To South Elevation, renew 1No door, frame, furniture and sheet metal plate.	£0,800.00
	<b>Sub-total: (Carry forward to summary table).</b>	<b>£5,160.00</b>

	Item.	Price.
	Budget net price:	£5,160.00
	Contingency Sum @ 10%:	£0,516.00
	Sub-total 1:	£5,676.00
	Contractor Prelims @ say 10%:	£0,567.60
	Sub-total 2:	£6,243.60
	VAT @ 20%:	£1,248.72
	<b>Budget total including VAT:</b>	<b>£7,492.32</b>
	<b>(Say)</b>	<b>£7,500.00</b>

Prepared by Andrew Wilson, Building Surveyor. Property and Design. 01273 291454.

Hove Cemetery North

Proposed Accessible WC

### OVERVIEW

The existing Male and Female WCs (which are in very poor internal condition with disused and broken fixtures and fittings) were inspected to assess suitability for conversion into a gender neutral, wheelchair accessible WC provision for use by all member of the public visiting the cemetery.

- Male WC has one cubicle, one sink and one trough urinal.
- Female has 2 cubicles, 1 sink and a cleaners cupboard.

There is approx 150mm difference between the external ground level and internal floor level, so ramped access required.

Male and Female is large enough to be converted into a gender neutral accessible WC with baby change.

Male overall internal dimensions: 3480mm x 3120mm

Female overall internal dimensions: 3150mm x 3070 mm

The existing **Male** provision would better lend itself for conversion for the following reasons:

- More space externally to create appropriate ramped access
- Entrance is more readily visible for safety and 'policing' (the building is subject to vandalism)

The following approximate costs have been extrapolated from budget costs for one of my other projects, which included conversion of existing Male WC provision into an accessible facility.

Lesley Hughes



## Hove Cemetery North – Proposed Accessible WC: OUTLINE Specification and BUDGET Costs

### Photographs of Male WC



## Hove Cemetery North – Proposed Accessible WC: OUTLINE Specification and BUDGET Costs

No.	Item	Price
<b>1.0</b>	<b>GENERALLY:</b>	
	Refurbishment and Demolition Asbestos Survey	£300
	Provisional Sum for asbestos removal	£500
	Completely strip out existing room inc flooring, sink, WC, trough urinal, light fittings mirror etc	£400
	Remove existing blockwork partition walls	£160
	Allow for making good and re-plastering all existing walls	£600
	Allow for making good existing floors and provision of latex levelling screed	£300
	Provide robust washable paint finish to all walls and ceiling – i.e. Dulux Diamond matt emulsion	£800
	Overhaul existing windows (4 No)	£140
<b>1.1</b>	<b>M &amp; E Generally:</b>	
	Provide new lighting to new Accessible WC on PIR sensor	£400
	Provide mechanical ventilation to new Accessible WC	£500
	Provide new electric hot water heater to new Accessible WC	£600
<b>1.2</b>	<b>Drainage Generally:</b>	
	Allow for survey/repair of existing drainage/Installation of new drainage	£300
	<b>SUB TOTAL (CARRY FORWARD TO SUMMARY SHEET)</b>	<b>£5000</b>

## Hove Cemetery North – Proposed Accessible WC: OUTLINE Specification and BUDGET Costs

<b>2.0</b>	<b>NEW ACCESSIBLE WC &amp; BABY CHANGE</b>	
	Provide new concrete ramp 1:15 gradient 1500mm wide (overall rise approx 150mm) to provide level access into WC with 1500 x 1500mm landing at head of ramp (ramping down on other side of landing for mower access to stores) and galvanised handrails to both sides	£2000
	Remove existing external door and frame, enlarge opening with new lintel over and install new outward opening solid external door and frame	£1500
	Provide wheelchair accessible external door threshold by Sealmaster of similar	£100
	Provide mortice lock for securing the door when the WC is not in use.	£50
	Provide lever indicator bolt (openable from outside with coin in event of emergency) and pair of lever handles	£60
	Provide gentle door closer	£110
	Provide metal security grille door (as requested by site staff)	£600
	Provide metal mesh protection to 4 No windows	£600
	Install complete 'Doc M' WC pack white sanitaryware, dark blue grabrails	£2250
	Provide new vinyl sheet flooring Tarkett Safetred or similar complete with coved skirtings	£400
	Provide emergency assistance alarm and reset	£400
	Provide tiled splashback to WHB to accessible WC	£100
	Provide new TP, soap and paper towel dispensers and waste bin for paper towels	£50
	Provide electric hand dryer	£200
	Provide full length mirror	£120
	Provide wall-mounted vertical fold-up baby change unit (Baby Point)	£400
	Install adjacent 'vanity' worktop with inset sink, tiled splashback mirror and space for nappy bin under	£450
	<b>SUB TOTAL (CARRY FORWARD TO SUMMARY SHEET)</b>	<b>£9390</b>

## Hove Cemetery North – Proposed Accessible WC: OUTLINE Specification and BUDGET Costs

### SUMMARY SHEET

	£	p
<b>Page 2</b>	5000	00
<b>Page 3</b>	9390	00
<b>BUDGET Net Price</b>	<b>14390</b>	<b>00</b>
Contingency Sum at 10%	1439	00
	15829	00
Contractor Prelims at say 10%	1583	00
	17412	00
<b>VAT @ 20%</b>	3482	40
<b>BUDGET TOTAL inc VAT</b>	<b>20894</b>	<b>40</b>

## Budget EIA 2012-13

**Service Area:** Infrastructure

**Head of Service:** Gillian Marston

### Summary of proposed service changes:

- Closure of some public toilets
- Changes to refuse and recycling service
- Phased removal of allotment subsidy
- Reduced maintenance of the public realm (i.e. roads, pavements, signs, traffic barriers, cleaning)

Different Groups to be included in Screening	Is there a possible impact on a group/groups (positive or negative) YES/NO	Describe Potential Impact	Action/s (including details of a full EIA to be completed if required/relevant)
Age, Disability, Carers, Gender	Yes negative	Some residents and visitors may have to travel to different public toilets.	Toilet closures have been minimised to include only those poorly used and with poor facilities (e.g. disabled access). Public toilets remaining open and other publicly accessible toilets provided by other organisations to be publicised including the level of accessibility. Local businesses are to continue to be encouraged to allow public access to their toilets
Disability	Yes negative	The level of service changes in the refuse and recycling services is reduced so the level of disruption will reduce, and thus will have less of an impact on disabled people and the assisted service.	Good communication of the changes with residents and in particular reaching those utilising the assisted collection service. Ensuring the assisted service users disruption is monitored and minimised.
Age	Yes negative	Phasing the removal of the allotment subsidy over two years rather than implementing in one year. A phased introduction may help allotment holders manage the increasing cost. 26% of allotment holders are over 60 years old.	Increases in allotment fees will be phased in over 2 years. Allotments will still operate 25% concessions for those over 60, on job seekers allowance or where income from benefits exceeds income from paid work, and for full time students.

General	Yes negative	Reduced maintenance of the public realm (i.e. roads, pavements, signs, traffic barriers, cleaning) are likely to affect peoples perception of the safety of their area particularly vulnerable people	On going regular inspections of the infrastructure to highlight safety concerns which need prioritisation.  Reviewing street sweeping schedules to fit need.  Ensure fuller community engagement to allow improved response to areas of concern.
Age	Yes negative	Reducing subsidies for bowling greens and allotments will mean that the fees residents will have to pay to play bowls or for their allotment will be increased significantly and are likely to have a greater impact on this group (26% of allotment holders are over 60 years old). Bowls is mainly played by older people.	Advance notice of changes to subsidies for bowling greens and work with clubs to reduce impact of increased costs  Increases in allotment fees will be phased in over 2 years. Allotments will still operate 25% concessions for those over 60, on job seekers allowance or where income from benefits exceeds income from paid work, and for full time students.
Age, Disability	Yes negative	Reduction in winter maintenance service means the refilling of grit bins will be reduced although the contingency remains unaffected allowing grit bins to be filled throughout severe weather (where possible). It is older people and disabled peoples whose ability to get around in bad weather suffers more and due the geography and demographics of the city will also have a greater impact on the poor	During severe weather, the council will draw on contingency funds to replenish grit bins.  When siting bins particular attention is given to any specific needs of the area and the community

Disability	Yes negative	<p>Service changes in the refuse and recycling services will mean changing collection days for residents and there could be a period of disruption when collection days are late.</p> <p>The change of collection days and delays will have more of an impact on disabled people that have a tailored service for the collection of their recycling and refuse (termed an 'assisted service').</p>	Good communication of the changes with residents and in particular reaching those utilising the assisted collection service. Ensuring the assisted service users disruption is monitored and minimised.
Disability, Age	Yes negative	Reduction in highway spend on roads and pavements means the surfaces will become poor and it will be harder for people with a mobility impairment, visually impairment or the elderly to get round easily and safely	<p>The reactive, and safety maintenance budget is unaffected. Regular highway inspections of all roads and pavements and reporting of safety issues in the city will continue unchanged, following national codes of practice.</p> <p>Targeted advertising of contact numbers to report repairs for more vulnerable groups of people will be undertaken.</p>
			<p>Capital investment in street lighting will improve quality of lighting and reduce maintenance costs. Lighting in areas of known safety problems will be repaired as priority</p> <p>Routine checking of street lights at night to check they are working will continue</p> <p>Targeted advertising of contact numbers to report repairs for more vulnerable groups of people will be undertaken.</p>
Ethnicity	No		
Transgender	No		

Religion or Belief	No		
Sexual Orientation	No		
Low income	Yes negative	Low income groups will be more adversely affected by a reduction in subsidies or increases in fees to play bowls and allotments. The allotment service operates concessions.	Allotment Service offers a 25% concessionary rate. Ensure full awareness of concessions.



<b>Subject:</b>		<b>Valley Gardens Preferred Preliminary Green Space design</b>	
<b>Date of Meeting:</b>		<b>27<sup>th</sup> June 2017</b>	
<b>Report of:</b>		<b>Executive Director – Economy, Environment &amp; Culture</b>	
<b>Contact Officer:</b>	<b>Name:</b>	<b>Tracy Beverley</b>	<b>Tel: 01273 293813</b>
	<b>Email:</b>	<b>Tracy.beverley@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>		<b>All</b>	

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

- 1.1 Enhancing Valley Gardens has been an objective of Brighton & Hove City Council for a number of years. The longstanding recognition of the need to improve Valley Gardens is reflected in a number of core strategic documents. These include past and current Local Transport Plans [LTPs] and the approved City Plan Part 1. In 2014, the role of the corridor was further emphasised when it was designated as one of four Priority Development Areas in the Coast to Capital Local Enterprise Partnership's [LEP's] Strategic Economic Plan, which sets out its ambitions, investments and proposals for realising sustainable economic growth by 2021.
- 1.2 The City Council's Open Spaces Strategy highlights the importance of urban green space and the challenges faced by recreational areas including pressures on maintenance resources. These challenges are further complicated by the complex layout of the transport network creating a series of barriers for the use of the green space as set out in The Valley Gardens Business Case (2014). Poor pedestrian and cycle connectivity throughout the gardens leaves the space underutilised. The current environment is in a poor condition with evident stunted tree growth and soil compaction further restricting the biological potential for this area and contributing to flood risk.
- 1.3 The Valley Gardens green space design seeks to address key challenges and to unlock its potential to create a 'Gateway to the City'. The key design principles for the public realm and green space is to encourage people's use and enjoyment of the area; to facilitate better and safer movement for walking & cycling; to provide high impact, low maintenance features which can facilitate a range of events, while contributing to improvements in air quality, community safety, and flood risk management.
- 1.4 The preliminary highway design for the Valley Gardens project was approved at November 2016, Environment, Transport and Sustainability Committee. This report focuses on the green space area of Valley Gardens and provides the Committee with an overview of the project history and an update on the development of the green space design. The report includes key

recommendations for the Committee to consider including the approval of the preferred Preliminary Green Space design.

## **2. RECOMMENDATIONS:**

- 2.1 That the Environment, Transport & Sustainability Committee approves the Preliminary Green Space Design for Valley Gardens (Phase 1 & 2), as presented in Appendix 1 and authorises officers to progress to the Detailed Green Space Design stage, including initiating the associated planning application process.
- 2.2 That the Environment, Transport and Sustainability Committee approve the instigation of the procedure to exchange highway to appropriate green space to support the proposed preliminary design as explained in Section 7.

## **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 This report focuses on the green space area of Valley Gardens shown in Appendix 1. The term 'green space' is used for the gardens area within the Valley Gardens project. This area consists of a series of both soft and hard landscaped features throughout the focus area.
- 3.2 The Valley Gardens design brief for Phase 1 & 2 was established by the council's former Transport Committee in July 2012. Early concept designs were developed and considered at Committee in 2013. In October 2014 the Environment, Transport & Sustainability [ETS] Committee approved the refined Highway Design which included a change from two lanes to one lane of general traffic in each direction on the east side of the scheme, thus retaining the Elm trees along Grand Parade.
- 3.3 The Valley Gardens Concept Scheme formed the basis of the Business Case that was submitted to the LEP in mid-2014. It was successful in securing £8m of Government Local Growth Fund [LGF] from the Coast to Capital Local Enterprise Partnership [LEP] when it was considered and approved by the LEP area's Local Transport Body in early 2015.
- 3.4 In June 2015 an Independent Review was initiated to further analyse the traffic operation of the highway network proposed by the Valley Gardens scheme including the revised layout of traffic lanes on the Eastern Corridor. As a result additional transport modelling was carried out to provide officers and councillors with an indication of how the road network would operate following the introduction of the proposed, preferred scheme. ETS Members were briefed with a visual model of the proposed scheme and how the traffic would flow that included a number of movements and journey times through the Valley Gardens area and beyond. The analysis predicted an acceptable marginal increase of a few seconds in overall, average journey time for all general traffic routes through the scheme area including a slight increase for buses that generated a specific area network review to improve the performance of critical bus junctions important to the operation of the scheme. The results of this modelling was shared with transport operators and outlined in November 2016 to the Environment, Transport and Sustainability Committee and as a result the preferred scheme was approved and permission granted to progress to the detailed highway design phase.

- 3.5 Following the approval of the preliminary highway design the focus moved to the development of the green space design which commenced with an updated brief to better reflect the current maintenance pressures and key design principles.
- 3.6 The Valley Gardens Phase 1&2 green space currently consists of three gardens; Victoria Gardens South, Victoria North and St Peter's Gardens which are separated by complex highway junctions covering an area of nearly 11,000 square meters. The area is largely grassed with some planting in Victoria Gardens North and interspersed by trees. Annual Events are held in the green space including some of the larger ones forming part of Brighton Festival Fringe including the Ladyboys event on Victoria South and The Warren on St Peter's.
- 3.7 In December 2016 the preliminary green space design brief was developed in coordination with other Council departments including; Cityparks, Events, Property & Design. This brief identified the key design requirements as set out in Section 1.3 and was issued to the appointed Landscape Architects, Untitled Practice.
- 3.8 The proposed design introduces a number of paths and cycle routes both north-south and east –west to link key destinations or places. The north-south footways provide a continuous route between St Peter's Place and Church Street/ Edward Street junction, broken only by one formal pedestrian crossing point at the North Road junction.
- 3.9 The preferred design indicates a series of spaces proposed to facilitate the range of small and medium size public events identified within the Valley Gardens Event Plan, Appendix 2. When not in use by events these spaces act as public meeting and resting areas. The Richmond Terrace junction will see the greatest change with the junction no longer in use for general traffic. This area will be reclaimed as a 'square' with the potential for event space and access for emergency vehicles, maintenance and events related traffic only. Further exploratory work will continue during the detailed design phase to provide electrical supplies where possible.
- 3.10 Larger events such as the Ladyboys and The Warren can be accommodated within the proposed layout however it is proposed that future events using the space should demonstrate, in their Events Management Plan, how they will adhere to the 'Tree Protection Specification' as set out in Appendix 3. In adhering to the Tree Protection Specification future damage to the existing and proposed trees will be minimised. It is ultimately proposed that future work on a Strategic Citywide Events Strategy is carried out to ensure large scale events can be suitably accommodated across the City.
- 3.11 Valley Gardens is home to some of the City's National Elm Tree Collection. The proposed design both enhances the setting for these trees and enables better protection for them. Additional trees are proposed to off-set the ongoing effects of Dutch Elm Disease (DED) and further diversify the tree species helping to address specific challenges such as Ash die back, identified as a key challenge within the Council's Open Space Strategy.

- 3.12 The majority of the green space is proposed as grassed area created for public enjoyment and flexible for a range of uses. It is proposed to improve the condition of the soil structure and grass to reduce the risk of unplanned flooding, and increase loading and wearing capacity for small and medium size events. It is proposed the grass area is complemented by perennial garden areas along the east and west to increase biodiversity and assist in reducing the impacts of Air Quality.
- 3.13 In 2014-2015, £18,000 was allocated to the refurbishment of The Mazda Fountain. This fountain features within the proposed design and resources have been allocated towards the future running and maintenance costs from the Property Services reactive and planned maintenance budgets. It is estimated the ongoing running costs are in the region of £10,000 annually with an additional £27,000 for planned maintenance and upkeep over the next five years. A petition to 'save the Mazda fountain' was taken to Full Council on the 26<sup>th</sup> March 2015, and referred to at Environment, Transport and Sustainability Committee in July 2015. The petition, signed by 1055 people, requested that the fountain remain in its current position.
- 3.14 Water Surface modelling is currently being conducted to inform both Highway Drainage Plans and the development of the Sustainable Urban Drainage Systems (SUDS). This feature will be incorporated within the Technical design phase and will be developed to be both effective and low maintenance.
- 3.15 The preferred preliminary design is subjected to site investigations and further detailed design work. The design may also be modified to respond to any planning requirements. Any significant changes will be reported back to Environment, Transport and Sustainability Committee.
- 3.16 Further work as part of the detailed design stage will include; identifying surface materials, street furniture, lighting and SUDS locations in addition to the development of a 5 year Maintenance and Management plan which will be funded through the project's capital costs for the first 5 years.
- 3.17 The key project milestones are included in Appendix 4. If approval is granted to progress with the green space detailed design this will continue throughout the summer with Planning Committee towards the end of the summer. It is proposed that both the final highway and green space detailed design will be presented at Environment, Transport and Sustainability Committee in autumn 2017 with an estimated construction start in March 2018.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Scalability was considered during the development of the Business Case. This included scaling-up to include the implementation of Phase 3 of the Valley Gardens project providing a continuous project along the A23 from the A259 Grand Parade junction to The Level. Although funding for Phase 3 has been approved in principle by the Government, it has not yet been fully approved as it requires the further submission of a full Business Case to the LEP/LTB. Any funding bid and then decision would be likely to be made once significant progress is made with Valley Gardens Phases 1&2.

- 4.2 The green space design has evolved and developed but remains focused on achieving the objectives set out in the Business Case while responding to current funding challenges.
- 4.3 Any significant design changes required as part of the green space technical design stage will be reported to Committee however if this is required there is likely to be an additional delay to the project timelines and generate pressure from the main funding body, the Local Enterprise Partnership (LEP).
- 4.4 A 'do nothing' option is likely to result in the City Council repaying the ringfenced £2.8 million already received from the LEP. The remaining amount of the £8m (£5.2m) would also be expected to no longer be available to the City Council. The further £6 million agreed in principle for Phase 3 of Valley Gardens would also be likely to be retracted.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Substantial community engagement and consultation has been carried out to develop the concept designs for Valley Gardens through various workshops and targeted community and stakeholder engagement. Appendix 5 identifies a number of these carried out since the commencement of the project.
- 5.2 The Council's Open Spaces Strategy identifies a number of potential opportunities to engage with partnerships and local communities including the potential to develop a parks Volunteering programme.
- 5.3 Appendix 6 provides the Communication plan for the Phases 1 & 2 of the Valley Gardens Scheme at key stages of the project. Using a range of media and targeted meetings, the council intends to continuously engage with interested parties. It is intended that this strategy will be developed further as the project progresses. It is intended to use posters throughout the gardens to promote the scheme and to provide project updates as the project progresses.

## **6. CONCLUSION**

- 6.1 The Valley Gardens green space preliminary design presents the preferred layout for the Valley Gardens green space area and has been developed to meet the key objectives as set out within the report.
- 6.2 In order to progress the Valley Gardens green space design to detailed design phase it is recommended that the Committee approve the presented preliminary design and grant approval to apply for the associated planning application which will be presented at a future Planning Committee.
- 6.3 Furthermore to support the design and ongoing maintenance of the Valley Gardens area it is recommended that the processes for the exchange of highway and green space and the appropriation of green space are initiated.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The approved capital budget for the Valley Gardens project from 2015/16 onwards is £9.787m, funded from Local Growth Fund grant (£8.000m), Local Transport Plan (LTP) capital programme (£1.373m) and Section 106 and other external contributions (£0.414m). The cost of design fees associated with the recommendations in this report will be funded from the approved capital budget.
- 7.2 Any variation between project costs and the approved budget will be reported as part of the council's budget monitoring process and any budget re-profile will require Policy, Resources and Growth Committee approval. Additionally, any profiling adjustment will need to be reported to the Local Enterprise Partnership.
- 7.3 The Local Enterprise Partnership have approved Local Growth Fund grant of £8.000m towards the capital costs of the project, which is subject to compliance with grant conditions based on the original scheme business case. £2.800m of the total £8.000m Local Growth Funding has been received to date and is ring-fenced for this project. In the event that the project does not proceed, this funding will be repaid to the Local Enterprise Partnership.

*Finance Officer Consulted: Gemma Jackson*

*Date: 31/05/17*

### Legal Implications:

- 7.4 In order to implement the design of the Valley Gardens project an exchange of land has to take place between the highway and the green space. Under the proposed design 5747 square metres of highway is to become green space and 309 square metres of green space is to become highway. The Council is both the highway authority and the owner of the green space.  
The Council as highway authority has the power under section 256 Highways Act 1980 to exchange highway land and land adjoining or lying near the highway for the purpose of straightening or otherwise adjusting the boundaries of the highway. Once the exchange is completed the land which formed part of the highway will be freed from the public right of way over the land. The Council therefore has the power to exchange highway and green space in Valley Gardens.

Under section 256 equivalent areas of land do not have to be exchanged and a highway authority can transfer to an adjoining land owner a greater or lesser area of land than it receives back. The proposed exchange must be advertised and any objections referred to the magistrates court.

Section 122 Local Government Act 1972 allows the Council to appropriate for any purpose for which the Council are authorised to acquire land by agreement any land which belongs to the Council and is no longer required for the purpose for which it is held immediately before the appropriation. In the case of the appropriation of open space land section 122 (2A) provides that the proposed appropriation must be advertised and any objections considered. The green space falls within the definition of open space land.

Approving the recommendation to instigate the procedure for the exchange of highway and green space and the appropriation of the green space will demonstrate that the Council is complying with the requirements of the Highways Act and the Local Government Act.

*Lawyer Consulted: Stephanie Stammers*

*Date: 31 May 2017*

Equalities Implications:

- 7.5 The developed design will be in line with industry best practice guidance to ensure all proposals are accessible to all members of society. The overall aim of the Valley Gardens proposal is to make the movement and place functions of Valley Gardens as inclusive as possible by redressing current environmental conditions that discourage use by all groups, and is arguably especially unpleasant for older and younger people.

Sustainability Implications:

- 7.6 The Phase 1 & 2 Valley Gardens proposals will include measures that will improve sustainability in a number of ways within the corridor. The measures outlined in this report will promote, encourage and provide for, greater use of sustainable transport, and particularly overcome some of the current barriers to greater levels of walking, cycling. The measures also contribute to the objectives of the Brighton & Lewes Downs Biosphere. The proposed scheme will seek to reduce the impacts of poor Air Quality and include measures that will help improve the green space sustainable urban drainage systems.

Any Other Significant Implications:

- 7.7 The Corporate / Citywide implications; The project directly supports the objectives of the Local Enterprise Partnership's Strategic Economic Plan, the City Plan and Local Transport Plan, Conservation Area and Enhancement Plan, Biosphere, Air Quality Management Area, Seafront Strategy, One Planet Living, Public Space Public Life, the London Road SPD and the LR2 study.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Valley Gardens Preferred Preliminary Green Space Design
2. Valley Gardens Events Plan
3. Tree Protection Specification
4. Key Project Milestones
5. Previous Community Stakeholder workshops
6. Communication Plan

### **Documents in Members' Rooms**

1. None

## **Background Documents**

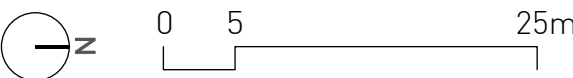
1. Green space design brief issued January 2017
2. Tree Survey and Arbs Report
3. Valley Gardens Phase 1& 2 Committee Report November 29<sup>th</sup> 2016
4. Valley Gardens Phase 1& 2 Committee Reports (2014-2015)
5. Valley Gardens (Phase 1& 2) Business Case – 2014 3.
6. Brighton and Lewes Downs Biosphere Project
7. Open Spaces Strategy (2017- 2027)



Notes

All dimensions must be checked on site and NOT scaled from this drawing. Any discrepancies are to be reported to the architect prior to construction.

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Revisions

Rev	Date	Description
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KEY

- General Carriageway
- Bus Carriageway
- Cycleway
- Footway
- Loading / Parking
- Pathways
- Pathways
- Pathways
- Lawn
- Meadow
- Perennials
- Existing Trees
- New Elm Tree
- Avenue Tree
- Arboretum Tree
- Proposed Event Space

UNTITLED PRACTICE

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client Brighton & Hove City Council

job no 1705

job title Valley Gardens, Brighton  
Phases 1 & 2

drg title General Arrangement  
Proposed Events Layout

drawn UP

checked UP

scale 1:1000 @ A1

date May 2017

status Information

drg no 1705-P-010

rev 01



## Appendix 2

### Valley Gardens Development Cultural Events Summary

#### 1. Current Event Context

- Currently events in the spaces along the stretch of Valley Gardens are overseen by the BHCC Events Team, and delivered according to the city council's Event Policy. <http://www.brighton-hove.gov.uk/content/leisure-and-libraries/events-and-filming/organising-event-council-land>
- Ian Taylor, Events Manager at BHCC, holds the license for the spaces on the city council's behalf
- BHCC also operates according to the BS8901 standard for sustainable events and has a published Sustainable Outdoor Events guide <http://www.brighton-hove.gov.uk/content/environment/sustainability-city/sustainable-events-0>
- Commercial events are charged. Sometimes hire fees are waived for non-commercial events or those of particular cultural or strategic value.
- Any temporary structure – tent or artwork – in place for more than 28 days will require planning permission.
- The council operates broadly within a '28 day rule, which limits the number of live events in particular areas to 28 days per year, although exceptions can be made.

#### 2. Cultural Context

The main current opportunities for programmed cultural activity in the Valley Gardens areas are:

##### May

Brighton Festival for programmed performance

Brighton Fringe for 'street' performance

House for temporary art works and installations

## **June**

Brighton University degree show for installations and performances

Brighton Fashion Week for performances

## **August**

Pride for performance and installation

Outdoor screening

## **September**

Digital festival for performance and installation

## **October**

Brighton Photo Biennial (2014 then every 2 years) = exhibition and installation

## **November**

Cine City – outdoor screenings

### **3. Future cultural context**

- The Royal Pavilion, Arts & Museum and the Dome & Festival are working on a joint masterplan for the Estate, which will consider the opportunity of the Valley Gardens development
- The RPAM and BDBF are also in discussion with the University of Brighton about Curating Place, and Valley Gardens could provide an opportunity for exploring curation in the public realm.
- There is an opportunity in the Nesta bid providing a cultural solution to 'Re- thinking Parks'

- The Arts Council have indicated that they may be able to support a bid tied to a pilot programme.

#### 4. Types of activity/ event

This list is intended to show the variety of potential cultural activities that could be accommodated. It is not intended as a definitive list but serves as a guide to potential opportunities in the Valley Gardens area.

Type of activity	Broad requirements	Potential areas of Valley Gardens
Large scale staged one –off events. e.g new years eve, flagship civic events,	<p>Large scale with adaptable street furniture to enable staging and accommodate audience.</p> <p>Min 30m x 30m</p> <p>Significant power supply 24/7</p> <p>Temporary public toilets</p> <p>Water and drainage</p> <p>Waste collection and disposal</p> <p>Vehicular access to the site</p> <p>Ground protection</p> <p>Ground reinstatement often necessary</p> <p>Removal of street furniture</p> <p>Perimeter fences – restricted areas</p> <p>Security</p> <p>Licensed activity</p> <p>Food hygiene regulations may apply</p>	Old Steine

	<p>Temporary structures regulations may apply</p> <p>Noise must be managed</p> <p>Unlikely to generate a site hire fee</p>	
<p>Tented attractions</p> <p>e.g Speigeltent Garden, Japan Festival, Ladyboys of Bangkok</p> <p>‘the pleasure gardens’</p>	<p>Relatively level space with limited furniture and planting</p> <p>Varies but approx 20m x 20m</p> <p>Significant power supply 24/7</p> <p>Temporary public toilets</p> <p>Water and drainage</p> <p>Waste collection and disposal</p> <p>Vehicular access to the site</p> <p>Ground protection</p> <p>Ground reinstatement often necessary</p> <p>Perimeter fences – restricted areas</p> <p>Security</p> <p>Licensed activity</p> <p>Food hygiene regulations apply</p> <p>Temporary structures regulations apply</p> <p>Noise must be managed</p> <p>May generate a site hire fee</p>	<p>Old Steine</p> <p>St Peters south side</p>
<p>Commercial cultural activity in compounds – e.g food festivals, fun fairs, markets</p>	<p>Relatively level space with limited furniture and planting</p>	<p>Old Steine</p>

<p>‘the market’</p>	<p>Varies hugely but approx 20m x 20m</p> <p>Significant power supply 24/7</p> <p>Temporary public toilets</p> <p>Water supply</p> <p>Drainage</p> <p>Waste collection and disposal</p> <p>Vehicular access to the site</p> <p>Ground protection</p> <p>Ground reinstatement often necessary</p> <p>Perimeter fences in places – restricted areas</p> <p>Security</p> <p>Licensed activity</p> <p>Food hygiene regulations apply</p> <p>Noise must be managed</p> <p>Generate a site hire fee</p> <p>Markets can be controversial due to their impact on local trade and permanent markets.</p>	<p>St Peters north side</p>
<p>Commercial promotional activity</p> <p>‘the promo’</p>	<p>Corporate businesses often have demonstration tents or other experiential activities to promote their products.</p> <p>Technical and size requirements will vary.</p>	<p>Old Steine</p> <p>St Peters</p> <p>Valley Gardens</p>

	<p>Generates a site hire fee</p> <p>Would need to be regulated</p>	
<p>Large scale outdoor performances e.g during Brighton festival</p>	<p>Usually relatively level flat uncluttered space required but varies enormously.</p> <p>Top end would be 20m x 20m but may be smaller.</p> <p>May require power, vehicle access, security, water.</p>	<p>Old Steine</p> <p>St Peters south side</p>
<p>Small scale outdoor performances e.g The Globe, street artists</p> <p>E.g during Brighton Festival, Brighton Fringe, University performances</p> <p>‘the circle’</p>	<p>Relatively flat space with no furniture or planting blocking sight lines. Slopes can help to create better sight lines. Audience can sit or stand – performances can be ‘front on’ (proscenium) or in the round (thrust and circle).</p> <p>Approx 10m x 10m including audience space</p> <p>May require power, vehicular access etc (varies by show)</p>	<p>Valley Gardens</p> <p>The circle – 10m x 10m space with sightlines</p>



	Licensed activity	
<p>Staged music and theatre performances:</p> <p>‘the band-stand’</p>	<p>Raised ‘staged’ area with no furniture or planting blocking sight lines with performances ‘front on’ or semi round.</p> <p>Stage approx 4m x 3m Audience space additional min 5m x 5m</p> <p>May require power, vehicular access etc Licensed activity</p>	<p>Valley Gardens</p> <p>The band stand – a stage area could be incorporated into the design so it functions as seating when not in use.</p>
<p>Busking street shows (e.g. comedy, music)</p> <p>‘the hat’</p>	<p>Clear space with no furniture or planting blocking sight lines. Mainly performed in the round but some are ‘front on’.</p> <p>7m x 7m with audience.</p> <p>Usually technically self contained</p>	<p>Valley Gardens</p> <p>‘The hat’ could share the physical space of ‘the circle’ or be incorporated into the hard standing areas</p>
<p>Storytelling:</p> <p>‘the clearing’</p>	<p>Intimate space for very small scale performances and story telling</p> <p>5m x 5m with audience</p> <p>Usually technically self-contained</p>	<p>Valley Gardens</p> <p>‘The clearing’ would require a smaller contained space perhaps with planting around some of its sides and adjacent to the footpath.</p>
Outdoor debate and discussion:	Visible space with high footfall for	

<p>‘the speakers corner’</p>	<p>speakers to engage with. Particularly suitable for hard standing.</p> <p>Technically self contained</p>	<p>As with the hat</p>
<p>Temporary visual arts installations: e.g House, White Night</p> <p>‘the plinth’</p>	<p>There are a huge range of potential spaces, locations and requirements depending on the art-work.</p> <p>Commissioners and artists can also respond to identified sites and opportunities.</p>	<p>Can occupy the VG spaces</p> <p>Additional smaller spaces could be identified within the gardens of 3m diameter</p>
<p>Permanent art installations and interventions</p> <p>‘the public art’</p>	<p>Artists could be engaged with influencing some of the site’s infrastructure and furniture – such as lighting, seating, way finding and landscaping.</p> <p>Opportunities to be identified within the permanent scheme</p>	
<p>Outdoor visual arts exhibitions: e.g Brighton Photo Biennial</p> <p>‘the gallery’</p>	<p>2d art-works displayed on robust exhibition boards which can be adjustable to a variety of sites.</p> <p>May require power and security</p>	<p>Can occupy the VG spaces or St Peters</p>

Outdoor collections:  'the vitrines'	In some cities, durable glass cases are built into the environment to provide outdoor display cases for objects and artefacts.  Will require specially constructed cases. May require power	Would require a designed space incorporated into the hard-scaping of the site.
Screenings and projections:  'the cinema'	Outdoor screens are becoming increasingly popular. These screens can vary from solar powered portable screens to large scale screens, and can be ticketed or free.  Technical requirements vary according to scale.	Old Steine St Peters Valley gardens
Refreshments with wi-fi capacity:  'the office'	A small pop up café area with seating and wi-fi could facilitate working and lingering.	Valley Gardens
Sports facilities  'the gym'	These have been popular in other city park locations. Requirements vary according to different facilities	Valley Gardens north
Learning experiences for children and young people e.g playbus		Can occupy the VG spaces

‘the classroom’		
Learning and devising spaces outdoors for artists and students:  ‘the studio’		Can occupy the VG spaces
Horticultural activities e.g planting, growing  ‘the garden’	Opportunities for community planting to be incorporated into the designs	To be incorporated into the landscaping
Opportunities for running and jogging:  ‘the track’	Will be met through pathways and routes taking runners through areas of interest.	To be incorporated into the landscaping
Communal spaces for impromptu gatherings and social meetings:  ‘the picnic area’		Can occupy the VG spaces
Quiet reflective spaces for reading and working:  ‘the sanctuary’	Spaces with seating, planting and trees to create more intimate spaces. Can also be accommodated within some of the existing spaces (hearth)	Can occupy the VG spaces







Tree Protection Specification for  
Valley Gardens  
Lewes Road  
Brighton  
East Sussex BN3 4LR

Client: Untitled Practice Llp  
Date: June 2017

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## **1.0 EFFECTS OF TEMPORARY EVENTS ON TREES**

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### **1.1 Impacts**

- 1.1.1 The primary impact that even temporary events of a short duration have, is on the soil. Trees are unable to thrive or survive where the upper soil horizons are compacted. This deprives the soil of water, significantly reduces the tree's capability for root growth thereby reducing nutrient up-take. This has the immediate effect of reducing annual incremental growth and vitality. This renders the tree susceptible to disease and fungal attack. Thereby significantly reducing the long-term sustainability of the tree population.
- 1.1.2 The primary cause of soil compaction is usually the vehicles that bring the tents and equipment onto site. It only takes one pass by an HGV over the rooting zone of a tree for the soil to be permanently compacted within the footprint of the tyre. This situation is exacerbated when the vehicles are parked for any length of time, usually under the canopies of the trees.
- 1.1.3 Significant compaction may also be by the passage of high numbers of pedestrians, such as might be found at the access points for these events. The human footprint has a ground pressure per sq inch greater than that of a car, when this is multiplied by numbers in excess of a thousand this will destroy the existing soil structure in a very short time.
- 1.1.4 Other impacts that the trees may be subject to, include;
- a) Direct damage from HGV and other vehicles particularly during erection and dismantling.
  - b) Poisoning, due to leakage of noxious materials, especially diesel, cleaning chemicals and effluent.
  - c) Severance of roots due to un-authorised excavation within the Root Protection Areas of the trees.
  - d) Hanging items in trees and nailing fixtures to branches and trunk.
  - e) Storage of materials and equipment under the canopies of trees.
- 1.1.5 The following section sets out a proposed methodology for mitigating some of these effects and thus ensure the long term sustainability of the trees within the gardens.

## 2.0 TREE PROTECTION REQUIREMENTS

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### 2.1 Tree Protection Measures

- 2.1.1 The following measures comply with BS5837 (2012) '*Trees in relation to Design, Demolition & Construction – Recommendations*'. This standard is the nationally accepted minimum standard for protecting trees on construction sites where the problems experienced are identical to those faced by the trees in Valley Gardens during the period of the events.
- 2.1.1 Definitions - for the purposes of identification and monitoring of compliance, a "root protection area" is defined as the area within a distance from any existing established tree on the site equal to 12 times the diameter of its trunk, measured at 1.5m above ground level.
- 2.1.2 "Unsurfaced" ground means ground that is not covered by an existing permanent hard or load-bearing surface, such as tarmac, asphalt, concrete or gravel on a hardcore sub-base. "Protected" ground means ground that is covered either by a permanent hard surface, or by a temporary load-bearing or load-spreading surface appropriate to the likely vehicle or pedestrian usage anticipated for the area concerned. "Unprotected" ground means ground with no permanent or temporary surface, ie open grassland or bare soil.

### 2.2 Site Vehicular Traffic and Parking

- 2.2.1 Within root protection areas, site vehicles will travel as far as possible on existing hard surfaced roadways (asphalt, gravel) only. Any routes required over unsurfaced ground will be protected with a suitable temporary roadway surface. No vehicle movements will be permitted over unprotected ground within root protection areas, except for site reinstatement (for which see relevant sections below).
- 2.2.2 Within root protection areas, all vehicles or mechanical plant will be parked on protected ground only.

### 2.3 Stationing and Storage

- 2.3.1 Within root protection areas, stationing of temporary cabins on unprotected ground will require the prior placement of load-spreading slabs or timber baulks (railway sleepers or similar) beneath the legs or corner supports of the cabin, as appropriate.
- 2.3.2 Where the stationing of cabins or parking of vehicles or mechanical plant is to take place within 2m of any tree trunk, the lower trunk of the tree concerned shall be protected by means of cladding with either exterior ply fastened to a height of 1.8m or 1.2m chestnut paling fencing, securely tied or fixed around the tree's base.

Storage of materials (seating, equipment, etc) on unprotected ground within root protection areas will be on wooden pallets only. Bulk materials (soil, gravel, sand etc.) if stored loose, must be stored on minimum 20mm exterior grade plywood sheets, or must be bagged and stored on sheets or on pallets. No storage of loose materials directly on unprotected ground will be permitted within root protection areas. No storage of petrol, diesel or any liquid or non-liquid phytotoxic materials shall take place within root protection area.

## **2.4 Construction of Events Structures**

- 2.4.1 Within root protection areas, audience stands and exhibits are to be designed and constructed to prevent tree root damage and surface soil compaction over the area occupied. This will involve either the use of above-ground decking or boarding supported on a timber or scaffolding framework placed on existing ground level, or the laying of a minimum 75mm layer of woodchip mulch between timber edgings or boards, secured in place by means of timber pegs driven into the ground.
- 2.4.1 Within root protection areas, services (electricity, water) shall be provided by means of hoses or ducting laid on existing ground level only, and shall not be dug in.
- 2.4.2 Disabled access concerns are to be addressed by the provision of suitably constructed ramps to effect wheelchair access to the stand's floor level; ramps to be secured by means of timber pegs driven into the ground.
- 2.4.3 Erection of hard-sided marquees and larger temporary buildings will only take place in locations identified for the marquees and buildings concerned, as depicted on the Show layout plan (to be agreed before the erection of the event.)
- 2.4.4 Cranes used should only be of sufficient size for the operations they are required for, and not larger than is necessary. If, when in their working positions, crane outriggers or stabilisers project beyond the edges of existing or temporary roadways onto unprotected ground, the ground beneath their stabiliser pads must be protected by a minimum of two standard (i.e. 8' X 4') sheets of 20mm exterior grade plywood per stabiliser pad.

## **2.5 Remediation of Sites**

- 2.5.1 Reinstatement of excavations within root protection areas: placement of subsoil and topsoil is to be carried out separately, in layers, and compacted with light machine pressure only.
- 2.5.2 Remedial decompaction: Any trees showing evidence of reduced vigour or crown decline due to the effects of soil compaction during the course of the summer months following the events closing will be subject to a programme of decompaction by means of compressed air soil injection (e.g. "Terravent") within their root protection areas. This shall be undertaken in conjunction with remedial works to turfed areas in October/November of the relevant year.

2.5.3 Dismantling of temporary structures: All structure are to be dismantled in the reverse order in which they were erected. All vehicle movements must stay within the protected zones with the temporary ground protection removed last.

**David Archer M.Arbor.A**

**June 2017**

#### Appendix 4

Updated 31/5/2017

<b>Milestone</b>	<b>start date</b>	<b>Estimated finish date</b>
Approval For Green Space preliminary Design	January 2017	June 2016
Committee Approval to proceed with Detail green space design	June 27 <sup>th</sup>	
TRO / Section 256 advertisements	June 16	August 16
Technical Green Space Design and construction information.	July 2017	October 2017
Technical Highway Design	Dec 2016	Sept 2017
Green Space Planning Registration and Application submission	July 2017	
Planning Application Process	July 2017	Sept 2017
Update on Detailed Highway and Green space Design  TRO/ Section 256 representations  ETS Permission to Procure and initiate procurement process.	ETS October 2017	
Procurement Process	October 2017	January 2018
Contractor mobilisation	January 2018	March 2018
Start on site highways	March 2018	
Complete on site* ( <i>based on an indicative 21 month construction period</i> )		Dec 2019

Valley Gardens - Key Project Milestones



## Appendix 5

### March 2017

#### Valley Gardens Consultation History

Throughout the early development stages of Valley Gardens concept design development there have been many various consultation exercises. Information has been gathered from local residents and business using a range of techniques. Table 1 shows some of the consultation exercises carried out between March 2012 and October 2015.

In 2012, improvements for Valley Gardens were identified using a mixture of Public Realm Analysis and feedback from a public scoping consultation. Significant results showed eighty-three per cent of people would spend more time in the gardens if the facilities and environment were improved. Only a quarter of people felt it a pleasant place to walk while one in ten thought it a nice place to cycle. Approximately three quarters felt there was too much noise and traffic, and a third said the roads were well designed to keep traffic moving. Plans were agreed in principal by the council in 2012 and a concept scheme was developed between July 2012 and March 2013. The concept scheme was put out for public consultation in September 2013, and discussed at a series of stakeholder workshops during 2013 and 2014 for further development. A business case to secure some of the funding for the development was approved to the Local Enterprise Partnership in 2014. A qualitative research project to inform us of residents and key stakeholders' views and perceptions of the space and its future potential was carried out in late 2015.

Table 1 - List of Consultation Events

Date	Type of Consultation	Who was involved
March 2012	Online and through City News	All groups including residents, businesses and other relevant stakeholders
April 2012	Workshop	Stakeholder, Residents
April 2010	Workshop	Officers
September 2012	Workshop	Stakeholder, Residents
October 2012	Workshop	Officers
October 2012	Workshop	Stakeholder, Residents
November 2012	Workshop	Officers
December 2012	Workshop	Stakeholder, Residents
December 2012	Workshop	Officers
January 2013	Workshop	Stakeholder, Residents
January 2013	Workshop	Officers
January 2013	Roadshow	All groups including residents, businesses and other relevant stakeholders
February 2013	Workshop	Stakeholder, Residents
February 2013	Workshop	Officers
March 2013	Presentation/Update	Transport Partnership
June 2013	Workshop	Developers
September 2013	Temporary Events	All groups including residents, businesses and other relevant stakeholders
November 2013	Workshop	Stakeholder, Residents

February 2014	Workshop	Stakeholder, Residents
April 2014	Complaint	
May 2014	Presentation/Update	NLCA
June 2014	Presentation/Update	London Road LAT
July 2014	Presentation/Update	Transport Partnership
July 2014	Presentation/Update	CAG
September 2014	Targeted letter drop	Businesses (loading requirements)
October 2014	Meeting	Brighton and Hove Bus and Coach Company, Brighton Area Buswatch
November 2014	Survey	Businesses
November 2014	Workshop	Stakeholder, Residents
November 2014	Workshop	Officers
November 2014	Presentation/Update	London Road Town Team
November 2014	Presentation/Update	Taxi Forum
December 2014	Workshop	Stakeholder, Residents
December 2014	Workshop	Officers
December 2014	Presentation/Update	Taxi Forum sub group
December 2014	Meeting	
December 2014	Update	Cultural Partners
December 2014	Update	Cultural Partners
January 2015	Meeting	Brighton and Hove Bus and Coach Company, Brighton Area Buswatch
February 2015	Meeting	Brighton and Hove Bus and Coach Company, Brighton Area Buswatch
April 2015	Presentation/Update	Pavilion Project Team
May 2015	Workshop	University of Brighton and Sussex
June 2015	Presentation/Update	Quality Bus Partnership
October 2015	Meeting	Brighton and Hove Bus and Coach Company, Brighton Area Buswatch
Oct 2016	Transport Work shop	Members, officers external Officers, Cllr Gill Mitchell, Chris Todd, Mark Strong
Oct 2016	Transport workshop	Officers, Cllr Gill Mitchell, Stephen Young, Tony Green, Andy Cheesemen, Tony Turner, Tony Bilson, Cllr Tony Janio
Oct – Nov 2016	ETS Briefings	All ETS Members
Oct2016 – March 2017	Coordination meetings	Chris Todd & Mike Best
March 2017		TB, Abby Hone, Richard Howorth (Biosphere) Becky Reynolds (Bricycles) Simon Lovering (St Peter's church) Stephen Young (Living Streets) Murray Smith
June 2017	Green Space work shop	Chris Todd, Ian Taylor



## Appendix 6

### Valley Gardens Communications plan May 2017

#### Objective

To maximise support for the Valley Gardens scheme among residents and stakeholders by keeping them up-to-date with progress and developments, and informed about any necessary disruption caused during the work.

#### Vision

Our vision is for Valley Gardens to become:

- an attractive, flexible, safe space that enhances the city centre's environment
- a place that will attract residents and visitors at all times of the day and year, with something for everyone to enjoy
- a meeting place, connecting the city efficiently and safely however people travel

#### Strategy

- To promote the vision of the scheme and the benefits of the redevelopment
- To inform about the public engagement work carried out on the scheme design
- To inform and update progress on all public work carried out as part of the scheme

#### Communications plan (to be updated as project progresses)

Stage	When	Message	Activity	Audience
1. Concept development stages	2012 – 2016	Reminders of background, objectives and funding. Feed into the developing concept designs	Consultations, Roadshows, Events, Workshops, presentations	Internal Officers, key stakeholders, businesses, residents and local interest groups.
2. Initial Design stage (including review)	October 2016 to Nov 2016	Reminders of background, objectives and funding. Updates of work start dates.	Reports, internal working groups, presentations, news updates through media; social media; emails; meetings; conversations	Internal officers, Council Members and identified stakeholders including from The Transport Partnership.

3. Technical Highway Design (Stage 4)	Dec 2016 – Dec 2017	Reminders of project key objectives, funding and timescales, developing a construction management plan.	<p>Every 2 weeks Technical working group,</p> <p>Every 4 weeks Project Board,</p> <p>Every 6 weeks Updates to the Transport Partnership,</p> <p>Every 4 weeks Highlight Reports Strategic Project Board</p> <p>Every 4 Weeks TMB Reports</p> <p>Every 4 weeks Corporate Investment Board Highlight reports</p> <p>Every 12 weeks QBP project updates,</p> <p>Every 3 months LEP quarterly reports,</p> <p>Formal consultation for TROs, and planning permissions and section 268 (check).</p> <p>Targeted Stakeholder workshops</p> <p>Project newsletter circulation.</p> <p>Web page updates</p>	<p>Internal officers, Council Members, Key stakeholders including Emergency Services, businesses and residents groups see list below.</p> <p>E-mail list to interested parties.</p> <p>Website updates</p> <p>Possibly tweets</p>
4. Developed Design Stage – Greenspace Lead up to Committee for greenspace design approval	June 2017	Lead up to Committee to authorise greenspace designs. Key objectives and greenspace benefits. Update on Highway Design and reinforce message about TM plans moving	<p>Fortnightly internal technical working groups coordinating HW &amp; GS,</p> <p>Monthly Project Board</p>	<p>Key people City Parks, Events and Property Teams</p> <p>Highway &amp; Green space design</p>

		forward.	Meetings, Monthly consultants progress meetings Member meetings and site visits offered Create Gabions / Pillars within the greenspace with links to updates	consultants Member site visits and presentations  Valley Gardens users
5. Development of Traffic Management Plans	Mid 2017	Valley Gardens key objectives. Early planning to limit disruption and maintain access where possible.	Meetings with stakeholders and workshops with members Media updates and newsletters.	Members Networks management Events Teams Emergency Services Disabled groups / vulnerable groups Transport Operators (Travel Plan Partnership & QBP's) Business and residents groups
6. Committee for approval to procure and Confirmation of Construction start dates	Late 2017	Progress update: likely timeframe of various stages. Report to committee on Procurement approach and any TRO objections	Website update News updates through media; social media; emails Update meetings. Stakeholder working group meetings set up. Project newsletter circulation.	Internal officers & Council Members, residents, road users and other stakeholders
7. Construction stages	Feb/ March 2018	Reminders of background and objectives. Progress updates.	Website update News updates through	Residents, road users and other stakeholders

		Information about likely disruption.	media; social media; emails On-site hoardings, Project newsletter circulation. On site supervisor	
8. Completion Stage	Late 2019	Promote benefits of redeveloped space/s & other improvements	News updates through media; social media; emails Project newsletter circulation Opening/launch event.	All previously contacted parties
9. Monitoring and evaluation reports	2021	Identify outputs and demonstrate changes/ improvements	Reports and webpage updates	All

Suggested Group Engagement list which will continue to develop and grow over the course of the project.

GROUP	ORGANISATION	Names / contact email s
<b>Stakeholders</b> BHCC (Internals)	Project Board	See project governance
	Regency Ward, (green) St. Peters & North Laine (green) Hannover & Elm Grove, (Lab.&Green) Queens Park. (Lab.)	Tom Druitt, Alex Philips Lizzie Deane, Louisa Greenbaun, Pete West Emma Daniel, David Gibson, Dick Page Karen Bartford, Daniel Chapman, Adrian Morris
	ETS Members	<ul style="list-style-type: none"> <li>Gill Mitchell (Chair) <a href="#">Saoirse Horan</a> (Deputy Chair) <a href="#">Councillor Tony Janio</a> (Opposition Spokesperson) <a href="#">Councillor Louisa Greenbaum</a> (Group Spokesperson) <a href="#">Councillor Peter Atkinson</a> <a href="#">Councillor Lizzie Deane</a> <a href="#">Councillor Joe Miller</a> <a href="#">Councillor Alan Robins</a> <a href="#">Councillor Geoffrey Theobald OBE</a> <a href="#">Councillor Lee Wares</a></li> </ul>
	Communications Team	Emma Moore – Virtual communication lead Alan Stone – Media communication lead

	Transport Projects & Engineers & Maintenance	David Parker (Head) Tracy Beverley (PM) Yann Vochelle (Lead Engineer & Contract Manager) Phil Osbourne – Project Engineer Stuart Wilson – Highway Asset mgt/ maintenance
	Transport Strategy	Andrew Renault (PMB) Vacant post – linking VG with wider network
	Network Management Teams	Jeff Elliott - head of Network Mgt Sean Power – Traffic Signals/ ITS Caroline Painting – Works Permit Coordinator Mike Wright ?
	Parking Strategy & TRO team	Paul Nichols – Strategy Charles Field – Strategy Laura Field -TRO Development
	Legal Services (Legal advice developing TRO's, Section 256's and land swap and stopping up.)	Stephanie Stammers
	Procurement - Responsible for providing advice on all aspects of procurement	Tom Bayley
	Property & Design Team  (Responsible the maintenance of Mazda fountain, hardscaped paths through the gardens and the recording studio within the gardens)	Andrew Batchelor (Corporate Asset Manager)
	City Parks & Maintenance - Upkeep and Maintenance of the greenspace and Street Trees	Richard Bradley (SMT) Paul Campbell Strategic lead Rob Walker operations
	Public Health – Air Quality – Provide guidance on ensuring the project meets AQ	Samuel Rouse

	targets and.	
	Planning – Pre application planning advice and case officer.	(Who)
	Communities & Equality Team – Assistance with the development of the project EqIA.	Diane Coe
	Events - Ensuring the requirements of the events are considered throughout the design development. Potential responsibility of the 3-way power supply, events space reinstatement and continual viability of events through the gardens	Ian Taylor (Events Manager) Daniel Watson (Events Officer)
<b>Stakeholders BUSES</b>	Brighton and Hove Buses, Big Lemon Compass, Stagecoach, National Express (including operator/manager of Pool Valley) Brighton area Buswatch, Bus Users UK	See separate contact list
<b>Stakeholders TAXIS</b>	205205 , Brighton Taxis, A1, Radio Cabs Streamline Taxis, GMB Taxis, Streamline Taxis, Brighton & Hove City Cabs, Brighton & Hove Radio Cabs, GMB Taxis	See separate Contact list
<b>Stakeholders OTHER</b>	LAF Peoples Parking Protest Motorcycle Police Community Works Sussex East Coast Ambulance Service East Sussex Fire & Rescue Road Haulage Association (SE Region) Freight Transport Association Federation of Small Businesses Brighton & Hove Chamber of Commerce Brighton & Hove Economic Partnership Clinical Commissioning Group) University of Brighton existing central sites	See Separate Contacts list

	and Circus Street development) City College Possibility People (formerly The Fed)	
<b>Stakeholders CYCLISTS</b>	Bricycles Bike Share operator	See separate contacts list
<b>Stakeholders PEDESTRIANS</b>	Living Streets	See separate contacts list

<b>GROUP</b>	<b>ORGANISATION – separate contact list</b>	<b>GROUP</b>	<b>ORGANISATION – separate contacts lists</b>
<b>Community Groups</b>	Bike Train Project = Lewes Road for Clean Air = Bike Hub at Field (Preston Barracks) City Gate Community Projects Justlife (One Church Brighton) Lewes Road for Clean Air No Holds Barred North Laine Community Association One Youth Brighton Round Hill Society Sylvan Hall Residents Association Triangle Community Group City Gate Community Projects Ditchling Rise Area Residents Association London Road LAT Hanover & Elm Grove LAT St James's Community Action Group & LAT Tarner Area Partnership Regency Society Phoenix Rise Residents Association Albion Hill Residents Association Hanover Community Association Friends of Preston Park Brighton & Hove Friends of the Earth Community Works	<b>Business</b>	University of Brighton B&W Stores Baker St Bikes Oakley CiP Recruitment Rayner Taylor HB Ironmongery AIB HISBE Carilto Burrito One Eyed Jacks St Peter's Church Lyons Bennett King & Queens MeatLiquor Mobbu Lange Lees N Laine Pub Nordic Coffee Moksha Onca Pendragon Framing Graves Jenkins Print Room

			<p>Richard Thorn Solicitors Ross Pharmacy Shuffle Bar DEBRA St Giles St Peters Library Swift Sports Tiffany's Softwareindustries.com Valley Gardens Hostel Steine Café Loving Hut Café Market Diner, Circus Street Coach park (at Sussex Place) Freedom Leisure for Prince Regent pool Probation service (fronts Grand Parade) Courts (specialist transport needs) Albion Street Surgery Oxford Street Surgery Regency Surgery Pavilion Surgery Park Crescent Health Centre Lewes Road Surgery</p>
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<b>Subject:</b>	<b>Francis Street – Proposed revisions to street layout</b>		
<b>Date of Meeting:</b>	<b>27 June 2017</b>		
<b>Report of:</b>	<b>Executive Director Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut</b>	<b>Tel: 01273 292477</b>
	<b>Email:</b>	<b>andrew.renaut@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>St Peter’s &amp; North Laine</b>		

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

- 1.1 The design and nature of Francis Street in Brighton was significantly altered as part of the planning permission for the Open Market, granted in 2011, and now includes the vehicular service access for the market building and residential frontages. Since the street reopened in 2014, the Open Market has become fully functional and residents have moved into the new homes.
- 1.2 Since 2015, a number of concerns have been raised by residents about issues within the street and in March 2017, this committee agreed to consider a report on traffic-related issues in response to a deputation from residents entitled 'Road Safety on Francis Street'.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee welcomes the work undertaken by officers and the developer to finalise the proposed package of final works within Francis Street that is associated with the Open Market redevelopment, and which will address concerns expressed by residents.
- 2.2 That the Committee agree the proposed package of works summarised in paragraph 3.3 and illustrated in Appendix 2 of this report; and request that officers and the developer continue to work together to finalise the package and detailed designs, prepare and advertise the necessary Traffic Regulation Order to allow further comment, and then implement the works as soon as possible.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 In line with standard practices and in order to complete the highway works that were required or agreed through the Planning process to accompany the redevelopment of the Open Market, officers have been working with various parties and representatives over a period of time. On 14 March 2017, this committee received and considered a deputation on behalf of local residents requesting wide-ranging public realm, parking and traffic improvements on Francis Street after the street was reopened following completion of the Open Market redevelopment. The committee agreed to a motion to request a report to

the next meeting and the Chair agreed to the request on the basis that a set of proposals would be drawn up and considered by local residents.

- 3.2 Proposals to address the issues raised within the deputation have therefore been developed and considered by officers and the developer alongside a number of other measures or works that are associated with the changes to the street as part of the Open Market redevelopment project. The latter are primarily:-
- the completion of necessary works to leave the street in a suitable condition to be maintained by the council following the completion of the development and the associated changes to the street; and
  - the completion of recommended works to complete the Road Safety Audit process.
- 3.3 Appendix 1 summarises all the measures that have been considered and officers' recommendations on them. Appendix 2 illustrates the proposed package of final works using the same lettering below and includes (from east to west):-
- A - a raised entry treatment at the entry to Francis Street from Ditchling Road to improve the pedestrian route and reduce excessive driver speeds;
  - B - changes to the amount and provision of tactile paving at the junctions of London Road and Ditchling Road with Francis Street;
  - C - an Access Only restriction so that no driver can pass from one end of the street to the other without having a legitimate purpose to be in the street;
  - D - using planters, maintained by residents, to help 'green' the street and help protect pedestrian areas outside homes;
  - E - a change in parking controls to a restricted zone where there is no loading and no waiting except in signed bays;
  - F - additional bollards on the southern side of Francis Street near Ditchling Road and at its junction with London Road to protect pedestrian movements;
  - G - the slight relocation and replacement of damaged street lighting column;
  - H - removal of redundant road markings at the junction of Francis Street/London Road; and
  - I - a left turn ban (except for cyclists) sign from London Road into Francis Street.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 A number of options have been suggested and considered in order to enable officers and the developer to agree to a final package of works that will include those necessary to address the issues summarised in paragraphs 3.1 and 3.2 of this report that have arisen since the street was reopened. This work has also incorporated the suggestions made by residents about conditions that they have experienced within the street, as expressed within the deputation. These options are summarised in Appendix 1 of this report.
- 4.2 If a final set of measures and remedial works cannot be agreed, the formal procedures that are required to comply with existing legal ('Section 106' and 'Section 278') agreements and highway policies (Road Safety Audit) will not be completed and residents' concerns will remain unresolved.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The original planning application was subject to standard consultation procedures prior to being considered and approved through the Planning process. In line with

normal practices, the legal agreements were drafted, agreed and signed on behalf of the council by officers under delegated authority and were not subject to public consultation or comment.

- 5.2 This committee report has been requested in response to a deputation from local residents. The proposed package of final works that has now been developed by officers and the developer and its representatives in recent months was initially discussed with Councillor Greenbaum (ward councillor) in May, who has subsequently shared the information with residents. Overall, responses have indicated that residents are supportive of the proposed package, whilst raising some localised implications of the 'Access only' and restricted parking changes.

## **6. CONCLUSION**

- 6.1 In order to complete the works agreed and required within the relevant legal agreement and address the concerns described in the residents' deputation, it is necessary to agree and progress the delivery of the agreed, proposed package of final measures set out within this report.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 It is anticipated that any costs associated with the recommended, proposed package of final works illustrated in Appendix 2 of this report will be funded by the developer. The 'Section 278' Agreement provides that the Highway Authority is entitled to recover costs associated with works related to it. The council will not become liable for any costs should any difficulties be encountered during construction of those works. The construction methodology and materials will be agreed with council officers and will not create any additional ongoing maintenance liability for the council. No funding for improvements works within the street are specifically identified within the council's budget.

*Finance Officer Consulted: Gemma Jackson*

*Date: 31/05/17*

### Legal Implications:

- 7.2 Where a new development requires work to be carried out on the existing (publicly maintained) highway by an external organisation, it is necessary for the developer to enter in to an agreement with the council under Section 278 (1) of the Highways Act 1980 (amended by New Roads and Street Works Act 1991). The original changes made to Francis Street as a result of the Open Market redevelopment were agreed with the council and the proposed works set out within Appendix 2 of this report will be carried out in line with the 'Section 278' Agreement.
- 7.3 To deliver a number of the proposed changes to the street within the package of final works, it will also be necessary to prepare and advertise a Traffic Regulation Order [TRO], which would be progressed in accordance with usual procedures.

*Lawyer Consulted: Stephanie Stammers*

*Date: 30/05/17*

#### Equalities Implications:

- 7.4 An Equalities Impact Assessment has not been carried out. The design of the proposed measures has been agreed with council officers and will be delivered by an external body. The proposed measures themselves will further improve the street environment, including the mobility of all users, in addition to benefits from the expected reduction in traffic in the street. However, they will prevent disabled drivers/blue badge holders from parking in the street, but it is considered that there are locations nearby where those drivers could park e.g in designated bays in London Road and Baker Street, and elsewhere in the local area where restrictions do not apply.

#### Sustainability Implications:

- 7.5 The proposed measures should improve the overall street environment and assist both residents and other people who use the street for walking or cycling. The contra-flow cycle lane will remain, and the proposed 'Access only' control will also reduce the number of vehicles being driven through the street and therefore assist in reducing vehicle emissions and noise.

#### Any Other Significant Implications:

- 7.6 The proposed introduction of further changes to the layout of Francis Street does not raise any significant implications for crime and disorder, risk and opportunity management, or public health.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Summary of measures considered and proposed in Francis Street.
2. Proposed package of final works to be implemented in Francis Street.

#### **Documents in Members' Rooms**

1. None.

#### **Background Documents**

1. Planning application and legal ('Section 106') agreement for Open Market redevelopment - BH2010/03744
2. Legal ('Section 278') agreement for highway works in Francis Street.
3. Minutes of 14/3/17 ETS Committee (Item 72(c)) including residents' deputation, Chair's response, and Committee's decision.

Summary of measures considered and proposed in Francis Street

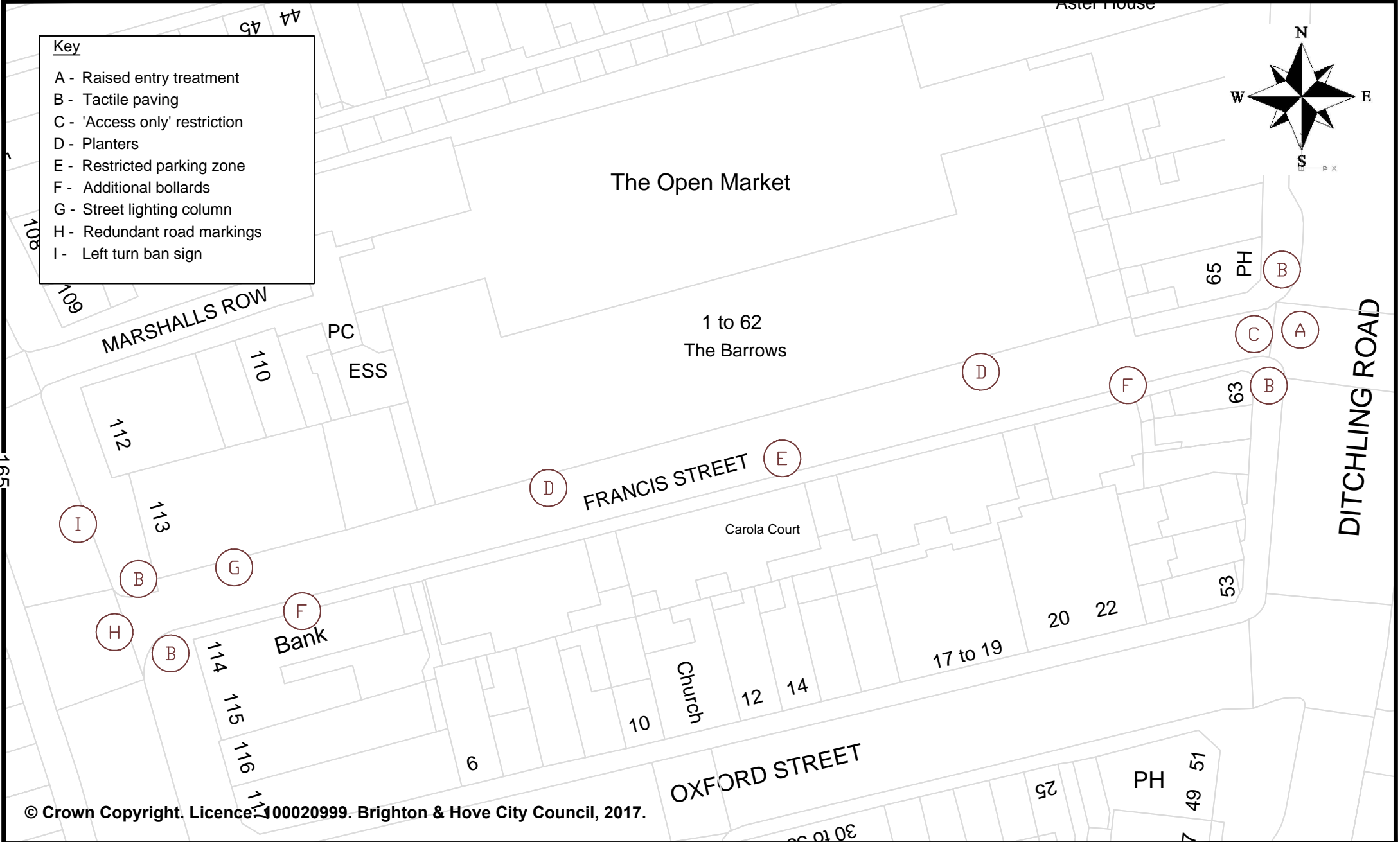
Issue	Reason/source	Suggested or possible solution	Officer comment and recommendation (in bold)
Pedestrians forced to walk in road due to pavements blocked by blue badge holders and loading / unloading vehicles and poorly placed road furniture like cycle stands and street lamps.	Deputation and Road Safety Audit	Introduce physical measures to deter or prevent parking/unloading	Install additional bollards on the southern side of Francis Street at its junction with London Road to prevent parking and protect the pavement area for pedestrians. <b>Agree.</b>  Sturdy, low level planters could be used to help 'green' the street, with the possibility of community use/ownership to maintain them, and also help protect pedestrian areas outside homes. <b>Agree.</b>
		Consider alternative arrangements for existing objects on designated pavement e.g trade waste bin and tables and chairs	Explore options for locations with Highway Licensing and Cityclean officers. <b>Agree.</b>
		Change parking/waiting controls	Increasing the level of control within the street to a Restricted Zone where there is no loading and no waiting except in signed bays will help to prevent inconsiderate parking, and will also reduce the number of vehicles that can load and unload in the street. <b>Agree.</b>
		Relocate or remove street furniture	Issue can be primarily resolved through measures recommended above. <b>No change.</b>
Bollards regularly knocked over	Deputation	Increase depth of foundation	The bollard design and construction is standard within the city and officers will continue to monitor any damage, and respond accordingly <b>No change.</b>
		Use retractable bollards to protect shared space e.g Sainsbury's in Ann Street	It is highly unusual for the council to propose or licence the installation of a retractable/folding bollard in a street for a private property, but has done so to allow a part-time closure to be controlled e.g Ship Street, Brighton. The bollards near Sainsbury's are not part of a shared space

Issue	Reason/source	Suggested or possible solution	Officer comment and recommendation (in bold)
			scheme for vehicles. They are used to prevent people driving vehicles on a shared area that can only be used by people walking or cycling, and also allow access for fire and rescue vehicles in the event of an emergency. <b>No change.</b>
Private vehicle/garage accesses blocked by blue badge holders' vehicles	Deputation	Use retractable bollards	It is highly unusual for the council to propose or licence the installation of a retractable/folding bollard in a street for a private property, but has done so to allow a part-time closure to be controlled e.g Ship Street, Brighton. <b>No change.</b>
		Change parking/waiting controls	Increasing the level of control within the street to a Restricted Zone where there is no loading and no waiting except in signed bays will help to prevent inconsiderate parking, and will also reduce the number of vehicles that can park, load and unload in the street. <b>Agree.</b>
		Add designated bays with road markings	The only feasible location for a loading bay within the street would be directly in front of the existing internal bays, which would prevent regular access for market deliveries. <b>No change.</b>
		Increase enforcement and signing	The council's contractor has already been notified of the illegal parking that has been reported, but it has limited resources that it can dispatch to such requests. Existing road signs comply with current standards. Residents could add an appropriate sign on their property/ garage door to indicate usage and need for daily access to deter inconsiderate parking. <b>Agree.</b>
		Increase awareness of ability to self-report illegal or obstructive parking	The Chair of the Committee promoted this feature and recommended it to residents, when initially responding to the deputation in March. <b>No change.</b>
Quality of street design varies from elsewhere in	Deputation	None	The street design reflects principles and proposals that were considered and agreed as part of the Planning process.


Issue	Reason/source	Suggested or possible solution	Officer comment and recommendation (in bold)
the city			<b>No change.</b>
Open Market building shutters damaged by vehicles	Deputation	Use retractable bollards	<p>It is highly unusual for the council to propose or licence the installation of a retractable/folding bollard in a street for a private property, but has done so to allow a part-time closure to be controlled e.g Ship Street, Brighton. The council is not directly responsible for protecting buildings that are damaged by driver error.</p> <p><b>No change.</b></p> <p>Officers have been reassured by the developer/its representative that the Open Market operates an efficient system for the traders' deliveries which includes delivery restrictions within leases; vehicle size restrictions; and a permit/booking system for use of the internal delivery bays.</p> <p><b>No change.</b></p>
	Residents	Introduce physical height restriction or signing to limit or prevent large or oversize vehicles delivering to the market	<p>Freestanding height restriction barriers on public roads are highly unusual. Officers have been reassured by the developer/its representative that the Open Market operates an efficient system for the traders' deliveries. As this issue is caused by driver error when manoeuvring vehicles, it should be possible to overcome it without further physical measures.</p> <p><b>No change.</b></p>
Lack of signs for drivers to indicate street is residential and drive with caution	Deputation	Install additional signs	<p>No other street within the city or city centre, which is wholly or partly residential, is signed in this way. Nearly all minor streets in the city now have 20mph speed limits, so driver speeds should be low.</p> <p><b>No change.</b></p>
Excessive volume of traffic in street due to 'rat-running'	Deputation	Introduce 'Access only' Traffic Regulation Order	<p>The suggested measure will mean that drivers who pass from one end of the street to the other without having a legitimate purpose to be in the street e.g deliveries to the Open Market or residents with a parking space, will be committing a moving traffic offence. The Police will be responsible for enforcing the measure.</p>

Issue	Reason/source	Suggested or possible solution	Officer comment and recommendation (in bold)
			<b>Agree.</b>
Disabled driver (blue badge holder) bay forces pedestrians into path of speeding vehicles	Deputation	Relocation of disabled driver (blue badge holder) parking bay close to Francis Street/Ditchling Road junction	The provision and location of the bay was discussed and agreed in 2014 in order to address the mobility requirements of a local resident. The Road Safety Audit has not identified any issue and Police records between 2014 and 2017 do not indicate any reported collisions or casualties involving pedestrians in this location. <b>No change.</b>
		Improve pedestrian route and reduce driver speeds	Making the pedestrian route more prominent by adding a raised entry treatment at the Francis Street/Ditchling Road junction will be beneficial and also act as a further deterrent to excessive driver speeds. <b>Agree.</b>
Introduce 10mph speed limit	Residents	Change speed limit	Legislation does not allow the use of a permanent speed limit on a public road which is below 20mph. <b>No change.</b>
Complete outstanding maintenance required to street	Compliance with Section 278 Agreement	Works will include the slight relocation and replacement of a damaged street lighting column at western end of Francis Street, and any other works identified by the council at the end of the 12 month maintenance period (July 2017)	Works are necessary. <b>Agree.</b>
Recommended changes to street	Compliance with Road Safety Audit	Works will includes changes to the amount and provision of tactile paving at the junctions of London Road and Ditchling Road with Francis Street; the removal of redundant road markings at the junction of Francis Street/London Road; and the introduction of a left turn ban sign for drivers, from London Road into Francis Street.	Works are considered necessary to ensure that the street is as safe as possible, based on independent technical and professional advice. <b>Agree.</b>





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<b><u>Project</u></b>  Francis Street - Proposed revisions to street layout (ET&S Committee 27/6/17)	<b><u>Title</u></b>  APPENDIX 2–Proposed package of final works to be implemented in Francis Street	 <b>Brighton &amp; Hove City Council</b>	Status : Indicative	drawn by R McMillan	date June 2017
			Transport Policy & Strategy		drawing no.
			TRANSPORT		



<b>Subject:</b>	<b>Hanover &amp; Elm Grove and Craven Vale Resident Parking Scheme Traffic Regulation Order consultation</b>		
<b>Date of Meeting:</b>	<b>27<sup>th</sup> June 2017</b>		
<b>Report of:</b>	<b>Executive Director of Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 29-3329</b>
	<b>Email:</b>	<b>Charles.field@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Hanover &amp; Elm Grove, Queens Park &amp; East Brighton</b>		

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

- 1.1 The purpose of this report is to address comments and objections to draft traffic regulation orders for proposed parking schemes in the Hanover & Elm Grove area and Craven Vale area.
- 1.2 Permission to proceed with the initial consultation outlining the consultation area and hour / day options was agreed at the Environment, Transport & Sustainability Committee meeting on 19th January 2016.

**2. RECOMMENDATIONS:**

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

**Hanover & Elm Grove (Full Scheme)**

- a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.\* 201\* (TRO-14a-2017)
- b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.\* 201\* (TRO-14b-2017)
- c) Brighton & Hove (Hanover West Area) (One-Way) Order 201\* (TRO-20-2017)

**Hanover & Elm Grove (Light Touch Scheme)**

- d) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.\* 201\* (TRO-15a-2017)
- e) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.\* 201\* (TRO-15b-2017)
- f) Brighton & Hove (Hanover East) (One-Way) Order 201\* (TRO-15c-2017)

## **Craven Vale Parking Scheme**

- g) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.\* 201\* (TRO-16a-2017)
  - h) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.\* 201\* (TRO-16b-2017)
- 2.2 That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.
  - 2.3 That a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to help offset potential adverse impacts of a Controlled Parking Zone as outlined in paragraphs 6.4 and 6.5. This would be reviewed after 6 months alongside the overall permit parking review and presented to a future Environment, Transport & Sustainability Committee.
  - 2.4 That all of the proposed parking schemes are reviewed after 12-18 months to see how they are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.

## **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 As part of the Parking Scheme Timetable Report presented to the Environment, Transport & Sustainability Committee Meeting in October 2015 it was agreed to consult residents in the Hanover & Elm Grove / Craven Vale area to determine whether they would like to be consulted on a full detailed design for a resident parking scheme.
- 3.2 In April / May 2016 a letter was sent to all property addresses in the Hanover & Elm Grove / Craven Vale area.
- 3.3 At the Environment, Transport & Sustainability Committee on 28th June 2016 a report was presented addressing responses to this initial consultation in the Hanover & Elm Grove / Craven Vale area. The consultation asked residents, businesses and services whether they would like to be consulted on a full detailed design for a resident parking scheme and the hours / days of operation.
- 3.4 It was agreed at the meeting that a detailed design proposal for a resident parking scheme as a 9am-8pm or light touch (two periods during the day) and either Monday to Sunday or Monday to Friday be consulted upon in the whole area apart from the Craven Vale area.
- 3.5 Within the Craven Vale area it was agreed that a detailed design proposal for a resident parking scheme as a 9am-8pm (Monday to Sunday or Monday to Friday) parking scheme or an extension to Area U (light touch scheme) be consulted upon.
- 3.6 In November 2016 a leaflet and questionnaire giving details about proposals for the various schemes was sent to all property addresses in the areas. The consultation was advertised on the council's website, via social media and by a press-release to

local media. Plans could be viewed at an unstaffed exhibition at the: Customer Service Centre, Hove Town Hall and several staffed drop in sessions and meetings took place.

*Hanover & Elm Grove area.*

- 3.7 59.9% of respondents were in favour of a Residents' Parking Scheme in the area based on a high 36.9% response rate. 52.3% of respondents preferred a full scheme 9am-8pm and 56.5% of respondents preferred a Monday to Friday scheme.
- 3.8 It was identified that there was a clear divide from respondents requesting a full scheme (9am-8pm) and a light touch scheme (two periods during the day). It was also clear where respondents have indicated they didn't want a scheme they have added that if a scheme was introduced they preferred the option which provided the lesser restrictions (light touch scheme).
- 3.9 Taking into account these results and comments it was recommended to propose a new resident parking scheme (Monday to Sunday 9am-8pm) into the area south of Elm Grove and for the streets in the North West Section of the consultation area which would be a single new parking scheme area.
- 3.10 It was agreed that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment. It was appreciated some roads were against the proposals or a different type of scheme but to ensure a parking scheme is geographically viable it was proposed to go ahead with the whole boundary area as overall the respondents were in favour of a scheme.
- 3.11 In terms of the remainder of the area after taking into account the results and comments it was proposed to recommend a new light touch scheme for two periods during the day (Monday to Sunday). It was proposed that the hours of these parking schemes would be 11am-12 Noon and 6pm-7pm. It was agreed that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment. It was recognised that some roads voted against the proposals or a different type of parking scheme but to ensure a parking scheme has a geographically viable boundary and due to concerns regarding vehicle displacement it was proposed to proceed with the whole area.
- 3.12 Officers recommended a Monday to Sunday scheme in the remainder of the area as there are concerns that if this was a Monday to Friday scheme it could lead to significant displacement at weekends as other schemes nearby including the proposal South of Elm Grove and for the streets in the North West Section are proposed to be for seven days.
- 3.13 Council officers were also mindful of previous experience from a number of other parking schemes where areas not considered for a resident parking scheme have then come forward with serious concerns about vehicle displacement and the need for a parking scheme consultation. There was also the consideration that 59.9% of respondents across the whole area were in favour of a Residents' Parking Scheme.
- 3.14 However, as an amended recommendation at the Environment, Transport & Sustainability Committee on 14<sup>th</sup> March 2017 it was agreed through a vote that this area be Monday Friday rather than a seven day scheme.

### *Craven Vale area*

- 3.15 65.8% of respondents were in favour of a Residents' Parking Scheme in the area based on a 28% response rate. 59.2% of respondents preferred a full scheme 9am-8pm while 53.8% of respondents wanted a Monday to Sunday scheme.
- 3.16 It was agreed that a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the Craven Vale area and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- 3.17 These recommendations were all agreed at the Environment, transport & Sustainability Committee on 14<sup>th</sup> March 2017 apart from an amendment to make the light touch scheme Monday to Friday alongside some additional recommendations.

## **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The alternative option is doing nothing or a re-consultation which would mean the proposals would not be taken forward and /or re-consulted on which would cause a delay. However, it is the recommendation of officers that proposals put forward proceed with for the reasons outlined within the report.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The draft Traffic Regulation Orders (TRO's) were advertised on 28<sup>th</sup> April 2017 with the closing date for comments and objections on 19<sup>th</sup> May 2017. The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.2 Notices with information about the proposal were erected within roads of the parking schemes for 28<sup>th</sup> April 2017. The notice was also published in The Brighton & Hove Independent newspaper on 28<sup>th</sup> April 2017. Detailed plans and the Traffic Regulation Order were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall. A plan showing the boundaries of the parking schemes is shown in Appendices A, B & C.
- 5.3 The documents were also available to view and to respond to directly on the Council website.
- 5.4 A further Traffic Regulation Order was advertised on 12<sup>th</sup> May 2017 in relation to the Hanover Street One-way proposal with the closing date for comments and objections on 2<sup>nd</sup> June 2017.

### ***Hanover & Elm Grove (Full Scheme)***

- 5.5 There were 109 items of correspondence received on the proposals. 103 items were received from individuals and included support, objections and general comments while 3 were from local interest groups, 2 were from businesses and 1 from a service centre. The comments / objections are listed in Appendix D.
- 5.6 There were 25 items of correspondence in support of the proposals due to the parking problems in the area while 84 items of correspondence were objections to the proposals. The full analysis and officer comments are outlined in Appendix E.

### ***Hanover & Elm Grove (Light Touch Scheme)***

- 5.7 There were 154 items of correspondence received on the proposals. 145 items were received from individuals and included support, objections and general comments and a further 4 from businesses, 3 from local interest groups, 1 from the Brighton & Hove Bus company and 1 petition. The support, comments and objections are listed in Appendix F.
- 5.8 There were 16 items of correspondence in support of the proposals due to the parking problems in the area while 138 items of correspondence were objections to the proposals. The full analysis and officer comments are outlined in Appendix G.
- 5.9 A petition signed by 118 people was received from the residents of the 'Top Triangle' area during the consultation period. The petition outlined that residents would prefer a full scheme rather than a light touch scheme.
- 5.10 The type of schemes were determined and agreed at the last Environment, Transport & Sustainability Committee on 14<sup>th</sup> March 2017 following the previous consultation results. The recently advertised Traffic Regulation Order should focus on comments and concerns regarding the detailed design of bays, yellow lines and traffic management.
- 5.11 Officers are mindful that the parking scheme process has been through an extensive consultation period with three stages of consultation. The first two stages allowed residents to outline their preferred option and in both cases residents in the Top Triangle overwhelmingly preferred a light touch scheme. The second stage of consultation would also have been in the knowledge that the section south of Elm Grove preferred a full scheme.
- 5.12 There are also significant concerns from residents within certain roads regarding the loss of parking. In areas such as Clayton Road, Firle Road and Glynde Road the existing carriageway widths cannot support a parking design within these roads to accommodate parking particularly as it would involve passing vehicles mounting the pavement. Officers could not condone parking partly on the pavement as it would prevent pedestrians passing through safely particularly those with wheelchairs and pushchairs and would lead to ongoing maintenance issues.
- 5.13 Council officers attended a meeting arranged by representatives of the residents association and undertook a 'walk about' of the area. Although no parking provision was identified within these specific roads as a result of this meeting, council officers agreed to changes to the parking provision on a section of Freshfield Road from pay and display to dedicated residents parking. A number of additional parking places were also identified within this section of Freshfield Road. Council officers are of the opinion these two points will assist in alleviating the loss of parking within these specific roads.
- 5.14 It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.

### ***Craven Vale Parking scheme***

- 5.15 There were 15 items of correspondence received on the proposals. 14 items were received from individuals and were objections while 1 was from the Brighton & Hove Bus company in support of the scheme proposals. The comments / objections are listed in Appendix H.
- 5.16 The full analysis and officer comments are outlined in Appendix I.
- 5.17 Overall officers have attended a number of meetings since the last Committee meeting on 14<sup>th</sup> March 2017. This has involved the following;
- a meeting with a representative from the Fire Service to discuss vehicle access.
  - attending the Hanover & Elm Grove Local Action Team meetings.
  - a site visit with resident representatives in the Pankhurst area.
  - meeting with resident representatives from Elm Grove and the Top Triangle.
  - A walk around the Hanover area with the Hanover action group.
  - Meeting with business representatives in the area.

### ***Area U parking scheme consultation***

- 5.18 The council received a petition from residents asking us to review parking in Zone U to consider a full scheme for the area.
- 5.19 Full details are outlined in Appendix J which outline that 138 (53.7%) of respondents support the idea of the scheme remaining as light touch. 119 (46.3%) of respondents support the idea of changing to a full scheme.
- 5.20 From the results it is clear there is a divide between the western roads who would prefer to remain a light touch scheme and the eastern roads who would prefer to become a full scheme. Therefore, it is proposed that a further report be presented to this Committee following the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward.

## **6. CONCLUSION**

- 6.1 The recommendation is that all three schemes are agreed to be taken forward to the implementation stage to commence in early October 2017.
- 6.2 Any additional amendments to the approved schemes deemed necessary through the formal consultation will be introduced during the implementation stage and advertised through a traffic regulation amendment order.
- 6.3 It was also agreed as an amended recommendation at the Environment, Transport & Sustainability Committee on 14<sup>th</sup> March 2017 that a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to help offset potential adverse impacts of a new Controlled Parking Zone and where there is sufficient on-street capacity.
- 6.4 Businesses are currently limited to 2 business permits linked to a certain address if they can demonstrate a business need. Therefore, it is proposed to link the criteria for



visitor permits to new business permits, where, eligible, and where purchased in advance for the year. Businesses will be able to purchase up to 50 visitor permits per annum for each business permit issued. This would be a one off offer when a business purchases (and potentially renews) their business permit to avoid increased admin and footfall at the front desk.

- 6.5 The cost of a visitor permit would be £3 each in the full scheme and £2.20 each in the light scheme for parking all day which is in line with visitor permits for residents in schemes outside the City centre areas. The limitation would allow for the consideration of the demand for parking in the area and limited supply and can be reviewed after 6 months alongside the overall parking permit review which will be presented to a future Environment, Transport & Sustainability Committee.
- 6.6 As part of the consultation undertaken in the scheme regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the areas and existing parking provisions in the areas.
- 6.7 As part of the parking schemes electric charging point bays, pedal cycle parking bays and motorcycle bays have been considered and we are working with the Transport Projects and Engineering group to include Bike Share areas.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The capital costs of creating and extending the parking schemes will be funded from borrowing, with repayments made over a seven year period funded from the revenue income generated. It is estimated that the capital costs of the recommendations in this report will be £0.375m.
- 7.2 Additional enforcement costs are estimated to be £0.170m per annum for these schemes as well as other new parking schemes which are due to be introduced this financial year and are the subject of separate committee reports. These costs are not included in current revenue budgets but will be funded from the income generated by the new schemes.
- 7.3 The annual income from the Hanover & Elm Grove and Craven Vale resident parking schemes is estimated to be £0.400m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.4 Any surplus arising from on street parking is used to defray qualifying expenditure as governed by the Road Traffic Regulation Act 1984, as amended by the Road Traffic Regulation Act 2004. Any financial surplus generated from charges after direct costs contributes towards supporting traffic management objectives, including the part funding of bus subsidies, concessionary bus fares and Local Transport Plan projects.

- 7.5 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

*Finance Officer Consulted: Gemma Jackson*

*Date: 08.06.2017*

Legal Implications:

- 7.6 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic.
- 7.7 The Council has to follow the rules on consultation promulgated by the government and the courts. These can be paraphrased as a need to ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are conscientiously taken into account in finalising the proposals.
- 7.8 Anyone can object to the making of a TRO within 21 days beginning with the date the traffic authority has complied with the publicity requirements. Before making Traffic Orders the Council must consider all duly made unwithdrawn objections.
- 7.9 Where there are unresolved objections to the Traffic Orders, then the matter has to be returned to the Environment, Transport & Sustainability Committee for a decision. The TRO can be made unchanged, modifications can be made (provided any amendments do not increase the effects of the advertised proposals) or a decision taken not to proceed with the TRO.

*Lawyer Consulted: Stephanie Stammers*

*Date: 12.06.2017*

Equalities Implications:

- 7.10 The proposed measures will be of benefit to many road users.
- 7.11 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities

Sustainability Implications:

- 7.12 The new motorcycle bays and pedal cycle parking bays will encourage more sustainable methods of transport alongside Electric vehicle charging points and Car club bays.
- 7.13 Managing parking will increase turnover and parking opportunities for all.

Any Other Significant Implications:

- 7.14 None identified

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

Appendix A – Hanover full touch parking scheme boundary plan  
Appendix B – Hanover light touch parking scheme boundary plan  
Appendix C – Craven Vale parking scheme boundary plan.  
Appendix D – Hanover full touch parking scheme - List of Objections / Comments  
Appendix E – Hanover full touch parking scheme – Summary of correspondence / Officer Responses.  
Appendix F – Hanover light touch parking scheme - List of Objections / Comments  
Appendix G – Hanover light touch parking scheme – Summary of correspondence / Officer Responses.  
Appendix H – Craven Vale parking scheme - List of Objections / Comments.  
Appendix I – Craven Vale parking scheme – Summary of correspondence / Officer Responses.  
Appendix J – Area U consultation report.

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. Item 26 – Environment, Transport & Sustainability Committee Meeting Report – 13<sup>th</sup> Oct 2015
2. Item 58 – Environment, Transport & Sustainability Committee Meeting Report – 19<sup>th</sup> Jan 2016
3. Item 13 - Environment, Transport & Sustainability Committee Meeting Report – 28th Jun 2016
4. Item 74 - Environment, Transport & Sustainability Committee Meeting Report – 14<sup>th</sup> Mar 2017















Rev.	Date	Revision detail	Drawn	Checked	Approved

PARKING INFRASTRUCTURE	
TRANSPORT	
Job title	HANOVER LIGHT TOUCH
	179

Drawing Title

APPENDIX B

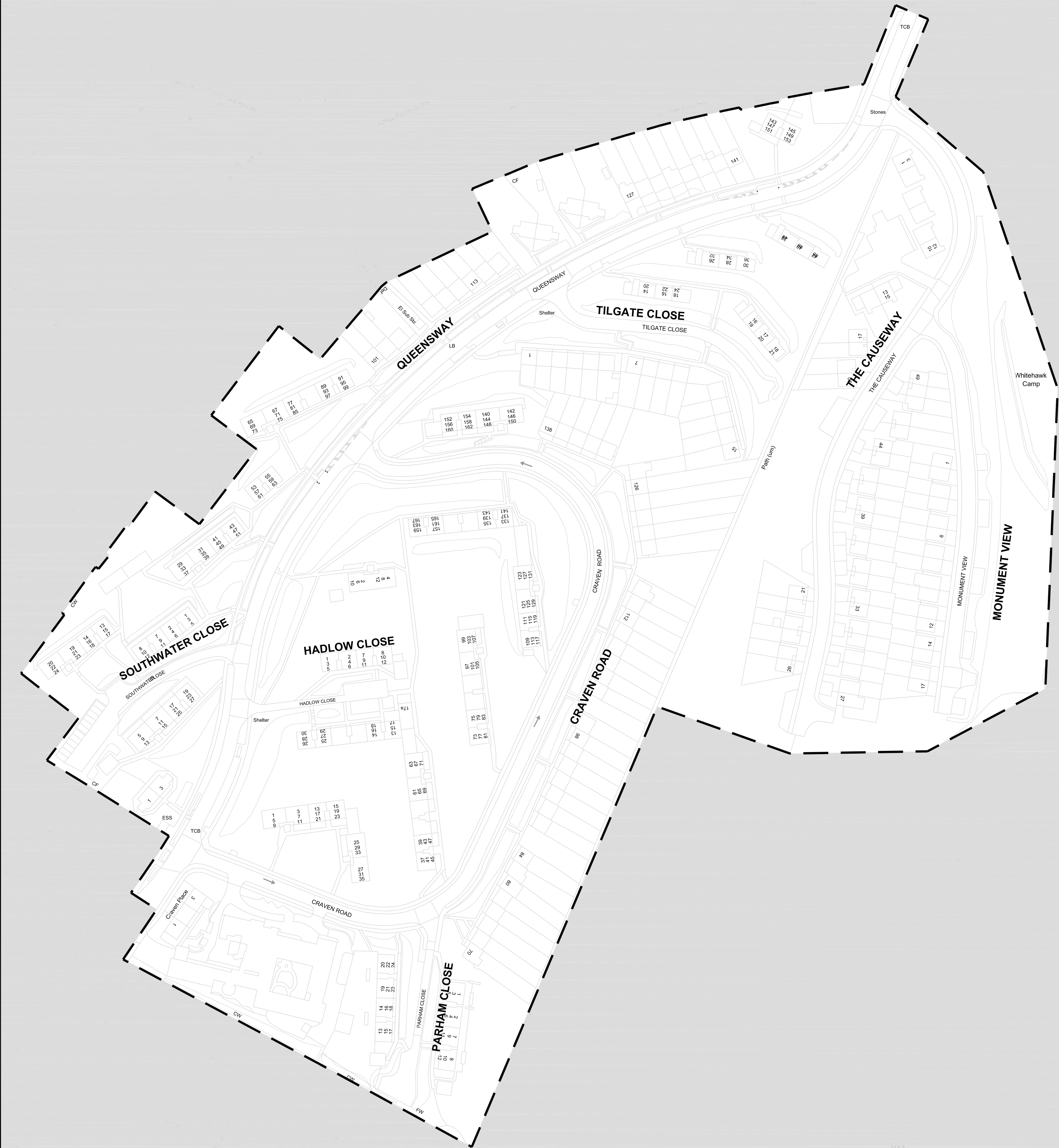


Scale	N.T.S.	Original dwg. size	A1	Date	-----
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## Appendix D – Hanover full scheme – List of Objections/Comments

Item	Name	Address	Object/Support	Comments
1	Resident	Agnes Street	Object	Number of bays in Agnes Street doesn't make sense as there are gaps in the bays though no dropped kerbs or turning points Should maximise space for residents (western end both north and south sides)
2	Resident	Agnes Street	Object	Overall in support of CPZ but too much parking being lost on Agnes Street
3	Resident	Bear Road	Object	Want to be reassured that they will be entitled to a permit Should be extended to include Bear Road, Ewhurst Road and Riley Road area -as parking by Brighton & Hove Bus drivers and, city workers using centrefare park all day Large number of HMO's and student house sharing ( and this is increasing with inadequate parking provision Worried that the boundary will mean people will park on both sides of Bear Road and cause congestion.
4	Resident	Belgrave Street	Support	Would like additional cycle parking on Belgrave Street and double yellow lines reduced to accommodate displaced parking Would like the one ways to allow contraflow cycling Pay and Display machine outside community centre is on a narrow stretch of pavement and would be better located on corner of Grove and Southover Street . Consider relocating the car and bike parking to the other side of Jackson Street at Washington Street end.
5	Resident	Bentham Road	Support	Support order but shows gap between 20 & 22 Bentham Road - old access rights but has been revoked when planning permission granted in 2008 for property at read of 22a. Could bays be extended on this area.
6	Resident	Beaufort Terrace	Object	Would like an extension to the parking bay through the front of no.6 & 7, and addition of a motorcycle bay outside 5&6.
7	Residents (10 Signatures)	Beaufort Terrace	Object	Would like to optimise the number of parking bays available while still allow for emergency access.
8	Resident	Cobden Road	Support	Fully support proposal especially one-way and parking for Cobden Road - will there be a motorcycle bay?
9	Resident	Cobden Road	Support	Favour of full parking scheme to control excessive parking on residential streets
10	Resident	Cobden Road	Support	Support proposal as shown on plan with chevron parking on east side and parallel parking on west side and one-way traffic
11	Resident	Coleman Street	Object	Number of spaces will be reduced by 50% - worried they will have to drive around to area and park on other streets, getting less able to walk and if there is residents parking want to be able to park on own street. Would like to see more shared spaces, one is not enough for all the visitors.
12	Resident	Coronation Street	Object	Do not understand why the restrictions are every day 9am to 8pm would like it t be Monday to Saturday 9am to 6pm Have concerns about Carers being able to park Doesn't seem fair that residents will have to pay for parking in their own street
13	Resident	De Montford Road	Support	Support all elements of scheme - but request more on street cycle parking at Franklin Road end of De Montford Road - particularly covered lockable design as seen on Shaftesbury Road.
14	Resident	De Montford Road	Support	But need motorcycle parking on De Montford Road Bikes regularly hit and damaged by cars on street Due to camber essential that parking is on left hand side going down road
15	Resident	Elm Grove	Object	A reduction in parking will park it impossible to park Taking the parking off the pavements will mean there will be congestion on Elm Grove. Proposed fees too high and unaffordable and will mean guests will be unable to visit without having to buy additional permits, day passes should be included in the resident's annual parking fee. This will not fix the parking problem, only will reduce the parking and make it impossible to find parking in a reasonable distance to their homes.

16	Resident	Elm Grove	Object	Substantial parking will be removed from area. This is congested at times when students are in the area as well as school start and end. The parking problems will be worse with a scheme rather than better. Would suggest that the pavement in Elm Grove is converted into more parking.
17	Resident	Ewart Street	Object	Concerned that current residents' will not be granted permits - share a house with 3 other professionals and all have cars that are required for work.
18	Resident	Ewart Street	Object	Support the proposal but object to only one permit per household, live in an HMO with one tenant having lived there for 10 years. All need cars for work.
19	Resident	Ewart Street		Support a scheme in general but want to increase the number of roads where parking is allowed on both sides. Would like to be assessed on the same lines that the roads in Zone J were (Lewes Road triangle)
20	Staff	Fairlight Primary School	Object	Work as a teacher at Fairlight Primary school and there is no car park, rely on being able to park on street near the school. They live outside of Brighton along with many of the staff and would not be able to <u>travel by public transport. Experienced staff will be forced to find work</u> Only school in the area without a car park and as such should be given consideration for free parking.
21	Staff	Fairlight Primary School	Object	No private parking for staff. Rely on on-street parking. The parking bays proposed too short to allow teachers to park all day, they cannot move cars as would cause disruption to the classes.
				Many teachers live over 5 miles away , so no alternative transport option.
				Would like free school permits to issue to those staff who live more than 5 miles away or have spaces dedicated for the school users.
22	Staff	Fairlight Primary School	Object	Should take into consideration support staff to schools when issuing permits.
				Many staff need to have vehicles both due to the length of commute but also because the vehicles are needed throughout the day for many reasons, it would result in a loose of worktime if having to use alternative methods of transport.
				Concerns how parents will be able to bring children to school by car and about staff who take their own children to school before coming into work.
				The scheme will mean staff will leave as cannot logistically work there.
				Should have special consideration as have no off-street parking
23	Staff	Fairlight Primary School	Object	There is no parking problem at present in the roads around the school and most school staff park when residents have left for work for the day.
				Staff that can do car share or use public transport but for many staff this is not an option nor sustainable.
				Should have special consideration as have no off-street parking
24	Staff	Fairlight Primary School	Object	Will drive essential staff away from the school and the area.
				Many staff live on the outskirts or outside of Brighton and already have a lengthy commute, public transport would make this worse. Staff that can do car share, but worried about the cost of parking.
				Should have special consideration as have no off-street parking
25	Staff	Fairlight Primary School	Object	Will drive essential staff away from the school and the area.
				If scheme goes in will not be able to afford to come to work due to the cost of paid parking, and not possible to move car after 4 hours or will cut into lunch break.
				Not possible to take public transport due to time it would take and the cost
				Does not have a staff car park and this is unfair
				Would have to consider moving job and home if scheme comes in
26	Staff	Fairlight Primary School	Object	Feels the implementation of the scheme will lead to school closures, as families will not be able to afford to pay to drop their children off and will leave.
				Many staff live on the outskirts or outside of Brighton and already have a lengthy commute, public transport would make this worse and for many isn't an option due to time it would take and the cost.
				Should have special consideration as have no off-street parking
				Will drive essential staff away from the school and the area.

27	Staff	Fairlight Primary School	Object	Many staff live on the outskirts or outside of Brighton and already have a lengthy commute, public transport would make this worse and for many isn't an option due to time it would take and the cost. Those that can car share or use public transport. Experienced teachers will leave the school and area.
				Should have special consideration as have no off-street parking
				Will drive essential staff away from the school and the area.
28	Staff	Fairlight Primary School	Object	Many staff live on the outskirts or outside of Brighton and already have a lengthy commute, public transport would make this worse and for many isn't an option due to time it would take and the cost. Those that can car share or use public transport. Experienced teachers will leave the school and area.
				Should have special consideration as have no off-street parking
				Will drive essential staff away from the school and the area.
29	Staff	Fairlight Primary School	Object	Need car for work, have tried to use public transport but cannot be done in time with other commitments.
				Worried about having to find time during day to move car and the financial implication if they receive a ticket, when they haven't been able to move vehicle.
30	Resident	Finsbury Road	Object	Are not enough spaces for cars at night as removing 50% of the parking and charging for it.
				Hanover Lofts has a community bike store and has plenty of space without having to take away on-street car spaces.
31	Resident	Franklin Street	Object	Concerns that paid parking is on the east side of Franklin Street which is narrower than the west side and is used by many families to get to the park. Having a meter on this side will add more clutter to a narrow and difficult to navigate pavement. Should be relocated to west side at Franklin Road end - pavement wider, no houses facing onto street and therefore no bins. Would also reduce the number of people driving down the road trying to find a space and then having to try and turn or reverse back down the road.
32	Resident	Franklin Street	Support	Pleased about Motorcycle bays
				Would like to see m/c bay in Franklin Street moved to other end of shared bay opposite 27
33	Resident	Gladstone Place	Support	Will free up parking for residents
				Needs motorcycle parking as currently 10 owned by residents
				No need for pay and display bays Sainsbury's provide adequate free short term parking
				Queries the what type of parking will be allowed No.32/34 and 55/63
34	Resident	Gladstone Place	Object	Insufficient motorcycle parking - at least 10 bikes in road and in the wrong place near the turning circle (which will mean they will be knocked over). Larger or additional bay required in the middle of the street, protected by bollards.
35	Resident	Hampden Road	Support	Pedestrian route at Hampden Road and Islingword Road junction needs to be made safer
				Parking Stands under trees need to be moved as force pedestrians to walk in road if they wish to cross from east side of Hampden Road to east side of Ewart Street
				Major pedestrian route for primary schools and Post Office/Shops
				Dropped Kerbs for pedestrians also needed
36	Resident	Hampden Road	Object	Overall agree with move towards controlling parking
				Should be more EV charging points to support electric vehicles with no off-road access
				Should be a charge point adjacent to every Car Club space
				More covered cycle storage space required such as the one at Cobden Road
				Can council guarantee that all households will receive a permit
				Price of permits too high
				Should be quota of free visitor permits with purchase of resident permit
				Some of the income from the CPZ should be used for trees/planters etc.

37	Resident	Hampden Road	Object	Overall agree with move towards controlling parking
				Should be more EV charging points to support electric vehicles with no off-road access
				Should be a charge point adjacent to every Car Club space
				More covered cycle storage space required such as the one at Cobden Road
				Can council guarantee that all households will receive a permit
				Price of permits too high
				Should be quota of free visitor permits with purchase of resident permit
				Some of the income from the CPZ should be used for trees/planters etc.
38	Resident	Hampden Road	Object	Would like to see more car club spaces in Hanover and other parts of the city - they reduce the need for private vehicles and play major part in solving parking problems
				Also wish to see the Council preparing for rapid growth in electric vehicles so more charging points are required for both private and car club vehicles.
39	Resident	Hartington Road	Object	New parking proposal unfair and doesn't guarantee a parking space which currently has no cost. There are no parking issues with this or adjoining roads.
				Should not be charging friends and family to visit.
40	Resident	Hartington Road	Object	No experience with issues parking
				Cost of controlled parking to residents is high with no benefits from their experience
41	Resident	Hartington Road	Object	The Hartington Road area does not have a parking problem and while understand that having a scheme in Hanover will mean displacement parking, feel it should be looked at without having to charge residents in area to park when there is no problem.
				Object to the proposed weight/height restriction on vehicles parking - effects van and motorhome owners who live in the area and this would effect them personally, other areas in Brighton allow vehicles such permits.
				Concerns for when people come and stay and where they will park.
42	Resident	Hartington Road	Support	Wholeheartedly support full scheme
				Supports the provision of pedal cycle places but would like to see more in the area north of Elm Grove
				Would ask that serious consideration is given to installing more EV charging points (including car club spaces). As extremely limited off-road parking facilities in area and on-street charging is the only option.
				Support the car club and would like additional spaces to increase the convenience of the users and contribute to a net reduction in car ownership..
43	Resident	Hartington Road	Object	No problems with daytime parking
				Many families put under financial strain
				Off-street parking which is often blocked and this will be worse when other cars come to park in this road.
				Parking scheme still doesn't guarantee space outside home and this will reduce space.
44	Resident	Hanover Street	Object	Hanover Street parking is fine as it is, one-way not required, parking on west side will not work due to the camber of the road (another form of traffic calming required)
				No motorbike parking in planned on Hanover Street
				Any permanent parking at bottom of Southover Street before Hanover Street will cause carnage.
45	Resident	Hanover Street	Object	Scheme will introduce parking outside their house which hasn't had parking for many years, it is not ideal for parking due to the camber of the road. The change will affect the character of the street for residents and make it more difficult for people exiting their vehicles on the non-pavement side.
				Scheme will penalise non-drivers who will have to buy permits for occasions that people need to park for a short time (personal visitors or tradespeople); a light touch scheme would avoid penalising non-drivers this way.

46	Resident	Hanover Street	Object	Motorcycle Bay in Hanover Terrace has no secure parking. Have been 9 thefts in area and need to be able to securely lock the motorcycles. There also needs to be bollards either end of the bay to stop cars from knocking over bikes - there are secure facilities for pedal bikes and the same consideration should be given to motorcycles, which on average cost far more.
47	Resident	Hanover Terrace	Support	Currently rare that they can park near own home. Are considering getting an electric vehicle so would like consideration for one to be located outside/near their home.
48	Resident	Hanover Terrace	Support	Current situation on Hanover Terrace with cars parked both sides make it impossible for emergency services to get through People who work nearby use it as a car park and residents have difficulties parking
49	Resident	Howard Road	Support	Support the motorcycle bay in Howard Road, would request that the sign is located at centre of bay to avoid obscuring windows.
50	Resident	Howard Road	Object	Should have chevron parking in Howard Road, for at least part of the road, will be a deterrent for people using road as rat run and slow Object to pub having a permanent loading bay as only will be used once or twice a week.
51	Resident	Howard Road	Support	Grateful for the location of motorcycle parking in Howard Road
52	Resident	Islingword Road	Object	Cheap attempt to raise money whilst reducing parking for residents by half - will not make things better and unacceptable for shared houses not to be allowed more than 2 permits - most shared houses have 4 plus occupants.
53	Business	Islingword Road	Support	Will improve sustainable transport in these areas.
54	Resident	Islingword Street	Object	Junction of Hampden Road/Islingword Road and Ewart Street needs to be made safer The combination of trees and bike stands make it difficult to cross The proposed parking bays do not appear to address the issue In Hampden Road there is no motor vehicle access possible from Islingword Road but the street is not actually one way it's confusing and should either have the restricted access removed or for it to be fully one-way. Appreciate that a majority opted for a full scheme but would still like a light touch to be considered.
55	Resident	Jersey Street	Support	Support introduction of permit holders only Support proposed pedal cycle parking places. Would like to request additional pedal cycle parking north of Elm Grove Support introduction of Brighton Bike Share scheme docking station
56	Resident	Jersey Street	Object	Object to whole parking scheme as it will cause more problems as it will reduce parking. If a scheme was introduced it should be Monday to Friday
57	Resident	Lincoln Street	Object	Lincoln Street should be one way in opposite direction as it is much wider on Islingword Road end and easier to enter street. With one-sided street parking the sides should be alternated for certain periods to allow for a) deep cleaning b) fairer for residents to have parking alternating as no front gardens and parking can block light, it is also difficult to get pushchairs out with cars parked outside c) makes sure vehicles move and not kept in one spot e) Parking outside could have an impact on property prices e) Not happy to have a car parked outside own property while other properties will have a clear street directly ahead - if alternates shares the inconvenience. Should be a light touch scheme just to prevent all day parking.
58	Resident	Luther Street	Object	Too few parking places on Luther Street for residents No pay and display on Luther Street for visitors During the day half the spaces empty so would make more sense to have more pay and display during the day Restriction on parking in Elm Grove will bring more cars into Luther street Additional bays should be created on Elm Grove
59	Resident	Montreal Road	Support	Will transform neighbourhood make it safer and genuinely improve quality of living here Support introduction of pedal bike parking and would like to see EV charging points

60	Resident	Newark Place	Support	Will give half a chance of parking somewhere near their street
61	Resident	Phoenix Place	Object	In a housing association area and have permits included in tenancy
				Not on map originally and people are unaware of the change
				Care for a person with dementia and need vehicle nearby to attend them and cannot afford a permit
				Feel it is unfair as most people in the area have no knowledge of the proposal.
62	Resident	Quebec Street	Support	Whilst in support of proposal think many roads with should still have parking on both sides
				Believes roads such as Quebec Street are wide enough to get a fire vehicle along and have seen a fire engine drive the full length of street.
				Aware of the need for fire engines to have access but residents also need parking
63	Resident	Quebec Street	Object	Only objection is to the location of the motorcycle bay in Quebec Street - would be better located on other side or at end of road
64	Resident	Queens Park Road	Object	Object to east side of Queens Park Road (100-172) being moved into zone V from C- majority of these houses are flats or HMO's and currently they park around Queens Park, with new proposal they will be forced to park in new Zone V.
				Particularly bad between Southover Street and Islingword Road, but parking proposed is mainly paid parking or bus stops.
				Will mean residents will have to cross busy road to park and no permit holders only spaces near the Pepperpot.
65	Resident	Southover Street	Object	Want to see an EV charging point in Cobden Road
66	Resident	Upper Wellington Road	Object	There is a parking problem but do not believe that the scheme proposed will help, the worst time is evening and overnight when residents return from work. Often have to park up to half a mile away <u>as there is no parking in their road or surrounding roads.</u>
				The scheme will prevent those who work in town to park during the day, however this isn't usually a problem as there is often places to park on the road.
				Students in particular are penalised with high costs and little benefit and doubt they have had a chance to voice their concerns.
67	Resident	Washington Street	Support	Don't believe that parking restrictions will provide any benefit; a compromise would be smaller zones so Hanover and west of Lewes Road have their own schemes and the cost of permit reduced.
				Would like to see more encouragement for cycling and for people to able to store their bikes outside of their homes
				Like more covered cycle parking
68	Resident	Washington Street	Support	Request for more cycle parking north of Elm Grove
				Strong support for full scheme and pleased that there are no plans for a motorcycle bay in Washington Street.
				Have concerns over the potential noise disturbance with regards to the proposed loading bay outside of the Church of the Annunciation, but not objecting to the bay, asks to note this and monitor the situation
69	Wellington House Day Service	Wellington Street	Object	Council run day service providing service to 60 adults, many of whom require 1;1 care. Anticipate a further increase of service users in near future.
				Have 6 vehicles including 3 minibuses to transport users from home and activities throughout the day as well as people transported by carers and other providers.
				Imperative to have space in front of building so they can have clear access to park in order to safely drop off and pick people at the main entrance. Having parking here, will mean they will have to double park - which presents a risk to the users, the staff and other road users.
				Often have to use tail lift for service users in wheelchairs and this increases the time to get on and off ( as well as the length of the minibus).
				The current single yellow line provides them with suitable access and while recognise the need to create as many parking spaces as possible, fear that without the access they would be unable to provide the valued and safe service they currently do.



70	Resident	Carlyle Street	Object	Lived in the area for 17 years -over that time parking situation has been the same between 8am and 5pm the roads are empty as most people are at work but 5pm to 8am both sides are mostly full of cars. Finding a space directly outside house is rare but have always found somewhere to park in street.
				It will not benefit the residents or improve the amenities in the area , it will cause chaos as residents drive around trying to find a space.
				The parking is being reduced - concerned as to where the extra cars will go, how the permits will be issued and that even having a permit will not guarantee a space
				Hanover does not need restricted parking, but if it has to be implemented it should be free, should not reduce parking and restrict times when it will benefit the residents (5pm to 8pm)
				Will create a situation where a large proportion of residents who own cars will no longer have access to a parking space, will cause disruption to residents in area and neighbouring areas.
71	Resident	Dawson Terrace	Object	The new zones will result in many people parking their cars in Zone U as there are no restrictions after 3pm. There are few spaces in Zone U after 6-7pm
				Object to the new schemes unless Zone U is made into a full scheme too.
72	Resident	Marine Parade	Object	Will make it impossible for anyone who works within Brighton & Hove to drive in and work from surrounding areas. The public transport links are too infrequent and often delayed. This area one of the last you could park. The charges are more expensive than London and it will drive employees away from the city.
73	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
74	Visitor	St Joseph's Church	Object	Many parishioners for St Joseph's church are elderly and rely on people who have cars to bring them or people live outside of zone.
				Would like the scheme to be Monday to Saturday only and that the shared bays are replaced with exclusive paid bays so that there is opportunity for non-permit holders to park.
75	Visitor	St Joseph's Church	Object	The proposed parking will have an effect on the parishioners, particularly the elderly and the vulnerable of St Joseph's Church. People will not be able to park outside the church as will not be eligible for permits and shared spaces are unlikely to be available.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
76	Resident	St Joseph's Church	Object	Support scheme as a resident, but concerned about impact of parishioners to St Joseph's Church.
				Many parishioners for St Joseph's church are elderly and rely on people who have cars to bring them or people live outside of zone.
				People will not be able to park outside the church as will not be eligible for permits and shared spaces are unlikely to be available.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
77	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as receive support and help from parishioners of St Joseph's Church and concerned that the restrictions will prevent people from parking due to lack of spaces available.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
78	Resident	St Joseph's Church	Object	In favour of some parking restrictions but not as proposed.
				Many parishioners for St Joseph's church live outside of zone, many elderly, and rely on cars to bring them to church. Major loss to community if they were unable to park.
				Request that the full scheme be restricted to Monday to Saturday, so long term parking is removed but allows for parking on Sundays.

79	Visitor	St Joseph's Church	Object	Many parishioners for St Joseph's church live outside of zone, many elderly, and rely on cars to bring them to church. Threatens the ongoing community life of church. Request the scheme is restricted Monday to Saturday.
80	Visitor	St Joseph's Church	Object	Object to 7 day a week parking proposal in this scheme as will have major impact on St Joseph's Church community New restrictions will make it almost impossible for community who travel to Church by car to park. Request that the full scheme be restricted to Monday to Saturday, so community members have a better chance of finding parking when coming to Church.
81	Visitor	St Joseph's Church	Object	Object to 7 day a week parking proposal in this scheme as will have major impact on St Joseph's Church community New restrictions will make it almost impossible for community who travel to Church by car to park. Request that the full scheme be restricted to Monday to Saturday, so community members have a better chance of finding parking when coming to Church.
82	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners. Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church. Would like the scheme to be Monday to Saturday only and that the shared bays are replaced with exclusive paid bays so that there is opportunity for non-permit holders to park.
83	Visitor	St Joseph's Church	Object	Will have a detrimental and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners. Like many others have no choice but to drive to church, parking already tricky but with new proposal it will be impossible and have an effect on the non-local elderly residents who rely on lifts. Would like the scheme to be Monday to Saturday only and that the shared bays are replaced with exclusive paid bays so that there is opportunity for non-permit holders to park.
84	Visitor	St Joseph's Church	Object	St Joseph's church and it's community is a fundamental part of their life and as live further out and only option is drive, parking is already limited and this would make it almost impossible to get to church. Many people come to the Church for meetings and come from out of Brighton and only convenient option is to drive. It would particularly impact on the older people of the church. Most members live outside of the zone and would not have a permit so the effect would be detrimental to the Church.
85	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners. Parish extends beyond the parking zone so most parishioners live outside it, many drivers bring elderly residents and families. Very few shared spaces and there is a shortage of residents parking spaces which will ensure that all shared bays have a permit holder in it. Would like the scheme to be Monday to Saturday only and that the shared bays are replaced with exclusive paid bays so that there is opportunity for non-permit holders to park. Increase the number of exclusive bays in the area or allow pavement parking for St Joseph's parishioners.
86	Visitor	St Joseph's Church	Object	Part of the active community which comes together every Sunday at St Joseph's Church, many of whom come by car as no other realistic way to attend, the proposals make this all but impossible. Would like to see restrictions Monday to Saturday or and increase in the pay bays

87	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
88	Visitor	St Joseph's Church	Object	Proposed scheme will affect the 500 parishioners of St Joseph's Church many who live outside the area and have to travel by car, many pick up old and vulnerable people who would not get to church without this support.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
89	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
90	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
91	Resident	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
92	Resident	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
93	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
94	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.

95	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
96	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
97	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
98	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
99	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
100	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
101	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
102	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.

103	Visitor	St Joseph's Church	Object	Will have a major and unnecessary impact on their life as regularly visit St Joseph's Church and concerned that the restrictions will impact the parishioners.
				Will stop people from being able to park in the area and will affect 140 people and threatens the ongoing community life of the church.
				Would like to see restrictions Monday to Saturday and ask that some of the shared bays are replaced with exclusive paid parking bays.
104	Interest Group		Support	Is support for cycle storage in Bentham Road
				Supports the introduction of the Brighton Bike Hire Scheme and would support additional docking stations particularly in Hartington Road
				Want to see more electrical vehicle charging points - including making the car club bays charging points. The density of housing within area and lack of off-street parking mean that charging point would help people to make the switch to electric/plug in vehicles. Ensure all one-way streets allow two way for cycling to promote cycling and increase road safety but slowing down car speeds.
105	Resident	Queens Park Road	Object	Want to see the one-ways have contraflow for cycles As develop routes for young less confident people need to make sure that sustainable travel modes are as convenient as possible. People are sometimes tempted to go down any road either way if they deem it safe and convenient so allowing contraflow where possible doesn't put them on the wrong side of the law. Makes cycling a slightly more attractive option in that bikes are given a privilege appropriate to carbon footprint. Need to join up routes so that young people have a complete and safe network for cycling. Always a need for good cycle parking in Hanover.
				Happy to see roads turned one-way as long as two way cycling is Road is wide enough and enables people on bikes to take most convenient route It acknowledges additional effort required by someone on a bike if have to use a different route and removes that obstacle for people choosing to cycle rather than drive short distances. With minimal signage and road markings improves safety of the street, rather than people occasionally using it when it's not permitted and there are no signs. Positive measures to support cycling are important for the city's strategies to improve air quality and encourage people to exercise.
				One-Ways without cycling contraflows are huge barrier to cycling - there should always be two-way cycling, if considered difficult then car parking can be removed to provide extra width. Roads can also be made completely traffic-free to enable 2-way cycling. Maximising parking is not a legitimate reason to stop people cycling. Hanover and Elm grove already difficult area to cycle due to large number of one-way streets and traffic domination - this proposal will make situation worse. Another adverse result is traffic often goes faster on one-way streets One-way streets should not be proposed without a cycling contraflow.
106	Resident	Southampton Street	Object	Objects creation of one-way streets, undermine many of the city's objectives around healthier living, reducing air pollution and giving people transport choice and reducing congestion. Cycling will become more difficult and routes made illegal when they are perfectly safe and legitimate. Would like to see the existing roads with one-ways in Hanover made to allow contraflow cycling. Electric bikes will enable areas such as Hanover to become more accessible by bike and more needs to be done to encourage residents of these areas to cycle and reduce their reliance on cars.
				Creating one-ways without two-way provision for cyclists will seriously impede on ability of cyclists to cross Hanover and force them to use longer routes on dangerous busy roads - against policy for sustainable transport.
107	Interest Group		Object	
108	Interest Group		Object	
109	Resident	Bentham Road	Object	

110	Business	Islingword Road	Object	Object to new proposed one-ways roads without a contraflow cycle provision.
				Names the roads in the area which are suitable for contraflow cycling without a marked lane as width, speed and flow of traffic would permit it and similar to other one-way roads with contraflows in city.
				It acknowledges additional effort required by someone on a bike if have to use a different route and removes that obstacle for people choosing to cycle rather than drive short distances.
				With minimal signage and road markings improves safety of the street, rather than people occasionally using it when it's not permitted and there are no signs.
				Positive measures to support cycling are important for the city's strategies to improve air quality and encourage people to exercise.
111	Resident	Cobden Road	Support	Also would like to see existing one-ways allowing contraflow cycling Supports the one-way proposal will help flow of traffic and potentially cut down on the damage caused by passing vehicles to parked vehicles.
112	Resident	Cobden Road	Support	Will be good for the neighbourhood and look forward to Cobden Road being one-way.

## **Appendix E – Hanover full scheme – Summary of correspondence / Officer Responses.**

**There were one hundred and nine (109) items of correspondence received on the proposals relating to TRO-15-2017 (Zone V).**

- *Seventy-nine (79) were objections submitted from individuals many containing various comments regarding the scheme proposals and are listed in Appendix D*
- *One (1) objection submitted by a businesses containing various comments regarding the scheme proposals and are listed in Appendix D*
- *One (1) objection submitted by a Service Centre regarding the scheme proposals and is listed in Appendix D*
- *Three (3) were objections submitted from local interest groups containing various comments regarding the scheme proposals and are listed in Appendix D*
- *Twenty-four (24) were from individuals in support of the scheme proposals containing various comments and are listed in Appendix D*
- *One (1) was from a business in support of the scheme proposals and is listed in Appendix D*

**The one hundred and nine (109) representations contained a number of different reasons to object/support the resident parking scheme proposals (some outlined more than one reason for their objection/support).**

**Forty-one (41) comments were made in relation to more shared / visitor parking being needed:-**

*A large number of comments from residents were received during previous consultation periods in relation to reducing the amount of 'shared' parking provision within roads affected by overall reduction in spaces due to the narrowness of the carriageway. Council officers agreed this is a reasonable adjustment within roads which are predominantly residential and have included this within the scheme design which can be reviewed at a later date.*

**Thirty-two (32) comments in relation to a scheme operating for less than seven days: -**

*The days of operation have been extensive consultation. It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*

**Thirty-one (31) comments relating to the impact on local church:-**

*The options available within the current design allow parishioners / visitors to the church the opportunity to park within two areas of 'shared' pay and display / paybyphone location situated close by. Alternatively, there is the option to use the parking provision of a neighbouring scheme where restrictions would not apply over the weekend. Officers are of the opinion that the introduction of exclusive pay and display would be underutilised for much of the time in an area where parking is at a premium for other users.*

**Twenty-nine (29) comments associated with pedal cycles – additional parking provision & contraflow pedal cycle arrangements within proposed one way arrangements: -**

*Ensuring there is sufficient pedal cycle parking provision in Brighton & Hove forms a key contribution to any increase in pedal cycle usage through the provision of quality pedal cycle parking within the residential area and places such as parades of shops and schools. There are currently seven new Pedal Cycle Parking Places (PCPPs) proposed within the whole of the consultation area – the locations of which were proposed by colleagues from Transport Planning following site surveys and*

resident requests. Comments in relation to additional future provision at numerous locations within the area were submitted and passed to the relevant department for future consideration.

Officers are committed to investigating the possibilities of introducing contraflow pedal cycle provision within the roads where 'one way' direction of travel for motor vehicles is proposed and if appropriate this would be considered within an amendment Traffic Regulation Order.

#### **Twenty-seven (27) comments on the detailed design:-**

Council officers have received numerous comments relating to the detailed design element of specific proposals during this TRO Notice consultation period. Officers will continue to investigate and respond to each individual request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order following the introduction of the scheme.

#### **Twenty-four (24) comments of support of the scheme**

##### **Thirteen (13) comments regarding loss of parking/not enough spaces:-**

There are significant concerns from residents within certain roads regarding the loss of parking predominantly in areas south of Elm Grove where carriageway widths do not support a parking design whilst retaining the minimum width required for emergency services. Council officers attended a meeting in April with the Chair from the Hanover & Elm Grove Local Action Team (HEGLAT) and the Station Manager from Preston Circus Fire Station. Council officers agreed to look into a set of proposals submitted by HEGLAT in respect of additional spaces in specific streets – this investigation has started and remains ongoing and any suitable changes would be included in a Traffic Regulation Amendment Order following the introduction of the scheme.

##### **Thirteen (13) comments regarding not wanting to pay to park:-**

When introducing new residents parking schemes, the Council must demonstrate such schemes will be self-financing, therefore, it is necessary for charges to be applied to on-street parking provision through permits and pay & display / paybyphone. Each scheme must pay back the original implementation costs alongside ongoing costs (enforcement, lining and signing maintenance, administration etc). Surplus revenue received from the proposed parking schemes over time is allocated back into transport and environmental improvements throughout the city.

##### **Twelve (12) comments regarding free school permits for teachers & school issues:-**

Schools may apply for permits for their full time teaching staff at a ratio of 1 permit per 6 teaching staff with a maximum of 25 permits being issued in total based on that ratio (subject to the amount of off-street parking). It enables staff to park close to their place of work during the controlled hours of the scheme. Shorter term paid parking will also be available for use within the area.

##### **Eight (8) comments on motorcycle parking – design/security/location:-**

Council officers have received numerous comments relating to the detailed design element of the proposals in respect of motorcycle parking places during this TRO Notice consultation period. Officers will continue to investigate and respond to each request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order. The installation of features such as 'sheffield stands' can be considered upon request through the relevant department in a bid to provide an element of security.

##### **Eight (8) comments requesting Electric Vehicle charge points:-**

Council officers have started to investigate potential sites within the area using address based information captured from the consultation process as well as previous requests from residents/interest groups in the area.



**Seven (7) comments due to no parking problem being perceived in the area and wanting no scheme at all:-**

*LAT Group survey results as well as individual comments from residents within this area were received requesting the council consider consulting on and potentially implementing parking control measures. It was for this reason it was agreed to include this area within the resident parking scheme priority timetable. Approval to proceed with the consultation on a detailed design was made at Environment, Transport & Sustainability committee 28 June 2016.*

**Seven (7) miscellaneous/other comments**

**Two (2) comments wanting light touch scheme:-**

*The types of schemes have been extensive consultation. It is proposed that both of the new parking schemes in the Hanover area alongside the Craven Vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*

**Two (2) comments objecting to no pavement parking:-**

*The current practice of pavement / verge parking within the area cannot be condoned and is not featured within the proposals of the scheme. Council officers acknowledge that footways are greatly compromised in areas where this practice occurs – making access difficult for pedestrians with pushchairs, pedestrians with impaired vision and pedestrians in need of using a wheelchair. There is also a financial impact to consider as overtime many footways will require maintenance due to the impact of vehicles.*

**Two (2) comments concerned with parking for carers:-**

*Carers who visit resident/residents in need of care may be issued with a carers permit upon declaration from a GP confirming that the resident needs to be cared for.*

**Two (2) comments highlighting concerns with permit allocation:-**

*As with previous schemes, qualifying households may initially apply for one permit – qualifying means not being within a 'private' road or having access to off street parking. This applies fairness to the application process and enables for it to be monitored to avoid oversubscription. Additional household applications may be considered in the event uptake of permits is low and there is capacity to issue additional permits.*

**Two (2) comments requesting additional car club spaces:-**

*The proposal is for the introduction of four additional club sites within the overall consultation area of Hanover & Elm Grove – this is in addition to the existing current provision. Council officers liaise directly with the car club association to determine the areas where interest/requests into such provision have been made.*

**One (1) comment concerned about vehicle displacement:-**

*It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*



## Appendix F – Hanover light touch parking scheme – List of Objections/Comments

Item	Name	Address	Object/Support	Comments
1	Petition	118 signatures (including number of names with already submitted comments)	Object	Want to see Top Triangle (Carlyle, Arnold, Lynton, Baxter and Cromwell Street) included within the full scheme Zone V.
2	Resident	Arnold Street	Object	<p>Questions the legitimacy of whether a change to the original proposal is the right and proper way to proceed.</p> <p>The recent consultation was a survey to see whether a zone had support of majority of residents and if so which option. Object to the council decision to divide the original area into two separate zones as it is a breach of the original proposal.</p> <p>Residents in the light touch scheme will be subject to an inadequate scheme. There will be limited enforcement in the later restricted hour, so non-residents and residents without permits, can park knowing that it's unlikely to be patrolled and park for free at the inconvenience of the permit holding residents of the Zone S.</p> <p>Keep the area as one proposal and make whole of Hanover and Elm Grove area as a full scheme.</p>
3	Resident	Arnold Street	Object	<p>Limit chances of finding a space to park and increase parking problems</p> <p>Residents no option but to park on both sides of street as not enough spaces but do not block emergency services</p> <p>If going to be imposed would make sense to be in a full scheme with rest of Hanover</p>
4	Resident	Arnold Street	Object	No provision to accommodate residents wishes of being able to keep parking on the pavement, majority of residents voted for no scheme at all. High level of car ownership and elderly and people with small children will have to park on other side of busy road.
5	Resident	Arnold Street	Object	<p>Lived in Arnold Street for 30 years and parking has become impossible</p> <p>With a light touch scheme residents will not be able to park</p>
6	Resident	Arnold Street	Object	<p>Unfair to have one system in part of Hanover and a different one for them, it will mean residents from further down will park in the top triangle when the zone is not operating.</p> <p>Top triangle has greater car ownership than other areas of Hanover and feel they are being punished more by removal of parking on one side of the roads. They will be paying for spaces that don't exist. They will be unable to move cars due to the fear of someone else taking their places. Whatever scheme the council decides on it should be the same for the entire area.</p>
7	Resident	Arnold Street	Object	<p>Parking will be reduced but problems of parking will not addressed</p> <p>Will be paying for parking but will have less parking, a light touch scheme will mean having to be in competition with drivers on weekends and evenings who have not paid for parking.</p>
8	Resident	Arnold Street	Object	<p>The streets within the light touch proposal will be used by non-residents to park while residents with permits will have difficulty in finding parking on the streets in which they live, particularly as the available parking spaces will be reduced/</p> <p>It is already difficult to park in the evenings and weekends in the top triangle and the proposal will make this considerable worse.</p>
9	Resident	Arnold Street	Object	<p>Making all of Hanover a full scheme with the exception of the top triangle will mean all the displaced cars will park in the light touch roads, it will be unworkable and unfair.</p> <p>Residents in this area will be paying to park but without having any spaces available.</p> <p>If a full scheme is coming in then it should be for everyone so that everyone who has paid has an equal chance of parking.</p>
10	Resident	Arnold Street	Object	<p>Own a car along with most of their neighbours and currently manage to park on their street, if CPZ introduced then half of the spaces will be removed, this will mean they will be forced to park two or three streets away from their home, which is unacceptable and should be able to park outside own property.</p> <p>CPZ will cause husband significant health problems as unable to drive for long periods or walk long distances.</p>
11	Resident	Arnold Street	Object	<p>Against introduction of any scheme Arnold Street is busy but parking is manageable.</p> <p>Residents should not have to pay for parking and have a free permit scheme funded by pay and display of non-residents.</p> <p>The proposed scheme will mean residents will have to pay for 2 hours a day but non-residents displaced by full scheme will park in their road outside of the controlled hours, making parking much worse.</p>
12	Resident	Arnold Street	Object	<p>The scheme will leave few parking spaces for residents at the top end of Hanover</p> <p>Work shifts and rely on parking outside house</p>
13	Resident	Arnold Street	Object	<p>The proposal is not what was voted for, a split into two areas was not a consideration for the vast majority of residents.</p> <p>For the top triangle to back onto a full scheme will be unworkable and make parking very difficult. Vehicles forced out of the full scheme area will park in these streets for most of the day and all the weekend and will be joined by visitors to Brighton.</p> <p>Combined with the loss of parking, the chances of finding a space close to their homes will be difficult, even if included in full scheme then think parking will be impossible for some residents with permits.</p> <p>High level of car ownership and concerns with regards to number of spaces and how many permits will be issued and if households will even be able to have one permit.</p> <p>The problems currently experienced in parts of Hanover which have voted for a full scheme will not move to the light touch area.</p> <p>Would like to see Carlyle, Arnold, Lynton, Baxter and Cromwell Street included in the full 'V' scheme.</p>

14	Resident	Baxter Street	Object	Light touch will not work should be full restrictions or none Will not be able to park in street due to displaced parking and will be charged £100 Either increase the hours or put in full restriction
15	Resident	Baxter Street	Object	Object to yellow lines being placed down one side of road thereby having the amount of parking
16	Resident	Baxter Street	Object	Object to yellow lines being placed down one side of road thereby having the amount of parking
17	Resident	Baxter Street	Object	The remainder of the area will be a full scheme, to have a light touch (with a 50% reduction on parking) will make it harder to park in road and there will be displacement especially at the weekends when no scheme in operation. If scheme is to proceed it should be included within a full scheme.
18	Resident	Baxter Street	Object	Will reduce the parking by half in the whole of Hanover. The light touch area will have people parking in the roads to walk into town- reducing the chance of being able to park. Household needs two cars and concerned that they will not be able to get two permits and unsure where they will be able to park the second car. Cars currently park half on the pavement and people/children/ wheelchairs can still pass - pavement should be reduced to allow parking - also Elm Grove should also have additional parking within the current pavement area.
19	Resident	Baxter Street	Object	Proposed light touch does not serve the top section of the Hanover area. If CPZ goes ahead for Hanover then same restrictions needed in Baxter Street to ensure they do not receive the overspill parking. Their roads will be subject to losing half the spaces and will create a genuine issue for families.
20	Resident	Baxter Street	Object	The loss of 50% of the parking spaces in Baxter Street will not leave sufficient room for residents' cars.
21	Resident	Baxter Street	Object	Object to parking on one side of street over and object to Baxter Street being in a different scheme to rest of Hanover, the road will be free to non-residents to park and make it impossible for residents to find parking.
22	Resident	Baxter Street	Object	There isn't a parking problem on Baxter Street, the introduction of a light touch scheme will half the number of spaces on the road. Will only restrict non-residents at certain times of the day the rest of the day they are free to park. Residents will have to pay for a permit though highly unlikely to find a space anyway Residents shouldn't be punished because businesses do not provide parking for employees
23	Resident	Baxter Street	Object	Object to any controlled parking in Hanover - will reduce the number of spaces and residents will have to compete with all the displaced vehicles from other zones and visitors to the area out of the very limited operation times. Will also be charged for the most competed parking spaces in Brighton One car for household which is a necessity and require parking in their street.
24	Resident	Bentham Road	Object	The new scheme in Hanover and the fact their road will be in a light touch scheme is unacceptable Will no longer be able to park on their road, will have to drive around to find a space and still have to pay for a permit. If a scheme has to be introduced then the same scheme should apply throughout whole area.
25	Resident	Bentham Road	Object	Concerned on loss of parking without any traffic calming or width restriction as concerns on the speed of traffic using the roads. Feel unnecessary to remove all the parking adjacent to 1 and 124 Elm Grove The dropped kerb between 20 & 22 is no longer used as not wide enough for modern day vehicle The roads are one-way so it is not necessary to so much parking for safety reasons. The disabled bay outside no.16 needs to moved as there isn't quite enough room in front to allow for two cars.
26	Resident	Bernard Road	Object	Vehicle is 2.5metres tall - want to make sure they can get a permit?
27	Resident	Bernard Road	Support	Adequate motorcycle provision
28	Resident	Bernard Road	Object	Due to TRO-14a-2017 being a full parking scheme, this will have an adverse affect in other part of Elm Grove / Hanover causing more 'non-permit' vehicles to park during the permitted times, particularly weekends when there are no restrictions. Would be in favour of a weekend permit holders restriction.
29	Resident	Bernard Road	Support	Will enable them to park
30	Resident	Bonchurch Road	Object	Never had a problem with finding a parking space so far so would have to spend £100 for something they do not currently need The need for spaces is after 8pm when lots of cars appear so the times should be over night Have regular visitor so would use up the allowance of visitors permits The residents permit should be cheaper and more visitor permits allowed
31	Resident	Bonchurch Road	Object	Do not see how proposal will work as large proportion of houses are converted into flats, as well as student houses, meaning 70 plus people trying to park in space for 40 cars. There are also a number of businesses in the area (one of which has planning permission to be turned into flats) - how many permits will they be allocated along with the school? Also loss of parking due to disabled bays and cycle parking. Begruddge paying for a permit and still not being able to park in road. Bays should be individually marked out as people will leave large gaps restricting the number of cars able to park. Cannot rely on pubic transport and need to have car.
32	Resident	Bonchurch Road	Object	Weekends should be included in the restrictions otherwise tourist will park on the streets and prevent residents from being able to park.

33	Resident	Bonchurch Road	Object	Doesn't understand why it is a late 6-7pm restriction and it just penalises residents as they arrive home Would like a morning and afternoon restriction like other parts of the city
34	Resident	Bonchurch Road	Object	Should be 7 days a week in line with rest of Hanover other will not be able to park on weekends, particularly worrying as there will be a considerable reduction in spaces in Hanover area.
35	Resident	Brading Road	Object	A full scheme 7 days a week should be enforced HMO's should not be able to apply for multiple permits
36	Resident	Brading Road	Object	As majority of surrounding roads in Hanover being a full scheme this will displace vehicles into this area. If it goes through then a review needed within a year to allow residents chance to vote whether scheme is working or needs to be increased to full. Feels cost is high for 2 hours of reserved parking and it should be 3 hours
37	Resident	Brading Road	Object	Student living on Brading Road and have to commute to placements so need car and live in a house with 6 other people so total of 5 cars at property it will not be possible for them all to have permits and they require them
38	Resident	Hanover Terrace	Object	Buying a property in Brading Road and object to the light touch scheme planned, people from surrounding full areas will parking in the light touch to avoid paying for permits. Should consider introducing the full scheme throughout the area.
39	Resident	Carisbrooke Road	Object	Light touch scheme will cause problems with parking at weekends - should be full scheme or nothing
40	Resident	Carisbrooke Road	Object	Do not believe that restrictions are necessary, parking is safe and not a problem. The proposed charges will over stretch financially currently struggling households and will do nothing to improve value of properties or enhance non-existent issue.
41	Resident	Carisbrooke Road	Object	Concerned that if the top triangle have a full scheme it will have an impact on their road as people will park there after 7pm Would like another consultation with up to date information
42	Resident	Carlyle Street	Object	Removes 50% parking where 75% residents have vehicles Have to pay for permits which not everyone will get. Allows anyone else to parking apart from 2 hours in the day Creates more problems
43	Resident	Carlyle Street	Object	Effect of order would mean that the top triangle would lose half the current parking provision as parking restricted to one side of street, as well as reduction in space elsewhere in zone. Area of high car ownership and doesn't suffer from high level of commuter parking, the roads are full of residents' vehicles in the evenings and weekends, precisely the times when space will be shared by non-permit holders No evidence supplied to justify loss of amenity to the householders of area caused by restriction of parking to one side of road. Consultation legally flawed in that this aspect of scheme was already decided before the consultation began and no views sought or representation about it entertained. In 2010 residents made it clear that the practice of pavement parking, which has continued for years does not effect the Fire Brigade or pedestrians, was not a problem. To not consult on this issue (which will have the most serious detrimental impact on the amenity of the area and value of properties, is a breach of natural justice. The loss of parking was the one issue which engaged the residents in the consultation and reject the proposals overwhelmingly, and therefore deprived of an effective voice and then one view given disregarded. the effect of the proposed order will make it all but impossible for large number of residents to park within a reasonable distance of their homes even during the restriction hours. The is the problem which afflicts residents in the Zone V and caused them to vote in favour of a CPZ, the proposed order will create the same problem on an area where it presently does not exist and there would be no solution to it. It is unfair to solve the problem of one neighbour by moving it to another. No proper account has been taken to the effect of the displacement from Zone V into Zone S, particularly in the top triangle where it forms the border between the two zones. Carlyle Street (being the first road in light touch) would be especially badly addected by displacement during the hours when the scheme is not in operation, particularly the evenings and weekends. When consulted residents did not anticipate that there may be two schemes which would interact this way. 50 % of households in the top triangle now signed a petition which, contrary to their wishes, wants full-time CPZ to be considered. The proposed reduction in parking would mean a significant number of residents, including the elderly, families with young children and those with mobility problems (though falling short of disability) would be forced to park many streets away on the other side of Elm Grove - if they can park at all. This influx would not be welcomed by those living in that part of the zone. People are likely to park on double yellow lines or on the carriageway to load/unload, drop off and pick up people, which will block the road, meaning the roads will be impassable and be less safe than at present for pedestrians and motorists. If not blocked then the roads will be more attractive to those who already drive along it at inappropriate speed as well as large goods vehicles. If despite this representations and those of others, the CPZ is imposed, there should be a review within 3 months of its operation.
44	Resident	Carlyle Street	Object	Majority vote for a full scheme and no mention of two schemes, the light touch in the top triangle area will mean people will park in this area. Have lived in the road with no parking problem, but proposed scheme will deny residents parking at the weekend and after 7pm. Should be included within the full scheme.
45	Resident	Carlyle Street	Object	Residents never given option to refuse parking scheme - light touch in Carlyle Street and full elsewhere will cause other residents to use the road as a car park, have to same scheme throughout. Feel forced to ask for a change from light to full scheme for Carlyle Street.

46	Resident	Carlyle Street	Object	Never given the option of light touch or full touch - cannot divide Hanover as there will never be any parking in Carlyle Street as all the lower roads will park in the higher section of Hanover. Have no choice but to accept a full scheme.
47	Resident	Carlyle Street	Objects	When voting on scheme no indication that it could lead to separate parking schemes Carlyle Street will have parking on just one side but be at the edge of the light-touch scheme with all the repercussions from this Wants an explanation on why there is a shift and why they were not provided the full information prior to the vote.
48	Resident	Carlyle Street	Object	Residents of top triangle (Carlyle, Arnold, Lynton, Baxter and Cromwell Streets)are broadly opposed to the scheme and would like to be moved into the Full Zone V
49	Resident	Carlyle Street	Object	Light touch scheme will cause all weekend and evening visitors to park in their street If have to pay the same costs as rest of Hanover then should have the same restrictions. Should have a full scheme in the whole area so benefits are shared by all residents.
50	Resident	Carlyle Street	Object	Object to the lack of restriction over weekends The number of parking bays will be small in relation to the number of households with cars in the street. If the bays are taken up by non-residents, then residents may not be able to park over the entire weekend period. Some residents may feel forced to leave cars in bays all weekend to keep a bay which will exacerbate the situation. Carlyle Street will be an attractive parking option for non-residents who want to park just outside the full scheme. The proposals as they stand will make it impossible for residents to park legally over the weekend and may increase risk of confrontation between residents and non-residents- they should be modified to address these concerns.
51	Resident	Carlyle Street	Object	Reduction in Carlyle Street is by more than half there will be insufficient parking in the area for the number of households with cars. Combined with loss of parking places in surrounding street, there will be a loss of hundreds of spaces Should consider maintained of pavement parking (which hasn't caused problems for large vehicles passing ) Scheme shouldn't have been split
52	Resident	Carlyle Street	Object	The loss of 50% of parking will create more parking pressure on road. Want to see parking on both sides of road. Already have issues with cars using road to cut through between Elm Grove and Queens Park Road, and with no parking on one side will increase the speed of traffic. Parking on both sides slows drivers down. If must have a CPZ then it should be in line with rest of Hanover and be consistent otherwise creates pressure on parking in these roads (top triangle).
53	Resident	Carlyle Street	Object	Loss of parking from one side of road and side which has parking has 3 disabled bays and tree beds. With light touch people will be able to take advantage and park on this street from 7pm leaving little chance for residents to park. Would like to see full scheme or more than two hours a day.
54	Resident	Carlyle Street	Object	Want to have no scheme or one that allows parking on both sides of the road, otherwise there will be nowhere for residents to park. Should allow pavement parking to allow room for emergency vehicles. All of the area should have same scheme.
55	Resident	Carlyle Street	Object	Lived in the area for 17 years -over that time parking situation has been the same between 8am and 5pm the roads are empty as most people are at work but 5pm to 8am both sides are mostly full of cars. Finding a space directly outside house is rare but have always found somewhere to park in street. It will not benefit the residents or improve the amenities in the area , it will cause chaos as residents drive around trying to find a space. The parking is being reduced - concerned as to where the extra cars will go, how the permits will be issued and that even having a permit will not guarantee a space Hanover does not need restricted parking, but if it has to be implemented it should be free, should not reduce parking and restrict times when it will benefit the residents (5pm to 8pm) Will create a situation where a large proportion of residents who own cars will no longer have access to a parking space, will cause disruption to residents in area and neighbouring areas.
56	Resident	Carlyle Street	Object	Currently parking is rarely a problem - reducing the bays by 50 % will result in a severe shortage. Preference is for no scheme to be introduced but if not an option, then light touch for entire area or last option full scheme throughout area as this would provide equity for all residents and prevent shifting the problem into one area unfairly impacting on some residents.
57	Resident	Carlyle Street	Object	Has to drive to work and have not experienced problems with parking in their road. The parking will be reduced by 50% -how will parking be allocated? What are reasons for this move? People who park in this road are local residents not workers or visitors to the area.- would prefer no parking scheme at all. The top triangle are being unfairly treated. Vehicles displaced from full scheme will park in the light touch area and deprive residents of parking spaces. If changes are made they should be consistent and equal and all streets in full scheme.
58	Resident	Carlyle Street	Object	Severely limits number of parking spaces in road and half the residents will not be able to park in their own street.
59	Resident	Carlyle Street	Object	Object to massive reduction in available parking and extra charges to pay making work and home life difficult

60	Resident	Carlyle Street	Object	Planned 50% reduction in parking in Carlyle Street would cause hardship to family and neighbours
				Work shifts and while the current parking is far from ideal can at least usually park nearby
				Needs to use the car as public transport not an option at busy times
				Very few households without a car many have 2 and also several with vans
				Should narrow pavement on each side to allow parking on both sides or allow the current pavement parking
61	Resident	Carlyle Street	Object	Object because of loss of 50% parking as double yellow lines will be on one side of the road. Want to know the evidence for justifying reduction in parking.
				Have to have two vehicles and have concerns they will only be allowed one permit
				Concerns about the where the displaced vehicles will go.
				Seldom have issues currently with parking vehicles.
				Not witnessed or heard of any complaint for pushchair/pedestrian access on footpath and vehicles leave enough room for passing traffic.
62	resident	Carlyle Street	Object	Scheme would cause hardship and unnecessary street to residents and for objector possible loss of livelihood and perhaps having to move out.
				Not informed that area could be split, if they had known then they would have voted for full scheme
				Change the scheme to full for Carlyle Road, as very concerned about parking at weekends
				Together with the fact that parking will be reduced by 50% will mean they will have little of no chance of getting a space - to work all street have to be included in the same scheme.
				Support a CP2 being implemented as would encourage responsible parking and freeing up the pavements for pedestrians. Often witness children walking to school having to go single file or walking in the road.
64	Resident	Carlyle Street	Support	Object to division of Hanover into two parts
				Their street will shoulder the costs of the scheme but have none of the benefits
				Parking is most difficult at weekends but the scheme does not apply then
				It will attract non-resident cars and tradespeople vans during weekends and Monday to Friday
				The road will become busier with traffic trying to find a place and make parking even more difficult for the residents
65	Resident	Carlyle Street	Object	Carlyle street will be most adversely affected.
				Approve of the decision to reduce the parking on one side of street as pavement parking makes it very difficult to navigate as a pedestrian.
				fully support introduction of CP2 in Hanover but please can Carlyle Street have full scheme or whole area have full scheme.
				Object to any kind of scheme, light or full and as have not met anyone who thinks it is a good idea.
				No problem with parking in Carlyle Street and 95% of time there are spaces.
66	Resident	Carlyle Street	Object	Two car owning household and understand that they should get one permit, but could be none, which means that they will have nowhere to park legally in their own street.
				Need two permits or alternative places to park the cars
				Accept that controlled parking is necessary in Hanover
				Carlyle Street does not experience major problems with parking spaces such as others
				If the other section of Hanover have full scheme then this area will be flooded with overspill parking
67	Resident	Carlyle Street	Object	Prefer a full scheme over the light touch proposed
				Real concern is the proposal to introduce double yellow lines on one side cannot see how all car owners will be accommodated.
				Happy to pay for the privilege of parking as need car and want to park close to where they live to feel safe but cannot see how under the new proposals how this will be viable.
				Concerned about loss of parking spaces throughout the area and questions legality of charging for parking when already pay road, car and council tax.
				Will be first street in light touch so first street where people will park for free outside of full scheme
68	Resident	Carlyle Street	Object	50 % reduction in parking by stopping the pavement parking will cause major problems for parking as it is extremely difficult to find a space at present - would like to be included in the full scheme
				Do not want a parking scheme in their street and have repeatedly voted against it.
				If one does go in then want to see no parking lost and that everyone will not be parking in their street as it's light touch
				Best option is no controlled parking in Upper Elm Grove area.
				Parking will be reduced by half for their street, will make parking incredibly difficult, do not want hassle of looking for parking when finishing work. The spaces need to be reserved for residents. They will become a car park for all the other Hanover roads.
69	Resident	Cromwell Street	Object	Will reduce the amount of parking for residents and will have to pay for parking though there will be no guarantee of parking at weekends.
				Want to be able to park in their road when they want to - will not be the case under the scheme as at weekends anyone will be able to park without payment or permit.
				Would like to see area become full scheme with parking reserved just for residents
				Being in a light touch area and so close to border with a full scheme will mean area will become a car park for other cars in the area, fearful of paying for a permit but not being able to park on own road.
				Object to the removal of parking on both sides of the road, hardly enough space at the moment, if loose half the spaces then will struggle to park.
70	Resident	Cromwell Street	Object	Object to the removal of parking on both sides of the road, hardly enough space at the moment, if loose half the spaces then will struggle to park.
71	Resident	Cromwell Street	Object	
72	Resident	Cromwell Street	Object	
73	Resident	Cromwell Street	Object	
74	Resident	Cromwell Street	Object	

75	Resident	Cromwell Street	Object	<p>Cutting parking in half and creating a light touch zone that will allow everyone else to leave cars indefinitely in area, so would still be a free car park</p> <p>Has to commute and this will make it a nightmare and extremely stressful.</p> <p>Would begrudgingly agree to only people in our zone being able to park here</p> <p>The houses on opposite sides have small gardens, but the parking is on the other side</p>
76	Resident	Cromwell Street	Object	<p>Object to double yellow lines halving the amount of parking in the top triangle, will impact on those who return from work after 6.30pm as there will be no-where to park and impact on quality of life and will have to pay for permit. Concerns on where the cars will park.</p> <p>Should be included in the full scheme otherwise road will be a car park but not for residents.</p>
77	Resident	Cromwell Street	Object	<p>Lives in Zone U already parking problems so often parks in Freshfield Road, this new zone will increase parking problems</p> <p>Should extend Zone U to incorporate new area of make U a full scheme.</p>
78	Resident	Cromwell Street	Object	<p>The new zones will result in many people parking their cars in Zone U as there are no restrictions after 3pm. There are few spaces in Zone U after 6-7pm</p> <p>Object to the new schemes unless Zone U is made into a full scheme too.</p>
79	Resident	Down Terrace	Object	<p>The restrictions need to apply Monday to Sunday otherwise they will not be able to park the car like now because of the tourists parking cars all weekend</p> <p>Bus stop (outside 42 to 44) is not used, raised kerb should be removed and parking places put in.</p> <p>Permit parking should be allowed in Stonehurst Court</p> <p>HMO's should not be able to apply for multiple permits</p>
80	resident	Down Terrace	Object	<p>Unsure on why the times are 6-7pm should be the same as Zone U</p>
81	resident	Down Terrace	Object	<p>In agreement with a light touch scheme but would like it extended to every day of the week.</p> <p>Having a Mon-Fri restriction will leave streets vulnerable at weekends to second cars, trade, tourists and visitor parking. Currently many trade vehicles parked in Down Terrace at the weekend and they remain until Monday morning.</p> <p>The scheme will only allow parking on many narrow roads reducing parking availability considerably. Parking will be needed for the people who live there. There is already double parking in some roads and would not want to see this increase.</p>
82	resident	Elm Grove	Support	<p>Parking on pavements and double yellow lines has got out of hand in Hanover</p>
83	resident	Elm Grove	Object	<p>Happy with the situation as it is - majority had objected by petition years ago</p>
84	Resident	Elm Grove	Object	<p>Happy with the situation as it is. Need two cars but would only be allowed one permit this would mean having to change jobs.</p> <p>The parking is tough but manage, would lose half the spaces so there would be nowhere to park.</p>
85	Resident	Elm Grove	Object	<p>Boundary of the zones mean the area between Upper Elm Grove and Queens Park Road (top triangle) creates unfair division which place residents at severe disadvantage of being able to find adequate parking close to their homes.</p> <p>The closet overspill parking will be across Elm Grove - residents will not park in other areas nearest to their homes as they will either be in the new full scheme or Zone U.</p> <p>Will increase air pollution as residents will have to drive around neighbouring roads to find the spaces</p> <p>Light touch (5 day scheme) does not reflect needs of residents and will continue to have parking from non-residents, tourists, students and businesses.</p> <p>High density of car ownership in the top triangle and there is not sufficient parking places proposed.</p> <p>Concerns of residents regarding the lengths of double yellow lines along with excessive use of street furniture and inappropriate placement of bike rails - all inhibit parking.</p>
86	Resident	Elm Grove	Object	<p>Motorcycle parking is too far away</p> <p>Consider putting in a bay in gap between Bonchuch Road and Bernard Road</p> <p>Would recommend on the corner of Whippingham Road and Elm Grove as relatively flat</p> <p>Would like to see secure parking for the motorcycles</p> <p>Numerous motorbikes parked overnight on this part of Elm Grove</p>
87	Resident	Elm Grove	Support	<p>Support CPZ but disappointed that it will be only Monday to Friday for two hours</p> <p>Permit should be significantly less than a full scheme to reflect the fewer hours that they are likely to get a parking space</p>
88	Resident	Elm Grove	Object	<p>Park on pavement and wants to continue to.</p> <p>Would rather full scheme, nothing at all or to be guaranteed that they can continue to park outside their home.</p>
89	Resident		Object	<p>Have deep concern about proposed double yellow lines in Clayton Road and two others nearby.</p> <p>Fire engines get down the road fine at the moment, many large vans use roads regularly and while it is tight it is possible</p> <p>Blue Badge holder and worry they will not qualify for a badge at a later date and then will not be able to park close to their house, which will leave them trapped and isolated</p> <p>Residents will be forced to pay and will not be able to park near their properties, concerned for people who are disabled and do not have a blue badge.</p> <p>All voted against the changes and if introduced parking will be worse and residents will be expected to pay for it. Would like area to be separate from Hanover or have parking in these roads.</p>
90	Resident	Firle Road	Object	<p>Massive local opposition to the double yellow lines, goes against the needs and wishes of the local people</p> <p>The map is misleading and doesn't mention double yellow lines</p> <p>The reason for them is nonsensical - fire engines need a road width of 3.1 m metres by law but no problems going up Firle/Glynde/Clayton Roads that any other narrow road and if is the case then they will be restricted under new scheme by disabled bays</p> <p>Many vulnerable residents in area and once double yellow lines in place they will struggle to get from their parking space to their house-any resident who applies for a disabled bay from now will not get one on their own street - feel like discrimination against residents in a deprived area.</p>



91	Resident	Firle Road	Object	Anti social behaviour on Firle Road already a problem as people ignore the one-way and race around on motorbikes/quad bikes removing the parking would create a racing circuit. Concerned about being able to park near their house as there will be displacement of vehicles from Firle Road onto surrounding roads.
92	Resident	Freshfield Road	Object	Plans propose to block access to 3 garages on Down Terrace which are used
93	Resident	Freshfield Road	Object	Garage is in Down Terrace and plans show parking across the dropped kerb - it should be a double yellow line
94	Resident	Freshfield Road	Object	Garages in Down Terrace have been in use for decades even if there isn't a dropped kerb in front of the garages. The proposed parking will lock residents cars in their garages as they will be blocked by the parked vehicles. As long as access is not guaranteed object to proposal.
95	Resident	Freshfield Street	Support	Generally in favour of light touch but should include St Luke's Road and St Luke's Terrace otherwise will cause confusion and increase the number of cars being moved at different times
96	Resident	Hartington Road	Object	Lived in Hartington Road for 9 years and had a car for most of that time never experienced any problems with poor parking, and usually there are plenty of spaces, The amount for a permit is high for a household budget when there is no need for it. Previously lived in areas where have paid for parking and often had to drive around to park a long way from home. So see no benefits for residents to this scheme. Object to the restriction of 6 to 7pm and that there will be no opportunity to pay to park if people wish to visit after work then they will have to use a visitor permit. People who use the area to park for work will have left by then and seems no reason for not including pay for parking. Surveyed at least twice, if not three times in 9 years and feel the council is just pushing it for money making reasons, object to the amount of money being used in doing these surveys repeatedly.
97	Resident	Hartington Road	Object	The section of Hartington Road where they live will not have parking restrictions at the weekend, the will only make the parking situation worse than it is now, as they are close to a full permit scheme. Will have to pay for a permit but will not benefit from it as anyone will be able to park on their road at weekends when town is at its busiest.
98	Resident	Hartington Road	Object	Do not agree with light touch scheme and want to see a full scheme. There will be less places to park and cars from the full scheme will park in the light touch area. There are no restrictions at the weekend allowing anyone to park. With a light touch the weekends will be worse. Would rather pay more and park at all times - Hartington Road is busier at the bottom could this half not have a full scheme.
99	Resident	Hartington Road	Object	Run a small business and have concerns for the future of the business if scheme goes ahead and feel the needs of businesses haven't been fully considered. Number of employees who have to drive to work, if no where to park then staff will have to quit job. Would like more than two business permits Floating permits which are not vehicle specific Additional visitor permits Pay and display parking so staff and customers have an option to park Draft proposals should be revised to minimise impact and harm to local businesses
100	resident	Hartington Road	Object	Would like to see provision for motorcycle parking in central part of Hartington Road, there are many motorcycle owners in that part. Object to the banning of parking on the sweeping corners of junctions with Hartington Road and Ryde, Sandown and Totland Road - parking in these areas has never caused any problems and would considerably reduce the parking available. Object to any parking restrictions in the area north of Elm Grove
101	Resident	Hartington Road	Object	Want consideration to be given to an EV charging point as part of the CPZ improvements. Taxis area often waiting in this area and would be good place for them to charge. Many properties do not have off-street parking so need on street charging points for people to consider purchasing an electric vehicle.
102	Resident	Hartington Road	Support	Support overall proposals  Would like to see EV charging point in Hartington Road area - as there are extremely limited off-street facilities in the area and only one within the Full scheme area and non in the light touch area.  The number of electric vehicles are going to increase and there is already a growing demand. EV charging points should be where there is demand from residents where there is a cluster around certain street/s. The existing car club spaces should have charging points and would encourage the car club to add EV's to their provision.  Strong support of the current car club spaces and would like consideration to be given to additional spaces as this will contribute to more efficient use of cars with a net loss in car ownership putting less pressure on the parking infrastructure within their community.  Support Pedal Cycle Parking Places in Bonchurch Road but there is inadequate provision in the area and there a number of cycles attached to railings, lamp post which cause an obstruction to pavements throughout area. A PCPP should be considered at the very least in Bernard Place, which would give access to a wide range of streets in the area, a and would also suggest Seville Street, De Montford Road, Franklin Road (lower end) Normanton Street and Upper Wellington Road.
103	Resident	Hartington Road	Object	As a community manage their own parking the free parking is a great asset and the loss will cause further strain on already stretched families and affect value of houses. If parking becomes an issue can it not be reconsidered later.
104	Resident	Hartington Road	Object	Seen parking charges implemented at most of local parks, as a family on a tight budget this has a detrimental effect on quality of children's lives, limiting occasions they can enjoy the recreational spaces. Have had no issue with parking. Concerned that adding another charge to families will push them out of Brighton Will effect the value of properties.
105	Resident	Hartington Road	Object	Too expensive for a student

106	Resident	Hartington Road	Object	No need for residents parking scheme as there is ample parking- can always park locally
				Paid parking will reduce the number of spaces available and cause new problems
				No mandate as there was a low response to consultation
				Only residents use the road to park - no businesses, customers or commuters use the road
				Residents chose area because of unrestricted free parking and families reliant on two cars for work will be in a difficult position. As will self-employed people
				If there is a problem of displacement caused by the Hanover scheme then can think again
107	Resident	Hartington Road	Object	Believes there will be a dramatic reduction in number of spaces which will only create problems for residents in the area and surrounding streets.
				Safety will not be improved as most residents park responsibly and considerably
				The scheme will increase emissions by forcing drivers to drive further in order to find spaces.
108	Resident	Hartington Road	Object	Feels it is a way of making more money
				Neighbours by making front gardens into drives have caused the problems.
				Charging will affect the poorer neighbours
109	Resident	Hartington Terrace	Support	Thoroughly support resident's parking as too many non-resident vehicles left in the area.
110	Resident	Lynton Street	Object	Live in top triangle - the main problem with the proposal for light touch is it restricts parking in the day, when there isn't a problem but allows free parking in the evening, when there is a problem.
				It will reduce parking to one side of Lynton Street, halving the spaces available.
				Will have to pay for a permit but get a worse situation for it.
				CPZ's only push problem onto next adjoining area, working against resident and raising money for Council.
111	Resident	Lynton Street	Object	Live in a very narrow and short street, by reducing the parking by 50% will mean less options for residents to park. To allow other drivers from surrounding streets will make the parking even more difficult. People coming home between 6-7pm will risk possibility of non-resident drivers filling the street in the non-restricted hours.
				Appreciate the roads were not built for the level of parking but necessary evil for some people to have their cars for work/pleasure and should not be penalised for it, if it can't be avoided then it must be a full scheme.
112	Resident	Lynton Street	Object	Concerned with light touch along side the full scheme as anyone parking a few hours in week or weekend will park in the light touch area - taking up available space and leaving no space for permit paying residents. Both zones should be the same (full or light)
113	Resident	Lynton Street	Object	Unfair that Lynton Street has light touch but roads nearby are full scheme. People will parking in their road during the free periods, making it difficult for residents who have had to buy a permit, this will be particularly difficult at weekends.
				It would be more efficient use of time and resources for Civil Enforcement Officers to patrol the area throughout the day rather than just 60 minutes twice a day.
114	Resident	Lynton Street	Object	In area known as top triangle half the parking will be lost in roads next to each other and immediately next to a full scheme. Parking not only will be substantially more difficult for residents to park on their own roads they will also have to compete with the cars that would normally park further down into Hanover.
				There are no paid parking bays in whole zone, which are necessary should friends visit.
				The fee for a permit is only slightly less than those for a full scheme, residents in the top triangle will have to pay a substantial amount of money and less chance of a space.
				Understood that the whole area would be treated as one single area as recognised that dividing it would only displace vehicles immediately outside of the scheme; this would clearly happen with these proposals as it is the area immediately outside the full scheme. No creation of new parking to help alleviate the obvious congestion this will create.
				Light touch scheme is ill- thought out and should not be continued in its current plan.
115	Resident	Lynton Street	object	Concerned that they need more than light touch as weekend parking is a free for all - think they need full scheme
116	Resident	Lynton Street	Object	Majority of streets will see the available parking spaces reduced by at least 50% - where will the displaced vehicles park?
				Pavement parking should be allowed on both sides of streets such as other authorities to ensure residents are able to park.
				Hard standings in Elm Grove should be reinstated
				The minimum road width is nonsense and no roads have the same width.
				No regard given to the homes with 2 or more vehicles with regards to parking - where will these displaced vehicles expect to park
117	Resident	Lynton Street	Object	Residential area with very few businesses around and the two hour a day rule doesn't make any sense and will make it extremely difficult to find a space at the weekend.
				The permit will cost £100 a year and will struggle to find a space near their home
118	Resident	Lynton Street	Object	Concerned that the light touch scheme will mean that the problems faced lower down in Hanover will be shifted to their area, i.e. vehicles left over weekends, workers leaving vehicles during the day and this combined with a reduction in spaces will increase the problems to a horrendous level. Would like to have the full scheme like the rest of Hanover.
				Concerned that there are no traffic calming measures as the roads is used as a cut through and having parking only on one side will mean people will go faster, people speed at present so this will get worse.
119	Resident	Lynton Street	Object	Object to a light touch scheme in Lynton Street when other roads in rest of Hanover will be in a full scheme.
				Want top triangle area to be full scheme along with the rest of Hanover otherwise will struggle to park out of the restricted times.
120	Resident	May Road	Object	No means to unload deliveries to business, can consideration be given for a loading bay?
121	Resident	Pankhurst Avenue	Object	Gap in the bays at the bottom of Pankhurst Ave - why?
122	Resident	Pankhurst Avenue	Object	Light touch will lead to problems and weekends and beyond, so despite paying for permits ,it probably will be more difficult to park near homes
				Best solution to have light touch but for 7 days a week

123	Resident	Pankhurst Avenue	Object	Support the need for some form of control but not by making Clayton, Glynde and Firle Roads no parking. Understand need for double yellow lines on one side of street for emergency vehicle access. Making both sides no parking will exacerbate problems in the area and will mean residents in these streets will now park in their roads, forcing those residents to park further from their homes. Would not east problem but increase it. Would be better to have permit parking only on one side as many houses have more than one car and need vehicles to access their work.
124	resident	Queens Park Road	Support	Supports the light touch but would like to see it for 7 days a week, if paying for a permit it should make parking easier every day and not just weekdays.
125	resident	Queens Park Road	Support	Support scheme but want it to be 7 days a week or a full scheme otherwise weekend visitors will be able to park in zone
126	resident	Queens Park Road	Object	Light touch proposal will continue the promotion of weekend parking and will continue to benefit city visitors and residents will struggle to park at a time they are more likely to be at home and still having to pay for a permit The permit scheme should be continued into the weekend. As a resident please to see the introduction of controlled parking but hope consideration can be given to request.
127	resident	Queens Park Road	Support	Generally support the proposal but would like to support the proposed pedal cycle places, request additional ones on Queens Park Road and north of Elm Grove, support the introduction of the Brighton Bike Share scheme in Queens Park and request further electric vehicle charging points.
128	Resident	Queens Park Road	Support	Generally support the proposal but would like to support the proposed pedal cycle places, request additional ones on Queens Park Road and north of Elm Grove, support the introduction of the Brighton Bike Share scheme in Queens Park and request further electric vehicle charging points.
129	Resident	Ryde Road	Object	Parking is not an issue, by issuing permits would take away an asset of the area and put further financial strain to many families and individuals who cannot afford the permit
130	Resident	Ryde Road	Object	There isn't a parking problem and resent having to pay for something that is currently free, changes are unnecessary
131	Resident	Ryde Road	Object	object to permits as free parking is a bonus to young family on a low income
132	Resident	Sandown Road	Object	No problem with parking in Sandown Road and no need to change situation. Worried that the proposed parking restrictions will mean fewer spaces available for residents. Object to paying for a permit and visitor permits.
133	Resident	Shanklin Road	Object	Voted (reluctantly) for a 7 day light touch scheme as it would allow reasonable free parking for friends and visitors but reduce the high density and semi permanent parking .  The proposed scheme does not consider the burden placed on Shanklin Road and Hartington Terrace which will remain from Friday to Monday the car park of choice and will be exacerbated by the reduced number of parking spaces and the introduction of the new CPZ in the rest of Hanover. Want to see the proposal changed to a seven day light touch as it will help achieve a greater equity and distribution of parked vehicles reducing the burden on the Shanklin Road area which already has a high demand due to greater proportion of flats and HMO's than in other parts of the proposed zone. Feels that businesses were able to push through their amendments in the committee without consultation with residents, more consideration was given to the original proposals than the five day scheme approved at committee The seven day light touch scheme allows businesses generous parking options. Shanklin Road, Whippingham Street, Bembridge Street, Hartington Place and Hartington Terrace all vote for a full (seven day) light touch scheme. The amendments made in committee were not entirely transparent to viewer or the councillors, no particular reason put forward for the change except simplification of administration of Zone S, which as a whole voted for a five day scheme. Resident at the north-west end of Hartington Road will continue to be disproportionately affected by the high volume, displacement parking at weekend, while residents further up the hill many who voted no to a scheme will continue to be unaffected. There will be a large reduction in parking spaces at western end of Shanklin Road when it reverts back to parallel parking (to which in favour of) but will compound the issue,
134	Resident	Shanklin Road	Object	Voted against scheme but accept majority wanted it. Would like pay and display parking considered in Shanklin Road, parents regularly visit for childcare and there won't be enough visitor permits to cover that and the tradespeople who may be needed. If cannot provide p&d then can more visitor permits be allocated? Concerned about the vans which currently park at an angle at the bottom of Shanklin Road/Whippingham Street and this often blocks the road and also the pavement - worried about emergency vehicles getting through and also has had to walk with buggy in road as pavement blocked.
135	Resident	Shanklin Road	Object	Object to the permit bays in Shanklin Road specifically at the top of the road between Hartington Terrace and where it forms a dead end. This is a densely populated part of the street where parking in this wider than average area is generally sustainable if one side of the road is parked at an angle to the pavement rather than parallel. The short end near the graveyard is also used for larger vehicles. Do not agree that there is a need for a turning space, it is a very short length of road and if left clear would not enable a vehicle to turn easily at the end. Current parking makes it easy to reverse out and turn and turn in Hartington Terrace. The area is well managed by residents and rarely used by non-residents Providing more permit bays would increase the council's revenue and enable families who need two vehicles to be able to get sufficient permits
136	Resident	Shanklin Road	Object	Live top end of Shanklin Road close to the cemetery and there have rarely been issues regarding parking close to property, the area is a dead end and currently all the vehicles which park in this section are owned by the people who live there. Object to the reduction in spaces from 16 to about 6, the plan to leave the end of the road clear to create a turning space is unnecessary and even if it was there, people would still reverse out. Keeping the junction clear of parked cars at corner of Hartington Terrace may be a safe option but there is rarely any passing traffic. It reduces the amount of parking available. If proposals went ahead then would have to consider moving to different area.

137	Resident	Shanklin Road	Object	Parking on Shanklin Street works adequately as it is. The proposals will reduce the number of spaces. Having to pay for parking and arranging for visitor permits is a big inconvenience and completely unnecessary.
138	Resident	Shanklin Road	Object	Do not want to parking permits of any sort but the proposal for 2x1 hour slots each day serves no purpose. Live at the no-through road end of Shanklin Road and parking is worked out between residents to get maximum parking, the new scheme would mean less spaces. Main issue is large campervans who are not residents of the area, as long as they turned up in the evening they still can park, many with people living inside. Even with a permit there is no guarantee of getting a space, would have to leave area if permits introduced.
139	Resident	Totland Road	Object	Want to know if they will be guaranteed two permits Would like to request motorcycle parking in Totland Road (3 bikes at least) the road narrowing at junction with two way would be a good location Good opportunity to reinforce the one-way direction routinely defied by drivers
140	Resident	Totland Road	Object	Pleased scheme is light touch but concerned that roads such as Elm Grove and Queens Park Road are having spaces reduced as it will make it harder to park in other streets Objects to no limit on number of permits per household as there are a number of HMO's in area so not only could parking be as overcrowded as before but also more costly.
141	Resident	Whippingham Road	Object	Does not believe there is enough provision being made for vehicles in this area in light of half the parking being removed on many narrow roads. Already difficult to park and the displacement of vehicles from these roads will make it impossible. parking on Elm Grove which will be forbidden. Feels there will be an enormous parking problem for all residents and still have to pay for a permit. Should formalise the pavement parking Doesn't need to have a permanent loading bay outside the pub on Whippingham Street, the lorry is there once/twice a week and would be better to block road for a little while instead of having to lose two more spaces. Unsure why there are gaps on west side of Whippingham Road - no dropped kerbs so spaces do not need to be removed.
142	Resident	Whippingham Road	Object	Area did vote for a light touch scheme but on the understanding that it would be across the whole area. The decision to split area will mean that residents in the north of Elm Grove (S) will be limited in where they can park. This area is host to various businesses which attract a high volume of traffic which make use of available parking by staff and customers People who use the pub on a Friday then leave vehicles until later in the weekend, this includes a number of commercial vehicles. The area is close to the town centre and good public transport links and surrounded by full permit schemes - so offers a free place to park close to amenities Hard to find parking at the moment after 6pm without having to drive round surrounding streets with other cars doing the same. Is causing congestion on the narrow junctions and the illegal parking on street corners blocking junctions and footpaths. The lack of restrictions at the weekend will mean residents will have to pay for a permit that entitles them to nothing. Without regular enforcement to deter non-permit parking - vehicles will still park near the businesses in the restricted hours and they will take a chance that they won't be fined. Scheme should be a full permit scheme - seven days, 9am to 8pm as it would more effectively deal with the issues of long term vehicle storage, commuter parking and anti-social parking and improve resident's quality of life.
143	Resident	Whippingham Road	Object	No mention that there would be two schemes. People in the proposed Zone S would have voted differently if they had known. Residents of Zone S will have far worse parking conditions than they have now due parking only being restricted for 2 hours five days a week. The parking on many roads is being halved making the pressure on parking worse. People who don't want/can't get permits for the full scheme will park in Zone S outside of restricted times. Parking free at weekends meaning visitors to the city will park in Zone S, if residents drive anyway at the weekend they will not get parked again until the Monday. Whippingham Road, Bonchurch Road and Bernard Place all have busy businesses with numerous visiting vehicles all day every day, some of which are left over the weekend. If current plan implemented then residents will pay for permits but essentially never be able to park about from the ten hours of restricted parking a week (if enforced). Without regular enforcement people visiting the businesses will still park in the permit spaces during the restricted hours and residents will still struggle to find parking. Should be a full seven day a week scheme 8am to 8pm as it would effectively deal with the long term vehicle storage, commuter parking, and anti-social parking and would improve residents' quality of life. The light touch scheme would be a waste of taxpayer's money as residents will be demanding a full scheme and would require further consultation.
144	Resident	Whippingham Street	Object	Plan only shows parking on one side of (one-way end) Whippingham Street - could there be parking on the building side
145	Business		Object	Want to be able to have business permits (lots of additional stuff about the process) Ensure that dropped kerbs are kept clear Would like 5 metres of double yellow lines at junction not 6 metres Feels more parking places could be provided Wants confirming what a minimum parking bay would be? They can't find suitable properties to relocate to and need to find a way to operate within a CPZ Request that their needs of Businesses, staff and visitors are looked at

146	Business		Object	Want business visitor permits introduced as scheme will have an adverse effect on businesses in area
				Believe the roads will be empty between 9am and 6pm Monday to Friday as there will no longer be any displacement - so makes sense to issue enough business permits to accommodate the amount needed and would raise revenue for the council.
147	Business		Support	Will improve sustainable transport in these areas.
148	Resident	Zone U	Object	The new zones will result in many people parking their cars in Zone U as there are no restrictions after 3pm. There are few spaces in Zone U after 6-7pm
				Object to the new schemes unless Zone U is made into a full scheme too.
149	Resident	Zone U	Object	How will it impact on Zone U? Their street will be congested after 3pm. Restrictions should match.
150	Bus company		Support	Will improve traffic flow on Freshfield Road and this will improve reliability of bus service for benefit of passengers
				Happy to see Plumpton Road turned one-way as long as two way cycling is permitted
				Road is wide enough and enables people on bikes to take most convenient route
151	Resident	One-Way	Object	It acknowledges additional effort required by someone on a bike if have to use a different route and removes that obstacle for people choosing to cycle rather than drive short distances.
				With minimal signage and road markings improves safety of the street, rather than people occasionally using it when it's not permitted and there are no signs.
				Positive measures to support cycling are important for the city's strategies to improve air quality and encourage people to exercise.
152	Interest Group	One-Way	Object	One-Ways without cycling contraflows are huge barrier to cycling - there should always be two-way cycling, if considered difficult then car parking can be removed to provide extra width. Roads can also be made completely traffic-free to enable 2-way cycling. Maximising parking is not a legitimate reason to stop people cycling.
				Hanover and Elm grove already difficult area to cycle due to large number of one-way streets and traffic domination - this proposal will make situation worse.
				Another adverse result is traffic often goes faster on one-way streets
				One-way streets should not be proposed without a cycling contraflow.
153	Interest Group	Various	Object	Objects creation of one-way streets, undermine many of the city's objectives around healthier living, reducing air pollution and giving people transport choice and reducing congestion. Cycling will become more difficult and routes made illegal when they are perfectly safe and legitimate.
				Would like to see the existing roads with one-ways in Hanover made to allow contraflow cycling.
				Electric bikes will enable areas such as Hanover to become more accessible by bike and more needs to be done to encourage residents of these areas to cycle and reduce their reliance on cars.
154	Interest Group	Various	Object	Greater provision of Pedal Cycle Parking Places should be considered
				Provide more electrical vehicle charging points
				Ensure all one-way streets allow two way for cycling to promote cycling and increase road safety by slowing down car speeds.



## **Appendix G – Hanover light touch parking scheme – Summary of correspondence / Officer Responses.**

**There were one hundred and fifty-four (154) items of correspondence received on the proposals relating to TRO-15-2017 (Zone S).**

- *There was one (1) petition from residents within a group of roads known locally as the 'Top Triangle' (Carlyle, Arnold, Lynton, Baxter and Cromwell Streets) petitioning for inclusion into the 'full scheme' proposals containing one hundred and eighteen (118) signatures.*
- *One hundred and thirty-one (131) were objections submitted from individuals many containing various comments regarding the scheme proposals and are listed in Appendix*
- *Three (3) were objections submitted by businesses containing various comments regarding the scheme proposals and are listed in Appendix*
- *Three (3) were objections submitted from local interest groups containing various comments regarding the scheme proposals and are listed in Appendix*
- *Fourteen (14) were from individuals in support of the scheme proposals containing various comments and are listed in Appendix*
- *One (1) was from a business in support of the scheme proposals and is listed in Appendix*
- *One (1) was from Brighton & Hove Bus & Coach company in support of the scheme proposals and is listed in Appendix*

**The one hundred and fifty-four (154) representations contained a number of different reasons to object/support the resident parking scheme proposals (some outlined more than one reason for their objection/support).**

**Seventy-two (72) comments objecting to the 'light' scheme proposals and / or requesting a full scheme: -**

*The type of schemes were determined and agreed at the last Environment, Transport & Sustainability Committee on 14th March 2017 following the previous consultation results. The recently advertised Traffic Regulation Order should focus on comments and concerns regarding the detailed design of bays, yellow lines and traffic management.*

*Officers are mindful that the parking scheme process has been through an extensive consultation period with three stages of consultation. The first two stages allowed residents to outline their preferred option and in both cases residents in this area overwhelmingly preferred a light touch scheme. The second stage of consultation would also have been in the knowledge that the section south of Elm Grove preferred a full scheme.*

*It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28th November 2017.*

**Fifty-eight (58) comments regarding the loss of parking: -**

*There are also significant concerns from residents within certain roads regarding the loss of parking. In areas such as Clayton Road, Firle Road and Glynde Road the existing carriageway widths cannot support a parking design within these roads to accommodate parking particularly as it would involve passing vehicles mounting the pavement. Officers could not condone parking partly on the pavement as it would prevent pedestrians passing through safely particularly those with wheelchairs and pushchairs and lead to ongoing maintenance issues. Council officers attended a meeting arranged by representatives of the residents association and undertook a 'walk about' of the area. Although no*

*parking provision was identified within these specific roads as a result of this meeting, council officers agreed to changes to the parking provision on a section of Freshfield Road from pay and display to dedicated residents parking. A number of additional parking places were also identified within this section of Freshfield Road. Council officers are of the opinion these two points will assist in alleviating the loss of parking within these specific roads.*

**Twenty-nine (29) comments objecting as no parking problem being perceived in the area and not wanting any scheme at all: -**

*LAT Group survey results as well as individual comments from residents within this area were received requesting the council consider consulting on and potentially implementing parking control measures. It was for this reason it was agreed to include this area within the resident parking scheme priority timetable. Approval to proceed with the consultation on a detailed design was made at Environment, Transport & Sustainability committee 28 June 2016.*

**Twenty-one (21) comments concerned about vehicle displacement**

*It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*

**Sixteen (16) comments objecting to the zone being divided: -**

*The results of the consultation indicated there was a need for officers to consider proposing two separate schemes within the area based on how residents / businesses and services users responded. The boundary of the two schemes was devised based on this information to reflect the different needs and requirements of residents / businesses and service providers in the area.*

**Twelve (12) comments objecting to having to pay to park: -**

*When introducing new residents parking schemes, the Council must demonstrate such schemes will be self-financing, therefore, it is necessary for charges to be applied to on-street parking provision through permits and pay & display / paybyphone. Each scheme must pay back the original implementation costs alongside ongoing costs (enforcement, lining and signing maintenance, administration etc). Surplus revenue received from the proposed parking schemes over time is allocated back into transport and environmental improvements throughout the city.*

**Twelve (12) comments highlighting concerns with permit allocation: -**

*As with previous schemes, qualifying households may initially apply for one permit – qualifying means not being within a 'private' road or having access to off street parking. This applies fairness to the application process and enables for it to be monitored to avoid oversubscription. Additional household applications may be considered in the event uptake of permits is low and there is capacity to issue additional permits.*

**Twelve (12) comments highlighting current difficulties with parking in the area: -**

*General comments had been made in relation to the current situation on a number of negative parking issues which currently occur for which council officers are confident can be addressed should the proposals for a scheme be taken forward.*

**Twelve (12) comments on the detailed design:-**

*Council officers have received numerous comments relating to the detailed design element of specific proposals during this TRO Notice consultation period. Officers will continue to investigate and*



respond to each request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order.

**Eleven (11) comments objecting to double yellow lines: -**

*Double yellow line restrictions will apply across all legal vehicle access points. Whilst this means that neither residents nor their visitors may continue to park across a garage or drive access (unless they are seen to be loading / unloading), it will ensure these remain clear of vehicle obstruction and enforceable by Civil Enforcement Officers. A number of comments have been received in respect of redundant dropped kerbs in the area where potential parking could be provided. In the event of a scheme being introduced, Council officers will review cases on an individual basis and where it is clear the access is no longer required for the purpose of access parking can be extended if deemed appropriate..*

**Eleven (11) miscellaneous/other comments: -**

*These comments were not related to specific points of the scheme but more of a general personal nature ie 'need car for work' etc.*

**Ten (10) comments objecting to no pavement parking: -**

*The current practice of pavement / verge parking within the area cannot be condoned and is not featured within the proposals of the scheme. Council officers acknowledge that footways are greatly compromised in areas where this practice occurs – making access difficult for pedestrians with pushchairs, pedestrians with impaired vision and pedestrians in need of using a wheelchair. There is also a financial impact to consider as overtime many footways will require maintenance due to the impact of vehicles.*

*Council officers with the assistance of colleagues in Road Safety conducted a site visit within Elm Grove and determined that a number of parking spaces can be provided on the carriageway where verge parking is most prevalent north side/western end). Concerns had been raised in respect of access for buses, however, no objections to the proposals were made on behalf Brighton & Hove Bus & Coach Company.*

**Seven (7) comments associated with pedal cycles – additional parking provision & contraflow pedal cycle arrangements within proposed one way arrangements: -**

*Ensuring there is sufficient pedal cycle parking provision in Brighton & Hove forms a key contribution to any increase in pedal cycle usage through the provision of quality pedal cycle parking within residential area and areas such as parades of shops and schools. There are currently seven new Pedal Cycle Parking Places (PCPPs) proposed within the whole of the consultation area – the locations of which were proposed by colleagues from Transport Planning following site surveys and resident requests. Comments in relation to additional future provision at numerous locations within the area were submitted and passed to the relevant department for future consideration.*

*Officers are committed to investigating the possibilities of introducing contraflow pedal cycle provision within the roads where 'one way' direction of travel for motor vehicles is proposed and if appropriate this would be considered within an amendment Traffic Regulation Order.*

**Five (5) comments concerned with increased parking problems as a result of the scheme:-**

*It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*

**Four (4) comments requesting additional visitor parking provision:-**

*Residents may apply for up to fifty visitor permits per year. The introduction of pay and display / paybyphone into a light touch scheme would need to be all day for a limited time restriction which would, therefore, need to be exclusive and would reduce resident permit parking. Shared pay and display / paybyphone to cover just the two unrestricted hours would encourage and enable all day commuter parking unless the tariffs were set high (which would discourage other users). Dedicated short term exclusive pay and display in light touch areas is generally underutilised (due the unrestricted hours available) and felt not the best use of available space.*

**Four (4) objections regarding the impact to businesses:-**

*During the consultation process there has been ongoing communication between council officers and representatives from businesses within the area including a meeting. As with all parking schemes introduced within Brighton & Hove, the objective is to find the right balance of residents, businesses and service providers as well as daily parking for a local area. Council officers have worked towards the introduction of a pilot driven visitor permit scheme for local businesses within the area enabling visitors to park during the restricted times.*

**Three (3) comments stating the consultation process was flawed / inadequate: -**

*The area has been subject to an extensive consultation process and is clearly outlined in this report and the background papers. All households / businesses / Services in the directly affected areas that would be eligible for relevant permits have been consulted.*

**Two (2) comments requesting Electric Vehicle charge points:-**

*Council officers have started to investigate potential sites within the area using address based information captured from the consultation process as well as previous requests from residents/interest groups in the area.*

**Two (2) comments on the possible impact on Zone U:-**

*Residents within Zone U were recently consulted on becoming a full scheme or to remain with existing 'light touch' arrangements. From the results of the consultation in Area U it is clear there is a divide between the western roads who would prefer to remain a light touch scheme and the eastern roads who would prefer to become a full scheme. Therefore, it is proposed that a further report be presented to this Committee following the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward for this area.*

**One (1) comment requesting additional car club spaces: -**

*The proposal is for the introduction of four additional club sites within the overall consultation area of Hanover & Elm Grove – this is in addition to the existing. Council officers liaise directly with the car club company to determine the areas where interests/requests into such provision have been made.*

**One (1) comment concerned with speeding:-**

*The area is subject to a speed restriction of twenty miles per hour with a number of roads already having a form of physical measures (speed humps) constructed. Within roads where proposals restrict the parking to one side of the road, the parking arrangement will be staggered on alternate side of the carriageway to create a traffic calming measure. This design is currently in use within a number of roads within the vicinity in Resident parking schemes (Windmill Street & Stanley Street.*

## Appendix H – Craven Vale resident parking scheme – List of Objections/Comments

Item	Name	Address	Object/Support	Comments
1	Resident	Craven Road	Object	Will the scheme provide sufficient motorcycle parking they need to be parked at an angle due to the camber so consideration on the size of bay also needs to be looked at. Regularly bikes middle/northern end and a couple at the bottom.
2	Resident	Craven Road	Object	Household with more than one car - where does the council expect residents to park their cars if unable to obtain enough permits? Needs immediate access to vehicle in middle of night as a doctor on-call Would like to see adequate motorcycle parking in Craven Road
3	Resident	Craven Road	Object	Household with more than one car - where does the council expect residents to park their cars if unable to obtain enough permits?
4	Resident	Hadlow Close	Object	Will only be 6 spaces when big enough for more in Hadlow Close Wants to see more parking in Hadlow Close No disabled bay provision Wants to see a pay and display parking rather than pay by phone as parents visit and they do not own a smart phone.
5	Resident	Monument View	Object	Would like to see light touch scheme but prefer no parking restrictions Resident's parking should be outside of their homes and not at the start of the street away from the houses and the paid parking at the start - so resident's can keep an eye on vehicles.
6	Resident	Monument View	Object	Permit holders bas should not be located at the start of the road as there are no houses, it should be the paid parking area. The pay and display machine should not be located outside the properties and should be at the start of the road.
7	Resident	Monument View	Object	Lived in area for many years and never had a problem parking Don't need the restrictions and happy with the way things are.
8	Resident	Monument View	Object	Lived here for many years and never had a problem with parking It's a no through road so no shops or businesses around Cannot afford to pay any more why have restrictions on an empty road
9	Resident	The Causeway	Object	Parking is never a problem currently The off-street parking is specified in tenancy agreements but not allocated to individual houses, therefore will become a free for all (both resident and non-resident), residents will not know if a space will be available or not. The amount of available parking will be reduced and there will no longer be enough spaces for those who live here, so may have a permit but not be able to park. Would like to see a light touch scheme or a Monday to Friday scheme instead.
10	Resident	The Causeway	Object	There has never been a problem parking in The Causeway, people do park to go to work but it doesn't cause a problem. Is a student and when come home wouldn't be able to park as would have to buy a yearly permit, use visitor permits or park away from the house. There also might not be enough visitors permits available. The off-street parking is in housing contracts but not allocated to individual houses, therefore will become a free for all The plans for double yellow lines will restrict the number of cars that can park and there will not be enough spaces for all residents. There have never been any problems with parking opposite. Feel that a light touch Monday to Friday would be the best option. Have never seen a Civil Enforcement officer and if paying to park on street then would want to see it enforced on a regular basis.
11	Resident	Queensway	Object	Voted for a light touch scheme as cheaper option The full scheme will cost more and for people on pensions will work out expensive
12	Resident	Zone U	Object	Want to see the same for Baker's Bottom. Will be a disaster for Rochester Street etc if not as it's bad at the moment finding somewhere to park when you get home from work.
13	Resident	Zone U	Object	The new zones will result in many people parking their cars in Zone U as there are no restrictions after 3pm. There are few spaces in Zone U after 6-7pm Object to the new schemes unless Zone U is made into a full scheme too.
14	Resident	Zone U	Object	Resident of U - new scheme will mean cars will be parked in their roads from 3pm onwards. Difficult already to park in Zone U on weekdays and would also like to be considered for a full scheme.
15	B&H Bus Co	Company	Support	Will improve traffic flow on Freshfield Road and this will improve reliability of bus service for benefit of passengers



## **Appendix I – Craven Vale resident parking scheme – Summary of correspondence / Officer Responses.**

**There were fifteen (15) items of correspondence received on the proposals relating to TRO-16-2017 (Zone I).**

- Fourteen (14) were objections submitted from individuals many containing various comments regarding the scheme proposals and are listed in Appendix H
- One (1) was from Brighton & Hove Bus & Coach company in support of the scheme proposals and is listed in Appendix H

**The fifteen (15) representations contained a number of different reasons to object/support the resident parking scheme proposals (some outlined more than one reason for their objection/support).**

**Six (6) comments objecting as no parking problem being perceived in the area and want no scheme:-**

*Comments from residents within this area were received requesting the council consider implementing parking control measures. It was for this reason it was agreed to include this area within the resident parking scheme priority timetable. Approval to proceed with the consultation on a detailed design was made at Environment, Transport & Sustainability committee 28 June 2016. Results from the consultation that followed between 1<sup>st</sup> December 2016 and 13<sup>th</sup> January 2017 indicated 65.8% of residents responded in favour of their area being considered for a residents parking scheme.*

**Four (4) comments wanting a light touch scheme:-**

*During the consultation process which took place between 1<sup>st</sup> December 2016 and 13<sup>th</sup> January 2017, 59.2% of residents responded in favour of their area being considered for a scheme operating between 9 am – 8 pm.*

**Four (4) miscellaneous/other comments:-**

**Four (4) comments objecting to double yellow lines:-**

*Double yellow line restrictions will apply across all legal vehicle access points or directly opposite where it is deemed necessary to enable clear vehicular. Whilst this means that neither residents nor their visitors may continue to park across a garage or drive access (unless they are seen to be loading / unloading), it will ensure these remain clear of vehicle obstruction. Double yellow lines will also apply at junctions to improve visibility for both road users and pedestrians.*

**Three (3) comments on the detailed design:-**

*Council officers have received numerous comments relating to the detailed design element of specific proposals during this TRO Notice consultation period. Officers will continue to investigate and respond to each request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order.*

**Three (3) comments over impact to Zone U:-**

*From the results of the consultation in Area U it is clear there is a divide between the western roads who would prefer to remain a light touch scheme and the eastern roads who would prefer to become a full scheme. Therefore, it is proposed that a further report be presented to this Committee following*

*the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward for this area.*

**Two (2) comments on motorcycle parking – design/location:-**

*Council officers received comments relating to the detailed design element of the proposals during this TRO Notice consultation period. Officers will continue to investigate and respond to each request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order.*

**Two (2) comments highlighting concerns with permit allocation:-**

*As with previous schemes, qualifying households may initially apply for one permit – qualifying means not being within a ‘private’ road or having access to off street parking. This applies fairness to the application process and enables for it to be monitored to avoid oversubscription. Additional household applications may be considered in the event uptake of permits is low and there is capacity to issue additional permits.*

**One (1) comment over lack of blue badge parking provision:-**

*Existing blue badge parking provision will remain and be incorporated into the scheme design. Future requests from residents can be made following the current application procedure. Blue badge holders can also park for free unlimited time in pay & display / paybyphone spaces*

**One (1) comment over wanting P&D instead of PayByPhone:-**

*Pay and Display will feature alongside paybyphone as way of visitors to the area paying for their parking. Machine installations will be limited and installed only within areas where it is felt there are a sufficient number of parking places to serve.*

**One (1) comment over not wanting to pay to park:-**

*When introducing new residents parking schemes, the Council must demonstrate such schemes will be self-financing, therefore, it is necessary for charges to be applied to on-street parking provision through permits and pay & display / paybyphone. Each scheme must pay back the original implementation costs alongside ongoing costs (enforcement, lining and signing maintenance, administration etc). Surplus revenue received from the proposed parking schemes over time is allocated back into transport and environmental improvements throughout the city.*

**One (1) comment over visitor permits numbers:-**

*Residents may apply for up to fifty resident visitor permits per year. The annual amount is capped in order to retain balance between use of parking places between residents and visitors in the area.*

**One (1) comment on improvements to bus route on Freshfield Road:-**

*Brighton & Hove Bus & Coach company commented in support of the proposals on Freshfield Road (Elm Grove to Manor Way section) to improve both the flow of traffic and reliability of times for buses which use the route.*

## **Appendix J - Area U Residents Parking Scheme Consultation Report**

### **Background**

The council has received a petition from residents asking us to review parking in Zone U.

The suggested change would be from a light-touch scheme, currently two hours during the day (Monday – Saturday 10am – 11am and 2pm – 3pm) to a full scheme, (Monday to Sunday, 9am– 8pm), in line with other schemes throughout The City. Residents in the neighbouring Hanover & Elm Grove and Craven Vale areas were also currently being consulted on a proposed residents parking scheme. This may result in displacement into Zone U.

### **Headline Findings**

#### **Which type of parking scheme is preferred?**

- 138 (53.7%) of respondents support the idea of the scheme remaining as light touch.
- 119 (46.3) of respondents support the idea of changing to a full scheme.

### **Methodology**

Brighton and Hove City Council Land and Property Gazeteer was used to provide 628 property addresses in the proposed scheme boundary for Area U. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal should they wish to. 95% of responses were received by mail and 5% on line. The consultation was advertised on the council's website, via social media and by a press-release to local media.

## Results

261 valid responses<sup>1</sup> were received from within the proposed scheme boundary giving a response rate of 41.6%.

### Q1 Which of the following would you prefer?

Response Base<sup>2</sup> = 257

Remain the same (light tough scheme)		Change to a full scheme		Total
Number	%	Number	%	
138	53.7	119	46.3	<b>257</b>

### Results on a street by street basis were as follows:

(response base 257 )

Street	Number properties mailed	Number responses	Response rate %	Remain the same		Change to a full scheme	
				Number	%	Number	%
Bute Street	56	20	35.7	4	20.0	16	80.0
Cuthbert Road	44	22	50.0	9	40.9	13	59.1
Dawson Terrace	38	18	47.4	10	55.6	8	44.4
Down Terrace	3	1	33.3	1	100	0	0.0
Freshfield Road	114	45	39.5	28	62.2	17	37.8
Hendon Street	63	24	38.1	10	41.7	14	58.3
Queens Park Rise	27	14	51.9	10	71.4	4	28.6
Queens Park Road	72	27	37.5	18	66.7	9	33.3
Rochester Street	58	24	41.4	6	25.0	18	75.0
St Lukes Road	54	24	44.4	15	62.5	9	37.5
St Lukes Terrace	39	20	51.3	15	75.0	5	25.0
Sutherland Road	60	18	30.0	12	66.7	6	33.3
<b>Total</b>	<b>628</b>	<b>257</b>	<b>40.9</b>	<b>138</b>	<b>53.7</b>	<b>119</b>	<b>46.3</b>

<sup>1</sup> 21 responses were removed from the analysis for the following reasons: 14 were duplicate cases, 6 were from outside the area and 1 gave no address.

<sup>2</sup> Response base = number of people answering this question



## Q2 Any further comments?

An open text box enabled respondents to add comments. These comments were grouped together and themed as follows:<sup>3</sup>

Comments made	Number of times mentioned
In favour of a change because of current or potential parking difficulties/ general positive comments	68
No need for a change/ Unnecessary/ fine as the scheme is	55
Concerned about the cost of visitor parking	23
Don't want to pay for parking	20
Have concerns about displacement/ Concerns if Hanover is implemented	20
Not enough visitor permits	20
This is a money making exercise	14
Not enough residents parking spaces in this scheme/ will need more than one permit	11
A Change in the scheme won't help with the after 8 parking situation	11
General negative comments	9
Parking restrictions already implemented in other areas are the cause of the problem/ remove all CPZ's	9
Unhappy about the hours of scheme operation	7
Want other type of flexible parking scheme	3
Need scheme as soon as possible/ too long to wait	2
Concerns that the scheme will adversely affect businesses	2
Enforce current illegal parking	1
Don't want to use mobile payments	1

---

<sup>3</sup> Figures show the amount of times a themed comment was mentioned.

## Demographic Information

### Gender (response base 197)

Gender	Number	%
Male	90	45.7
Female	107	54.3
Other	0	0.0
<b>Total</b>	<b>197</b>	<b>100</b>

### Gender Identity (response base 181)

Do you identify as the gender you were assigned at birth?	Number	%
Yes	180	99.4
No	1	0.6
<b>Total</b>	<b>181</b>	<b>100</b>

### Age (response base 184)

Age	Number	%
18-24	4	2.2
25-34	18	9.8
35-44	38	20.7
45-54	47	25.5
55-64	36	19.6
65-74	28	15.2
75+	13	7.1
<b>Total</b>	<b>184</b>	<b>100</b>

### Disability (response base 189)

Disability	Number	%
Yes, a little	18	9.5
Yes, a lot	9	4.8
No	162	85.7
<b>Total</b>	<b>189</b>	<b>100</b>

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	11
Sensory impairment	2
Learning disability/ difficulty	2
Long-standing illness	9
Mental health condition	3
Development condition	0
Autistic Spectrum	1
Other	2

**Ethnic Origin** (response base 195)

<b>Ethnicity</b>		<b>Number</b>	<b>%</b>
White	White English/ Welsh/ Scottish/ Northern Irish/ British	175	89.7
	White Irish	2	1.0
	Gypsy or Irish Traveller	0	0.0
	Any other white background	8	4.1
Asian or Asian British	Bangladeshi	0	0.0
	Indian	5	2.6
	Pakistani	0	0.0
	Chinese	1	0.5
	Any other Asian background	0	0.0
Black or Black British	African	0	0.0
	Caribbean	0	0.0
	Any other Black background	0	0.0
Mixed	Asian & White	1	0.5
	Black African & White	0	0.0
	Black Caribbean & White	0	0.0
	Any other mixed background	2	1.0
Any other ethnic group	Arab	0	0.0
	Any other ethnic group	1	0.5
<b>Total</b>		<b>195</b>	<b>100</b>

**Sexual Orientation** (response base 180)

<b>Sexual Orientation</b>	<b>Number</b>	<b>%</b>
Bisexual	5	2.8
Gay Man	9	5.0
Heterosexual/ straight	154	85.6
Lesbian/ Gay Woman	9	5.0
Other	3	1.7
<b>Total</b>	<b>180</b>	<b>100</b>

**Religious Belief** (response base 184)

Religious Belief	Number	%
I have no particular religion or belief	93	50.5
Buddhist	6	3.3
Christian	48	26.1
Hindu	0	0.0
Jain	0	0.0
Jewish	3	1.6
Muslim	0	0.0
Pagan	0	0.0
Sikh	3	1.6
Agnostic	0	0.0
Atheist	19	10.3
Other	4	2.2
Other philosophical belief	8	4.3
<b>Total</b>	<b>184</b>	<b>100</b>

**Carer** (response base 191)

Are you a carer	Number	%
Yes	13	6.8
No	178	93.2
<b>Total</b>	<b>191</b>	<b>100</b>

If yes, do you care for a:	Number
Parent	5
Partner or Spouse	2
Child with special needs	1
Friend	0
Other family member	3
Other	0
<b>Total</b>	<b>11</b>

**Armed Forces** (response base 182)

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0	180	100.0
Have you ever served in the UK armed forces?	6	3.3	175	96.7
Are you a member of a current or former serviceman or woman's immediate family/ household?	2	1.1	176	98.9

## Appendix

21 responses were removed from the analysis as they fell into the following categories:

- 14 Duplicates (only one responses per household was included)
- 6 Responses from residents outside the area
- 1 Responses where no address was given

Why removed from main report	Remain as a light touch scheme		Change to a full scheme		Total
	Number	%	Number	%	
Duplicates	7	53.8	6	46.2	13
Outside the area	5	83.3	1	16.7	6
No address given	0	0.0	0	0.0	0
<b>Total</b>	<b>12</b>	<b>63.2</b>	<b>7</b>	<b>36.8</b>	<b>19</b>



<b>Subject:</b>	<b>Balfour Road area and Preston Village resident parking schemes Traffic Order consultation</b>		
<b>Date of Meeting:</b>	<b>27<sup>th</sup> June 2017</b>		
<b>Report of:</b>	<b>Executive Director of Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 29-3329</b>
	<b>Email:</b>	<b>Charles.field@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Preston Park &amp; Withdean</b>		

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

- 1.1 The purpose of this report is to address comments and objections to the draft traffic regulation orders for proposed parking schemes in the Balfour Road area (Appendix A) and Preston Village area (Appendix B).

**2. RECOMMENDATIONS:**

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders in the Balfour Road area;
- a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.\* 201\* (Ref: TRO-9a-2017)
  - b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.\* 201\* (Ref: TRO-9b-2017)
- 2.2 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders in the Preston Village area;
- c) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.\* 201\* (Ref: TRO-10a-2017)
  - d) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.\* 201\* (Ref: TRO-10b-2017)
  - e) Brighton & Hove (Preston Village) (One-Way) Order 201\* (Ref: TRO-10c-2017)
- 2.3 That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed schemes during implementation and advertised as an amendment Traffic Regulation Order.

### **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 At the Environment, Transport & Sustainability Committee on 13th October 2015 the Parking Scheme Priority Timetable was agreed which allowed officers to commence work on a number of proposed parking schemes throughout Brighton & Hove.
- 3.2 Permission to proceed with the Balfour Road area and Preston village consultation and the options to take forward were agreed at the Environment, Transport & Sustainability (ETS) Committee meeting on 15th March 2016.
- 3.3 In October 2016 a leaflet and questionnaire giving details about proposals for the various schemes was sent to all property addresses in the above areas. The consultation was advertised on the council's website, via social media and by a press-release to local media. Plans could also be viewed at an unstaffed exhibition at the Customer Service Centre, Hove Town Hall. An officer was also available to take phone calls from those who had specific questions about the consultation.

#### ***Balfour Road area***

- 3.4 Overall 66% of respondents were in favour of a Residents' Parking Scheme in the area based on a high 53% response rate. In further questions just under 67% of respondents preferred a full scheme (9am-8pm) while just over 66% of respondents wanted a Monday to Sunday scheme rather than a five day scheme.
- 3.5 Therefore, it was recommended to take into account these results and propose an extension to the existing adjoining Area F resident parking scheme (Monday to Sunday 9am-8pm) into the Balfour Road area. Extending the parking scheme would give residents both in the existing and new parking proposals more flexibility for parking opportunities.

#### ***Preston Village area***

- 3.6 53.1% of respondents were in favour of a Residents' Parking Scheme in the area based on a 36.6% response rate. 51.3% of respondents preferred a full scheme 9am-8pm while 67.2% of respondents wanted a Monday to Friday scheme.
- 3.7 Therefore, it was recommended to take into account these results and propose a new resident parking scheme (Monday to Friday 9am-8pm) into the Preston Village area. It is appreciated some roads were against the proposals but to ensure a parking scheme is geographically viable as a boundary it is proposed to go ahead with the whole area as overall the respondents were in favour of a scheme.
- 3.8 Following approval by the Environment, Transport & Sustainability Committee on 17<sup>th</sup> January 2017 these proposals were advertised as a Traffic Regulation to allow further comments and representation to be made from residents both within and outside the proposed areas.



#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The alternative option is doing nothing or a re-consultation which would mean the proposals would not be taken forward and /or re-consulted on which would cause a delay. However, it is the recommendation of officers that proposals put forward proceed with for the reasons outlined within the report.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The draft Traffic Regulation Orders (TRO's) were advertised on 21<sup>st</sup> April 2017 with the closing date for comments and objections on 12<sup>th</sup> May 2017. The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.2 Notices with information about the proposal were erected within roads of the parking schemes for 21<sup>st</sup> April 2017. The notice was also published in The Brighton & Hove Independent newspaper on 21<sup>st</sup> April 2017. Detailed plans and the Traffic Regulation Order were available to view at the Customer Service Centres at Bartholomew House and Hove Town Hall. Plans showing the boundaries of the parking schemes are shown in Appendices A, B & C.
- 5.3 The documents were also available to view and to respond to directly on the Council website.

##### ***Balfour Road Area***

- 5.4 There were 36 items of correspondence received on the proposals. All items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix C.
- 5.5 There were 15 items of correspondence in support of the proposals due to the parking problems in the area and 21 objections to the proposals.
- 5.6 The representations to the scheme contained a number of different reasons to support and object to the resident parking proposals. Some representations contained 2 different reasons to support / object to the resident parking proposals.

##### ***Support***

- 5.7 6 reasons in support were due to displacement from other nearby schemes, 3 reasons in support as the scheme would benefit the residents and solve parking issues and a further 3 reasons in support to stop the illegal or unsafe parking.
- 5.8 There was a further 1 reason in support due to commuter parking, 1 reason for support to the double yellow lines outside of the scheme and 1 reason outlining general support to the scheme.

##### ***Objections***

- 5.9 11 reasons outlining that a Light Touch parking scheme should be considered, 4 reasons received who felt that this scheme wasn't necessary and there are no

parking problems in the area and a further 3 reasons about the allocation of permits for residents and the allocation of school permits.

- 5.10 There was a further 2 reasons regarding specific parking space locations, 1 reason regarding the extension of the scheme into area F and 1 reason as the zone does not include Surrenden Road.
- 5.11 In terms of the school permits then they are allocated with "any vehicle" to allow flexibility to the school for them to use in different vehicles at any one time. School permits are capped to a maximum of 25 permits per school and allocated at a ratio of 1 permit for every 6 teaching staff depending on existing off street parking. An upcoming parking permit review which will be presented to a future Environment, Transport & Sustainability Committee will be reviewing all the different types of permits and how they are working.
- 5.12 All officer responses to the representations / reasons are outlined in Appendix C.

### ***Preston Village area***

- 5.13 There were 20 items of correspondence received on the proposals. All 20 items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix D.
- 5.14 There were 4 items of correspondence in support of the proposals due to the parking problems in the area. 16 items of correspondence were objections to the proposals.
- 5.15 The representations to the scheme contained a number of different types of reasons to support and object to the resident parking proposals. Some representations contained 2 different types of reasons to support/ object to the resident parking proposals.

### ***Support***

- 5.16 3 reasons in support as the scheme would benefit the residents and solve parking issues, 1 reason in support due to commuter parking and a further 1 reason outlining general support to the scheme and comments to the scheme design.

### ***Objections***

- 5.17 In terms of objections there were 6 representations that the current parking restrictions work well in the area, 5 reasons regarding the 7 day scheme and that the scheme should operate Mon- Fri and 1 reason regarding the loss of parking space due to double yellow lines over residents driveways.
- 5.18 There was a further 1 reason that requesting that a Light Touch parking scheme should be considered, 1 reason received who felt that any sort of scheme wasn't necessary and wasn't informed on the results on the consultation, 1 reason outlined who had concerns about safety aspects of the scheme and finally 1 reason received who felt the one way system needed a contra flow in place to enable 2 way cycling.

5.19 In terms of contra flow cycling on proposed one way streets a site visit has been carried out and we are proposing to include this to Middle Street and North Street (alongside Home Road which already has this in place) as an amendment order following the scheme implementation.

5.20 All officer responses to the representations / reasons are outlined in Appendix D.

## **6. CONCLUSION**

6.1 It is recommended to take forward within the Balfour Road area an extension to the existing adjoining Area F resident parking scheme (Monday to Sunday 9am - 8pm) (Appendix A).

6.2 It is recommended to take forward a new resident parking scheme (Monday to Friday 9am - 8pm) within the Preston Village area (Appendix B).

6.3 Any additional amendments to the approved schemes deemed necessary through the formal consultation will be introduced during the implementation stage and advertised through a traffic regulation amendment order.

6.4 As part of the consultation undertaken in the scheme regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the areas and existing parking provision in the areas.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

7.1 The capital costs of creating and extending the parking schemes will be funded from borrowing, with repayments made over a seven year period funded from the revenue income generated. It is estimated that the capital costs of the recommendations in this report will be £0.120m.

7.2 Additional enforcement costs are estimated to be £0.170m per annum for these schemes as well as other new parking schemes which are due to be introduced this financial year and are the subject of separate committee reports. These costs are not included in current revenue budgets but will be funded from the income generated by the new schemes.

7.3 The annual income from the Preston Village resident parking scheme is estimated to be £0.050m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.

7.4 The annual income from the extension to the Area F resident parking scheme is estimated to be £0.050m, which after the costs of managing the scheme would

generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.

- 7.5 Any surplus arising from on street parking is used to defray qualifying expenditure as governed by the Road Traffic Regulation Act 1984, as amended by the Road Traffic Regulation Act 2004. Any financial surplus generated from charges after direct costs contributes towards supporting traffic management objectives, including the part funding of bus subsidies, concessionary bus fares and Local Transport Plan projects.
- 7.6 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

*Finance Officer Consulted: Gemma Jackson*

*Date: 08.06.17*

Legal Implications:

- 7.7 Before making Traffic Orders the Council must consider all duly made unwithdrawn objections. Where there are unresolved objections to a Traffic Order then the matter is referred to the Environment, Transport & Sustainability Committee for a decision.
- 7.8 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 traffic including pedestrians. The actions detailed in this report will assist in demonstrating that the Council is complying with its statutory duty.

*Lawyer Consulted: Stephanie Stammers*

*Date: 05.06.17*

Equalities Implications:

- 7.1 The proposed measures will be of benefit to many road users.
- 7.2 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities

Sustainability Implications:

- 7.3 The new motorcycle bays and pedal cycle parking bays will encourage more sustainable methods of transport.
- 7.4 Managing parking will increase turnover and parking opportunities for all.

Any Other Significant Implications:

- 7.5 None identified

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

Appendix A – Balfour Road Area parking scheme boundary plan

Appendix B – Preston Village Area parking scheme boundary plan.

Appendix C – Balfour Road Area - List of Objections / Comments / Officer Responses.

Appendix D – Preston Village Area - List of Objections / Comments/ Officer Responses.

### **Documents in Members' Rooms**

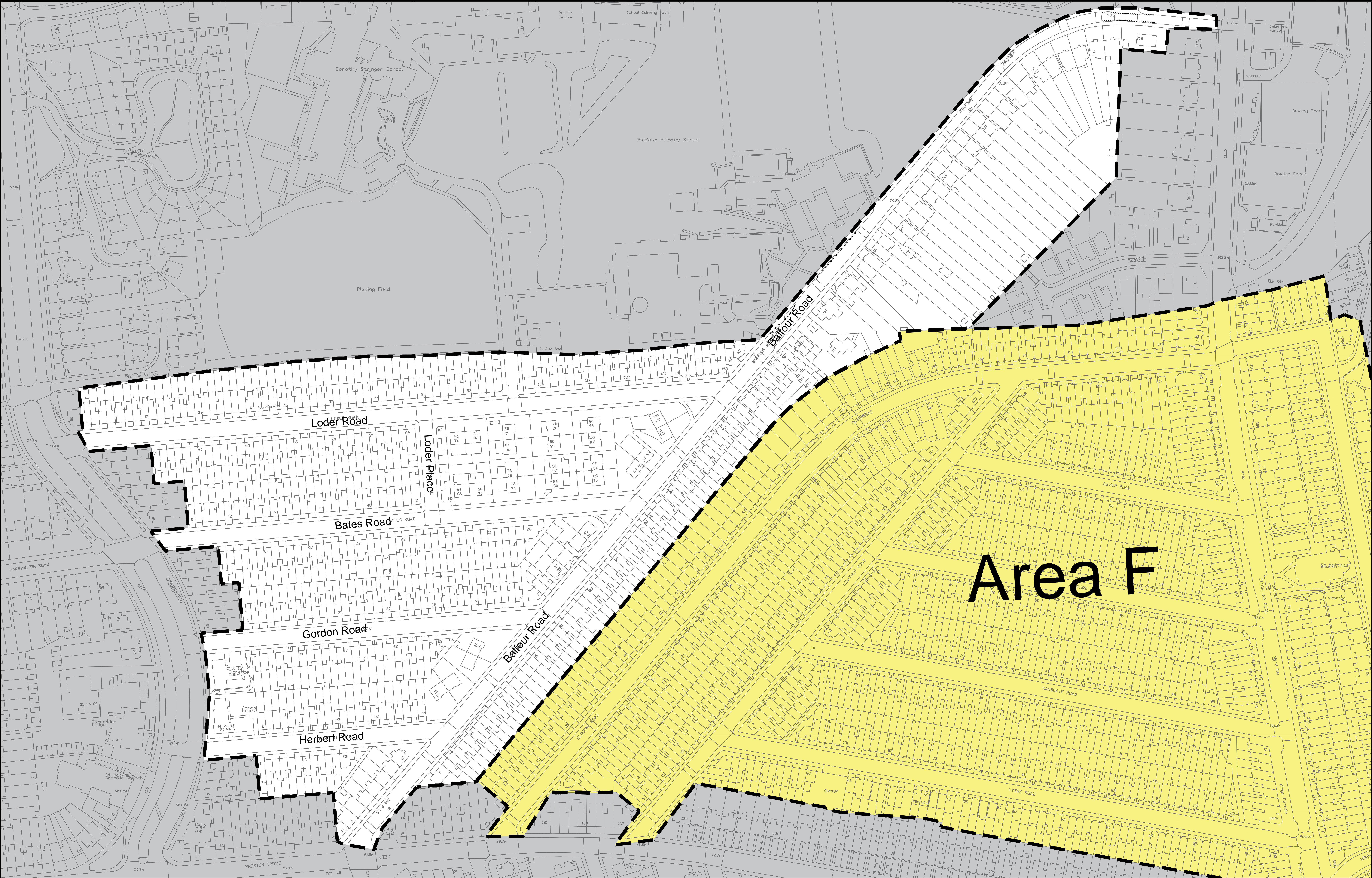
1. None

### **Background Documents**

1. Item 26 - Environment, Transport & Sustainability Committee Meeting Report – 13<sup>th</sup> October 2015.
2. Item 77 – Environment, Transport & Sustainability Committee Meeting Report – 15<sup>th</sup> March 2016
3. Item 64 - Environment, Transport & Sustainability Committee Meeting Report - 17<sup>th</sup> January 2017.







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Double yellow line restrictions would apply across all vehicle crossovers/dropped kerbs.  
Where there are no parking bays indicated, double yellow line restrictions would apply along  
kerb side with the exception of private roads.

Client
Job title
Balfour Road Area

Drawing Title
Proposed zone boundary Appendix A

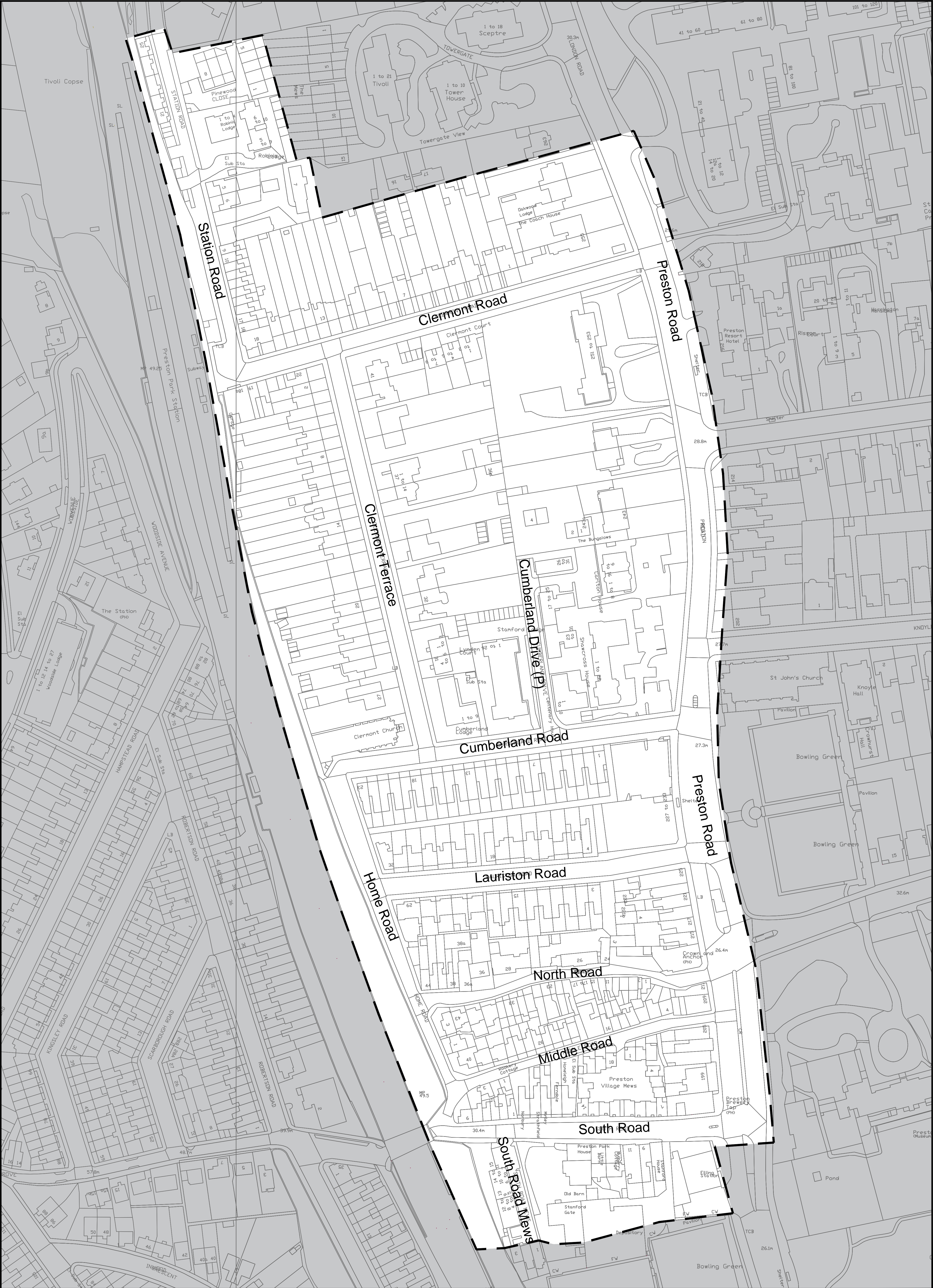



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## Appendix C – Balfour Road Area – Responses to the TRO Consultation

	Name	Address	Object/Support	Brief Summary	Officers Comments
1	Resident	Balfour Road	Support	With parking difficulties experience daily in this area this scheme would be a benefit to residents	
2	Resident	Balfour Road	Support	This will stop illegal parking on the pavement and vehicles being left for long periods of time.	
3	Resident	Balfour Road	Object	Object to the permits designated to the schools and not to a specific vehicle.	The permits are allocated with "Any vehicle" to allow flexibility to the school for them to use in different vehicles at one time
4	Resident	Balfour Road	Object	Object to this area be added to the already large Zone F and the large number of permits being offered the 3 schools in the area.	The area is within a natural boundary of zone F and was part of the original proposals when Area F was originally consulted. School permits are capped to a maximum of 25 permits per school, these are allocated at 1 permit for every 6 teaching staff
5	Resident	Balfour Road	Support	Support this proposal as it will make parking easier for residents in this area.	
6	Resident	Balfour Road	Support	Support this proposal as residents are unable to park due to displacement of vehicles from nearby Controlled Parking Zones.	
7	Resident	Balfour Road	Support	Support the full scheme, which will enable residents to park within a reasonable distance to their homes and stop dangerous parking around the schools.	

8	Resident	Balfour Road	Support	Fully support this parking scheme as parking has become extremely difficult in this area and will stop dangerous parking.	
9	Resident	Balfour Road	Support	Support this proposal as parking has been a problem since the other parking schemes were introduced.	
10	Resident	Balfour Road	Object	The parking scheme as proposed will add to the problems, and totally ignores the needs of residents. This scheme should be postponed until the issue of the parking at the schools has been considered properly.	
11	Resident	Balfour Road	Object	Object to the proposal as there is no parking problem in the area, but this proposals will generate one, and will make it more difficult and possibly less safer for residents and users of the school.	
12	Resident	Bates Road	Object	Object to the proposed scheme as there is no parking problem in this area	
13	Resident	Bates Road	Object	Object to this proposal as only one permit per household.	Residents are allocated one permit per household. We then allow additional permits depending on the take up and availability of permits.
14	Resident	Bates Road	Object	Object to this proposal due to the limited number of permits for visitors .	Visitors permits are capped at 50 permits per year per person in each household. This is to prevent the area being flooded with vehicles. Visitors are able to park in pay and display bays in the area
15	Resident	Bates Road	Object	Object to this proposal as there should be provision for electric vehicle parking and charging points in the parking proposal. A light touch scheme would be more suitable in this area.	Electric vehicles being considered. Residents voted (66.5%) in favour for a full scheme
16	Resident	Bates Road	Support	Support this proposal	
17	Resident	Beechwood Close	Object	Object to this proposal as a light touch scheme would prevent the campervans and all day commuters parking in this area.	Residents voted (66.5%) in favour for a full scheme

18	Resident	Denton Drive	Object	Object to this proposal as there is plenty of parking spaces in this area.	
19	Resident	Friar Crescent	Object	Object to this proposal as there is very little provision for motorcycle parking. A light touch scheme for parking should be introduced.	At least one motorcycle bay in on each road, if residents wish to apply for additional bays this should be put in writing to <a href="mailto:parking.infrastructure@brighton-hove.gov.uk">parking.infrastructure@brighton-hove.gov.uk</a> where this request can be considered
20	Resident	Friar Crescent	Object	Object to this proposal due to parking restrictions by the schools. A light touch parking scheme would prevent campervans and all day commuter parking in this area.	Residents voted (66.5%) in favour for a full scheme
21	Resident	Friar Road	Object	Object to this proposal as light touch and free short stay parking bays would benefit local residents and stop commuter parking.	Residents voted (66.5%) in favour for a full scheme
22	Resident	Friar Road	Object	Object to this proposal as all this area needs is a light touch scheme.	Residents voted (66.5%) in favour for a full scheme
23	Resident	Herbert Road	Support	Support this proposal as being right next to 2 existing parking schemes has made parking for resident difficult .	
24	Resident	Herbert Road	Support	I support this proposal as this will stop commuter parking in this area.	
25	Resident	Herbert Road	Support	Support the full parking scheme as this will stop dangerous parking and making the roads safer.	
26	Resident	Herbert Road	Support	Support this proposal as parking has been a problem since the other parking schemes were introduced.	
27	Resident	Herbert Road	Support	Support this proposal as parking has been a problem since the other parking schemes were introduced and will stop dangerous parking.	
28	Resident	Herbert Road	Support	Support this proposal as parking has been a problem since the other parking schemes were introduced and will stop dangerous parking.	
29	Resident	Loder Road	Object	This scheme should be changed from a full scheme to a light touch scheme which will stop commuter parking.	Residents voted (66.5%) in favour for a full scheme

30	Resident	Loder Road	Object	Object to this proposal due to parking restrictions by the schools. A light touch parking scheme would prevent campervans and all day commuter parking in this area.	Residents voted (66.5%) in favour for a full scheme
31	Resident	Loder Road	Object	Object to the proposal due to inadequate number of visitor parking places.	Been considered
32	Resident	Stanmer Villas	Object	Object to this proposal due to parking restrictions by the schools. A light touch parking scheme would prevent campervans and all day commuter parking in this area.	Residents voted (66.5%) in favour for a full scheme
33	Resident	Surrenden Holt	Support	Support the proposal of double yellow lines on the corners of Surrenden Holt as this will make entering and exiting much safer.	
34	Resident	Surrenden Road	Object	Object to the proposal as it has not included Surrenden Road and this will make parking considerably worse for those living on the boundary of the scheme.	
35	Resident	Surrenden Road	Object	Object to this proposal as there is no need to change the current system. A light touch scheme would prevent campervans and all day commuter parking in this area.	Residents voted (66.5%) in favour for a full scheme
36	Resident		Object	Object to the hours of restriction	Residents voted (66.5%) in favour for a full scheme. The hours are restriction are consistent with all full controlled parking schemes

## Appendix D – Preston Village area – Responses to the TRO Consultation

	Name	Address	Object/Support	Brief Summary	Officers Comments
1	Resident	Clermont Terrace	Object	Object to this proposal as the existing single yellow line restrictions are sufficient. The new parking scheme will restrict homeowners parking across their own driveways.	In order for the controlled parking scheme to work, double yellow lines need to be installed over each crossover to ensure they are enforceable and prevent other vehicles parking over the access,
2	Resident	Clermont Terrace	Object	Object to this proposal as the light touch parking restriction works. This will also reduce the number of possible parking spaces if residents are unable to park across their own driveway entrance.	In order for the controlled parking scheme to work, double yellow lines need to be installed over each crossover to ensure they are enforceable and prevent other vehicles parking over the access,
3	Resident	Clermont Terrace	Object	Object to this proposal as believe the restrictions should only be enforced Monday to Friday as the parking at the weekends prevents visitors parking for free.	Advised resident that the scheme will operate form Monday - Friday
4	Resident	Cumberland Road	Support	Fully support the proposal as no parking spaces available for residents due to the high number commuters.	
5	Resident	Cumberland Road	Object	Object to this proposal as a light touch scheme would be more appropriate for this area, as it is used frequently by commuters during the week.	(51.3%) of residents favoured a full scheme

6	Resident	Cumberland Road	Object	Support the idea of a residents parking for weekdays but object to having it in place on the weekends as well. This would be very constricting in terms of having visitors at the weekend.	WITHDRAWN
7	Resident	Cumberland Road	Object	Object to the proposal would like the restrictions from Monday to Friday as weekend parking is not a problem.	Advised resident that the scheme will operate form Monday - Friday
8	Resident	Cumberland Road	Object	Object to this proposal as only need Monday to Friday parking restriction and no restrictions at weekends	Advised resident that the scheme will operate form Monday - Friday
9	Resident	Cumberland Road	Object	Object to this proposal as the current parking restrictions within the Preston Village area works as they are for the majority of residents, commuters and general public.	
10	Resident	Cumberland Road	Object	Object to this proposal as the current parking restrictions within the Preston Village area works as they are for the majority of residents, commuters and general public.	
11	Resident	Cumberland Road	Support	Support this proposal as it will enable local residents to park near their homes. It will make the area safer for residents.	
12	Resident	Cumberland Road	Support	Support this proposal as this area has become a parking area for commuter. A controlled parking zone is needed here.	



13	Resident	Cumberland Road	Object	Object to this proposal due to the one permit per household.	Residents are allocated one permit per household. We then allow additional permits depending on the take up and availability of permits. For the scheme
14	Resident	Middle Road	Object	Object to this proposal as the current parking regulations and restrictions within the Preston Village area works as they are for the majority of residents, commuters and general public.	
15	Resident	North Road	Object	Object to this proposal as the current parking restriction are sufficient. The proposed introduction of permits will allow business in the area to apply for several permits, which will restrict the number of permits available to residents.	Advised resident that businesses will be allowed to purchase a maximum of two business permits each
16	Resident	South Road	Object	Object to this proposal as Monday to Sunday scheme in the notice is different from the Monday to Friday Scheme approved 17.01.17	Advised resident that the scheme will operate form Monday - Friday
17	Resident	South Road	Object	Object to the proposed scheme being introduced in any form. Residents have not be informed of the results of the consultation to prove that a scheme is wanted.	Results of the consultation were submitted to the ETS committee and on BHCC website. A press release was sent out and on street notices were erected

18	Resident	Station Road	Support	Support this proposal. This proposal can be improved by the creation of 5 or 6 additional parking spaces opposite Nos 6-9 Station Road.	
19	Resident	Station Road	Object	Object to this proposal as have concerns about the safety aspects of the scheme.	All roads within the scheme meet the minimum road widths for parking and have been assessed to ensure they are safe for parking
20	Interested Group	One Way	Object	One-Ways without cycling contraflows are huge barrier to cycling - there should always be two-way cycling, if considered difficult then car parking can be removed to provide extra width. Roads can also be made completely traffic-free to enable 2-way cycling. Maximising parking is not a legitimate reason to stop people cycling.	A site visit has been carried and we are proposing to include this as an amendment order following the scheme implementation.

<b>Subject:</b>		<b>West Hove resident parking scheme consultation</b>	
<b>Date of Meeting:</b>		<b>27<sup>th</sup> June 2017</b>	
<b>Report of:</b>		<b>Executive Director of Economy, Environment &amp; Culture</b>	
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 29-3329</b>
	<b>Email:</b>	<b>Charles.field@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>		<b>Wish</b>	

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

- 1.1 The purpose of this report is to consider the outcome of the recent public consultation for a proposed parking scheme in the West Hove area. Permission to proceed to this second stage consultation was agreed at the Environment, Transport & Sustainability (ETS) Committee meeting on 14<sup>th</sup> March 2017.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee approves a new Light Touch resident parking scheme (Monday to Sunday 11am -12 Noon & 6pm - 7pm) within the West Hove area (Appendix A) be progressed to the final design and the Traffic Order stage advertised to allow further comment.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 As part of the Parking Scheme Timetable report presented to the Environment, Transport & Sustainability Committee Meeting in October 2015 it was agreed to consult residents in the West Hove area to determine whether they would like to be consulted on a full detailed design for a resident parking scheme.
- 3.2 Permission to proceed with the initial consultation outlining the consultation area and hour / day options was agreed at the Environment, Transport & Sustainability Committee meeting on 15<sup>th</sup> March 2016.
- 3.3 In November 2016 a letter was sent to all property addresses in the West Hove area. 1103 valid responses were received from within the proposed scheme boundary giving a high response rate of 44.23%.
- 3.4 Overall, 67.4% of respondents wanted a residents parking scheme, and to see a detailed design to consider while 32.6% of respondents did not want a parking scheme in their area.
- 3.5 22.2% of respondents wanted a 9am-8pm residents parking scheme while 78% wanted 2 periods during the day (light touch scheme). 47.2% of respondents wanted a Monday to Sunday scheme while 52.8% wanted Monday to Friday.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward. There is also the option to consult on further different parking schemes as part of the Traffic Regulation Order process.
- 4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Following Environment, Transport & Sustainability Committee approval on 14<sup>th</sup> March 2017 a consultation letter was sent out in April 2017. The consultation was also advertised on the council's website, via social media and by a press-release to local media. The results outlined that 75.5% of respondents were in favour of a Residents' Parking Scheme in the area based on a 41% response rate.
- 5.2 69.9% of respondents agreed with the proposed hours of operation (Monday to Sunday 11am -12 Noon & 6pm - 7pm) while 30.1% of respondents preferred different hours.
- 5.3 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation is outlined in detail in Appendix B including the main comments. A plan showing the results road by road is outlined in Appendix C.
- 5.4 In addition to the responses to the consultation outlined in Appendix B other correspondence was received by officers.
- 5.5 A petition signed by 30 residents in Chelston Avenue requested they would like more parking to be considered. In response to this officers will undertake a site visit and further review the road to try to accommodate more parking before any Traffic Regulation Order is advertised.
- 5.6 A letter was also received from the Kingsway & West Hove Residents Association (KAWHRA) outlining their concerns about the zone boundary in relation to the Portzed development and allowing this development access to resident permits. The proposed parking scheme would allow for any property on the Kingsway (But not the Basin Road) to apply for a relevant permit. If the new addresses are within the Kingsway then the only way to remove them from eligibility is through an amendment traffic order when the full addresses are known. Therefore, this would need to be considered at a later date through discussions with the planning department.
- 5.7 Officers have discussed the results and had extensive dialogue with the Ward Councillors in this area who have given their overall support for the parking scheme going forward. The following has been agreed with Ward Councillors:
  - Officers will meet Ward Councillors and residents on Chelston Avenue to see how best to ensure that as few spaces as possible on that street are lost.

- Officers will contact Housing to discuss ways of mitigating the impact of the scheme on the Ingram Estate following concerns being raised about different light-touch hours being in operation between the existing Housing scheme (7-8pm) and the new on-street parking scheme (6-7pm) that will be running in tandem.
- Officers will include an appropriate measure within the Traffic Regulation Order to prevent cars blocking the south side of the junction of Portland Road and Boundary Road.

## **6. CONCLUSION**

- 6.1 It is recommended to take into account the results of the recent second stage consultation and propose a new resident parking scheme (Monday to Sunday 11am -12 Noon & 6pm - 7pm) within the West Hove area (Appendix A). It is appreciated some roads were against the proposals but to ensure a parking scheme is geographically viable including a practical boundary it is proposed to go ahead with the whole area in recognition that overall the respondents were in favour of a scheme.
- 6.2 It is recommended by officers these proposals are progressed to the next detailed design stage and further advertised as a Traffic Regulation Order allowing further comments to be made from residents both within and outside the new proposed area. All comments will be reported back to a further Environment, Transport & Sustainability Committee meeting for approval.
- 6.3 As part of the consultation undertaken in the schemes, regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the area and existing parking provisions in the area.
- 6.4 Any yellow lines that are considered appropriate outside of the proposed parking schemes will also be investigated and advertised alongside the parking scheme traffic order.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The costs associated with the report recommendations will be met from existing budgets within the Parking department. The detailed financial implications of the proposed scheme will be included in a future committee report once the final design of the scheme has been agreed.

*Finance Officer Consulted: Gemma Jackson*

*Date: 06/06/17*

### Legal Implications:

- 7.2 The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious movement of traffic.

The action which a traffic authority may take in performing this duty include any action which they consider will contribute to securing a more efficient use of their road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

The recommendations detailed in this report will assist in demonstrating that the Council is complying with its statutory duty

*Lawyer consulted: Stephanie Stammers*

*Date: 05/06/17*

### Equalities Implications:

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

### Sustainability Implications:

- 7.4 Any new motorcycle bays and the on-street pedal cycle bays will encourage more sustainable methods of transport.

### Any Other Significant Implications:

- 7.5 Any legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

Appendix A –West Hove area plan

Appendix B – consultation report

Appendix C – Road by Road analysis - plan

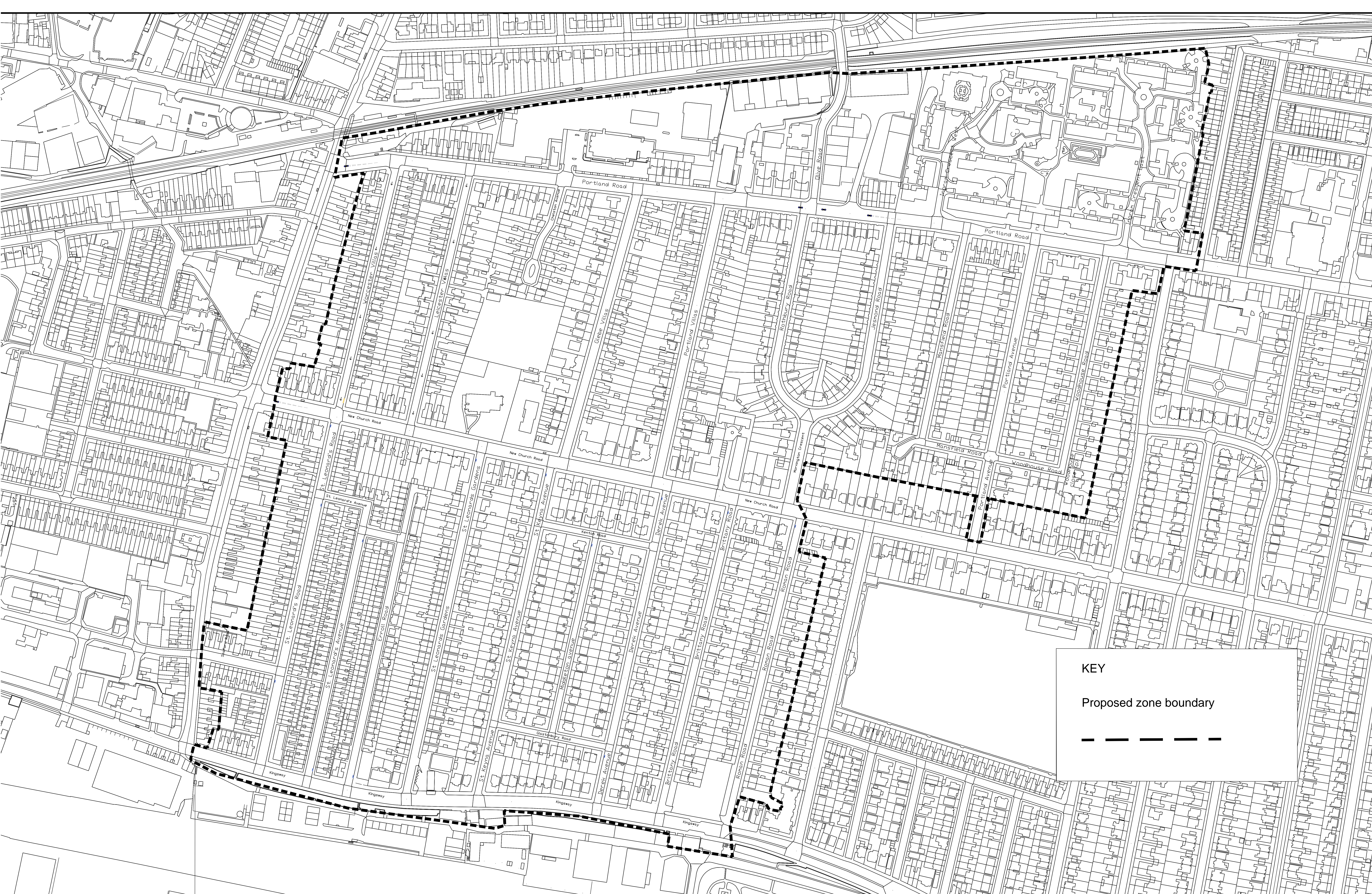
### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. Item 82 – Environment, Transport & Sustainability Committee Meeting Report – 15<sup>th</sup> March 2016.
2. Item 79 - Environment, Transport & Sustainability Committee Meeting Report - 14<sup>th</sup> March 2017.





## KEY

Proposed zone boundary

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## **Appendix B - West Hove Resident's Parking Scheme Consultation Report**

### **Background**

In November 2013 residents in the area were consulted about a possible parking scheme in West Hove. At that time a majority of respondents rejected the proposal, with the exception of a small section near Wish Park which has since been implemented.

However, the council since received a petition, and a number of complaints from residents, about parking issues in the West Hove Area. At the Environment, Transport & Sustainability Committee (15 March 2016) it was agreed that residents and businesses in this area would be written to in order to find out if there is general support for a resident parking scheme and if so, whether a full scheme or a light-touch scheme and what days of operation might be preferred.

Residents were consulted in December 2016 and the results showed that 67.4% supported the introduction of a residents parking scheme with the preference being for a 5 day light touch scheme. Following this, a further consultation including a detailed design was distributed to residents to further gauge support for the introduction of a light touch scheme. Full details of this follows:

### **Headline Findings**

#### **Support for a resident parking scheme:**

- **75.5%** of respondents support the idea of a residents parking scheme.
- **24.5%** of respondents do not support the idea of a residents parking scheme

#### **Operating hours**

- **69.9%** Would like the scheme to operate 11am-12pm and 6pm – 7pm
- **30.1%** Would prefer different hours of operation

### **Methodology**

Brighton & Hove City Council Land and Property Gazetteer was used to provide 2488 property addresses in the proposed scheme boundary for the West Hove Area. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal should they wish to. 92.7% responses received were by mail and 7.3% on line. The consultation was advertised on the council's website, via social media and by a press-release to local media. The consultation ran from 20 April to 26 May 2017.

## Results

**1020** valid responses<sup>1</sup> were received from within the proposed scheme boundary giving a response rate of 41%.

### Q1 Would you like your area to be considered for a residents parking scheme?

(response base 1008<sup>2</sup>)

Yes		No		Total
Number	%	Number	%	
761	75.5	247	24.5	1008

### Results on a street by street basis were as follows:

(response base 1008)

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Aldrington Close	39	9	23.1	2	22.8	7	77.2
Brittany Road	59	33	56.0	31	93.9	2	6.1
Chelston Avenue	26	14	53.8	10	71.4	4	28.6
Derek Avenue	55	26	47.3	18	69.2	8	30.8
Erroll Road	96	41	42.7	26	63.4	15	36.6
Glastonbury Road	13	9	69.2	6	66.7	3	33.3
Glebe Villas	73	35	47.9	24	68.6	11	31.4
Ingram Crescent East	253	43	17.0	29	67.4	14	32.6
Ingram Crescent West	241	27	11.2	13	48.1	14	51.9
Jesmond Close	3	1	33.3	0	0.0	1	100.0
Jesmond Road	54	35	64.8	29	82.9	6	17.1
Kenton Road	12	7	58.3	5	71.4	2	28.6
Kingsway	124	37	29.8	26	70.3	11	29.7
Leicester Villas	67	36	53.7	26	72.2	10	27.8
Mansfield Road	57	39	68.4	36	92.3	3	7.7
Middleton Avenue	47	25	53.2	14	56.0	11	44.0

<sup>1</sup> 25 responses were removed from the analysis for the following reasons: 7 were duplicate cases, 8 were from outside the area and 10 gave no address.

<sup>2</sup> Response base = number of people answering this question

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Mornington Crescent	8	6	75.0	5	83.3	1	16.7
New Church Road	169	45	26.6	25	55.6	20	44.4
Olive Road	2	0	0.0	0	0.0	0	0.0
Portland Avenue	59	40	67.8	36	90.0	4	10.0
Portland Lane	3	0	0.0	0	0.0	0	0.0
Portland Road	225	63	28.0	50	79.4	13	20.6
Portland Villas	73	44	60.3	34	77.3	10	22.7
Roman Road	66	44	66.7	41	93.2	3	6.8
Rothbury Road	48	36	75	32	88.9	4	11.1
Seaford Road	26	11	42.3	8	72.7	3	27.3
St Keyna Avenue	55	31	56.4	21	67.7	10	32.3
St Leonards Avenue	163	56	34.4	43	76.8	13	23.2
St Leonards Gardens	87	49	56.3	28	57.1	21	42.9
St Leonards Road	136	79	58.1	66	83.5	13	16.5
Woodhouse Close	4	2	50.0	1	50.0	1	50.0
Woodhouse Road	51	38	74.5	34	89.5	4	10.5
Worcester Villas	94	47	50.0	42	89.4	5	10.6
<b>Total</b>	<b>2488</b>	<b>1008</b>	<b>40.5</b>	<b>761</b>	<b>75.5</b>	<b>247</b>	<b>24.5</b>

## Q2 Would you like the scheme to operate from 11am-12pm and 6pm-7pm?

(response base 918)

Yes		No (I would like different hours of operation)		Total
Number	%	Number	%	
641	69.9	276	30.1	

## Q2b

Those respondents who answered 'no' for Question 2 were given the chance to suggest alternative timings for the scheme. 228 respondents chose to offer an alternative.

A number of respondents chose not to suggest specific time slots and instead; 25 respondents asked for a full scheme and 48 wanted no scheme at all. Further to this, 10 respondents wanted the scheme to run weekdays only and 9 said there should only be morning restrictions and no evening hours.

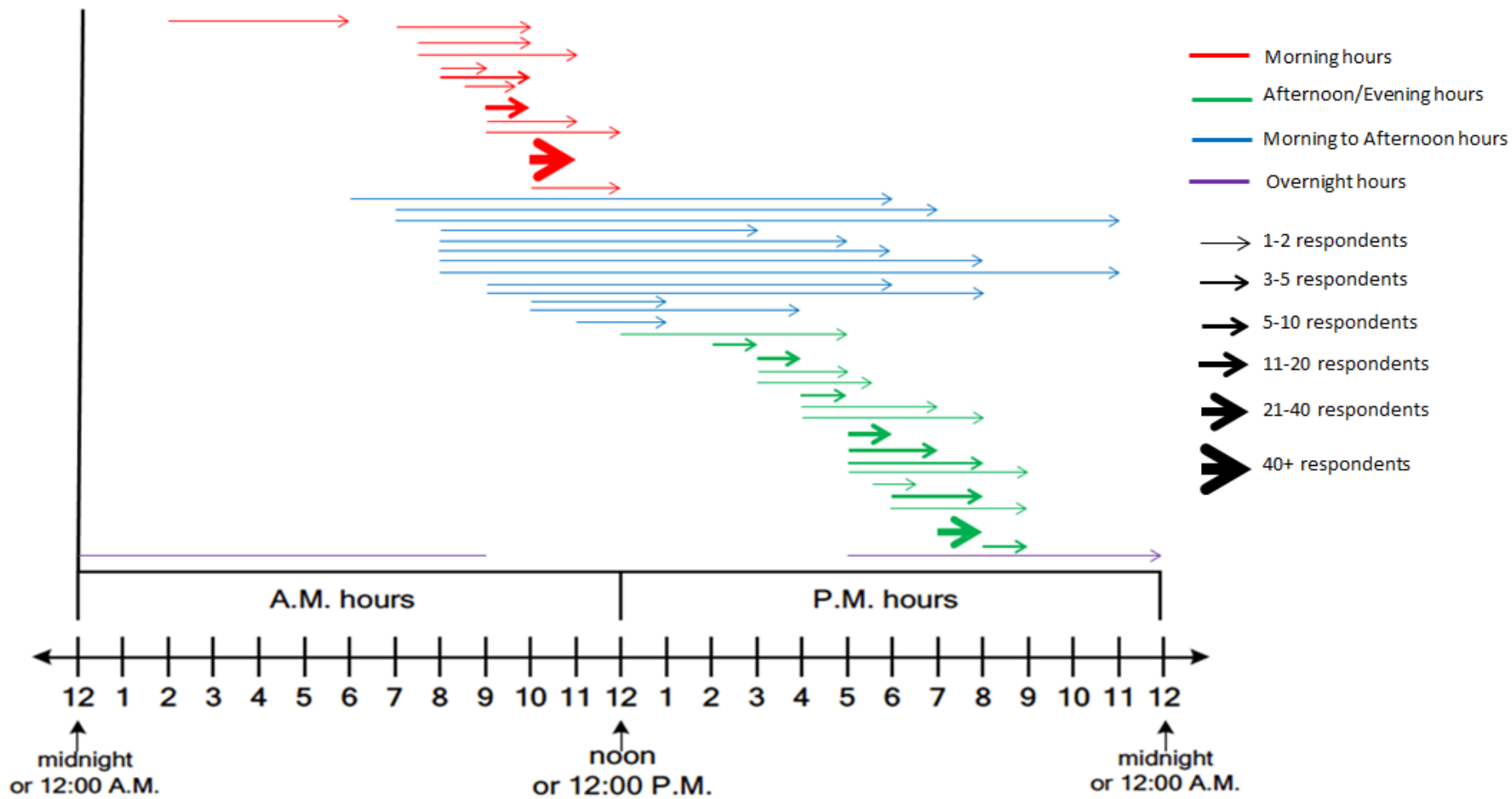
The most popular suggestions for alternative times are shown below<sup>3</sup>:

Time slot	Number of times mentioned
10am-11am	53
7pm-8pm	35
5pm-6pm	17
9am-10am	8
5pm-7pm	7
6pm-8pm	6
3pm-4pm	6
5pm – 8pm	4
8am-10am	4
4pm-5pm	4

The full list of suggestions was wide ranging and responses are all plotted on the graphic below:

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<sup>3</sup> Figures show the amount of times a themed comment was mentioned.



**Q3 Respondents were asked whether they are a resident, a business owner or manager or work in the area. (Respondents could tick more than one option).**

	Number of responses
Resident	40
Business owner or manager	989
Work in the area	47
Other	3

**Q4 How many cars in your household?**

No. of cars	Number of responses
0	79
1	531
2	337
3	48
4 or more	12

**Q5a What type of business do you own or manage in the area?**

What type of business?	Number of responses
Retail outlet	5
Office-based	18
Other includes: Garage, care home, B&B, Gym, childcare, artist, self-employed, taxi driver	40
<b>Total responses</b>	<b>63</b>

### Q5b How many vehicles are directly associated with your business?

No. of vehicles	Number of responses
0	26
1	42
2	10
3	0
4 or more	6

### Q7 Any further comments?

An open text box enabled respondents to add comments. These comments were grouped together and themed as follows:<sup>3</sup> There were also 22 site specific comments eg relating to siting of motorcycle bays. These have all been passed to the Project Manager for the proposed scheme. The top ten types of comments are listed in the following table:

Comments made	Number of times mentioned
In favour because of current parking difficulties/ general positive comments	91
Will stop long term/ overnight parking e.g. caravans and left vehicles	84
Not enough residents parking spaces in this scheme/ will need more than one permit	55
Don't want to pay for parking	49
Don't want double yellow lines across driveways	46
Unhappy about hours of scheme operation	40
No need for a scheme/Unnecessary	38
Not enough visitor permits/ makes it difficult to have visitors	32
Need scheme implemented ASAP	29
This is a money making exercise	27

## Demographic Information

### Age (response base 665)

Age	Number	%
18-24	6	0.9
25-34	44	6.6
35-44	142	21.4
45-54	158	23.8
55-64	137	20.6
65-74	96	14.5
75+	82	12.3
<b>Total</b>	<b>665</b>	<b>100.0</b>

### Gender (response base 735)

Gender	Number	%
Male	345	46.9
Female	389	52.9
Other	1	0.1
<b>Total</b>	<b>735</b>	<b>100.0</b>

### Gender Identity (response base 680)

Do you identify as the gender you were assigned at birth?	Number	%
Yes	671	98.7
No	9	1.3
<b>Total</b>	<b>680</b>	<b>100.0</b>

### Disability (response base 697)

Disability	Number	%
Yes, a little	66	9.5
Yes, a lot	71	10.2
No	560	80.3
<b>Total</b>	<b>697</b>	<b>100.0</b>

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	80
Sensory impairment	9
Learning disability/ difficulty	0
Long-standing illness	49
Mental health condition	16
Development condition	0
Autistic Spectrum	2
Other	15



### Ethnic Origin (response base 722)

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	631	87.4
	Irish	11	1.5
	Gypsy or Irish Traveller	0	0.0
	Any other white background	37	5.1
Asian or Asian British	Bangladeshi	5	0.7
	Indian	4	0.6
	Pakistani	1	0.1
	Chinese	3	0.4
	Any other Asian background	4	0.6
Black or Black British	African	4	0.6
	Caribbean	2	0.3
	Any other Black background	1	0.1
Mixed	Asian & White	5	0.7
	Black African & White	1	0.1
	Black Caribbean & White	0	0.0
	Any other mixed background	2	0.3
Any other ethnic group	Arab	5	0.7
	Any other ethnic group	6	0.8
<b>Total</b>		<b>722</b>	<b>100.0</b>

### Sexual Orientation (response base 669)

Sexual Orientation	Number	%
Bisexual	11	1.6
Gay Man	14	2.1
Heterosexual/ straight	619	92.5
Lesbian/ Gay Woman	20	3.0
Other	5	0.7
<b>Total</b>	<b>669</b>	<b>100.0</b>

## Religious Belief (response base 686)

Religious Belief	Number	%
I have no particular religion or belief	277	40.4
Buddhist	5	0.7
Christian	308	44.9
Hindu	3	0.4
Jain	0	0.0
Jewish	15	2.2
Muslim	5	0.7
Pagan	5	0.7
Sikh	1	0.1
Agnostic	14	2.0
Atheist	37	5.4
Other	9	1.3
Other philosophical belief	7	1.0
<b>Total</b>	<b>686</b>	<b>100.0</b>

## Carer (response base 699)

Are you a carer	Number	%
Yes	64	9.2
No	635	90.8
<b>Total</b>	<b>699</b>	<b>100.0</b>

If yes, do you care for a:	Number
Parent	29
Partner or Spouse	13
Child with special needs	9
Friend	3
Other family member	6
Other	3
<b>Total</b>	<b>63</b>

## Armed Forces

(Response base 626)

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	2	0.3	611	99.7
Have you ever served in the UK armed forces?	44	7.0	582	93.0
Are you a member of a current or former serviceman or woman's immediate family/ household?	18	2.9	593	97.1

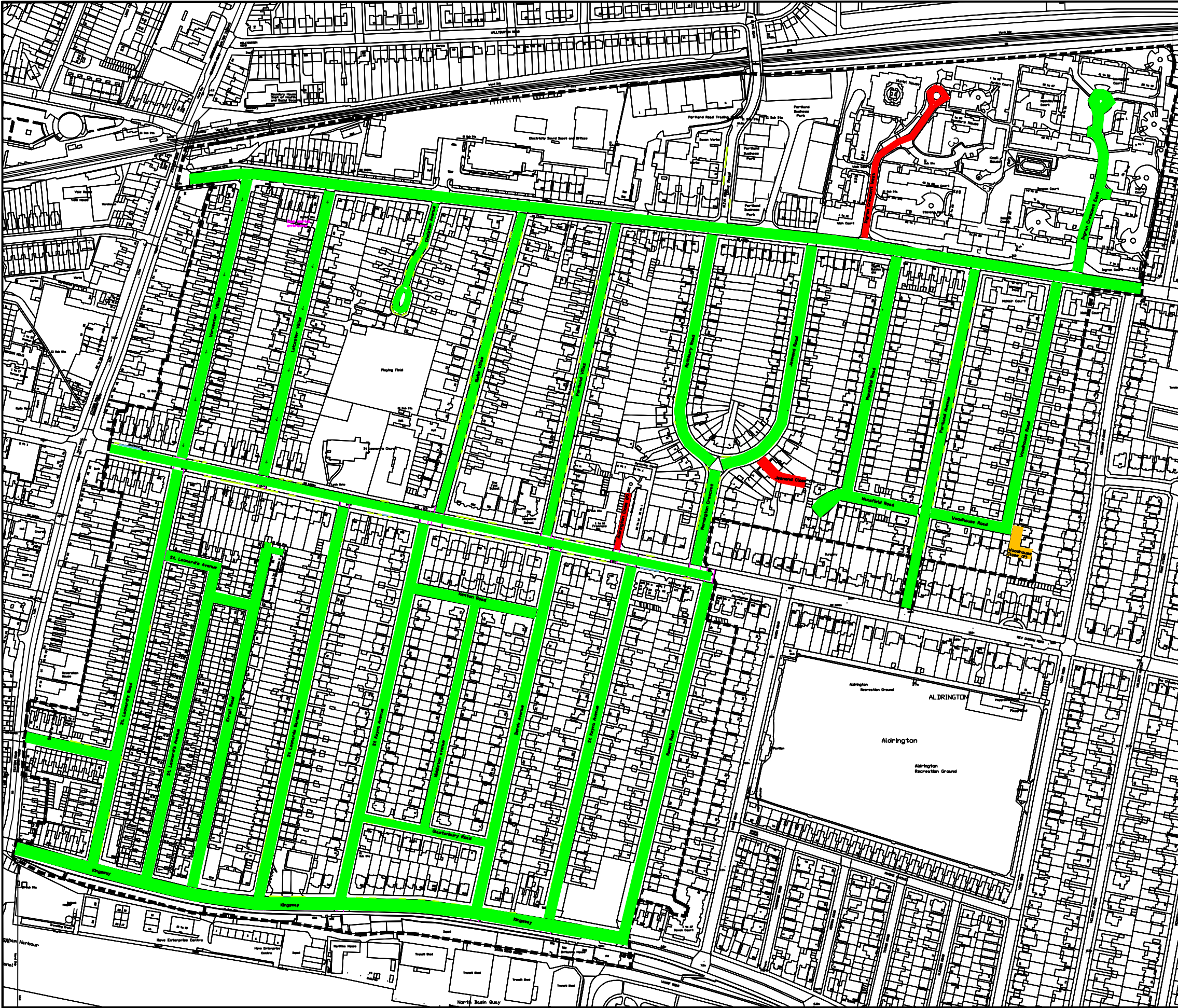
## Appendix

25 responses were removed from the analysis as they fell into the following categories:

- 8 Duplicates (only one responses per household was included)
- 7 Responses from residents outside the area
- 10 Responses where no address was given


Why removed from main report	In favour of parking scheme		Not in favour of parking scheme		Total
	Number	%	Number	%	
Duplicates	5	71.4	2	28.6	7
Outside the area	5	62.5	3	37.5	8
No address given	3	37.5	5	62.5	8
<b>Total</b>	<b>13</b>	<b>56.5</b>	<b>10</b>	<b>43.5</b>	<b>23</b>





**KEY:**

- Yes to Scheme
- No to Scheme
- 50/50 for scheme
- Zone boundary

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							TRANSPORT				Drawn	R McMillan	Checked	-	Approved	-
						Job title	West Hove				Drawing status	-	Drawing Number	- -	Rev	-



<b>Subject:</b>	<b>Various parking restrictions including verge parking ban.</b>		
<b>Date of Meeting:</b>	<b>27<sup>th</sup> June 2017</b>		
<b>Report of:</b>	<b>Executive Director - Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 29-3329</b>
	<b>Email:</b>	<b>Charles.field@brighton-hove.go.uk</b>	
<b>Ward(s) affected:</b>	<b>Patcham</b>		

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

- 1.1 The Parking Infrastructure Team has received a number of requests for alterations to parking restrictions within Patcham.
- 1.2 These requests have been investigated by officers and a number of proposals have been advertised on two proposed Traffic Regulation Orders.
- 1.3 This report considers the comments, support and objections received to the proposed Traffic Regulation Orders, which contain proposals for new double yellow lines, limited waiting and a verge parking restriction.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee (having taken into account of all the duly made representations and objections) agree the following:

Approve the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment Order No.\* 201\* and Brighton & Hove (Various Roads) (Prohibition of Stopping and Waiting on Verges and Footways) Order 2013 Amendment Order No.\* 201

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 These Traffic Regulation Orders include;

- Proposed double yellow lines in 5 roads.
- Limited waiting by the parade of shops in Carden Avenue.
- A verge parking ban in a section of Carden Avenue.

There were 22 emails to the advertised Traffic Regulation Orders supporting the restrictions in Eastfield Crescent, 1 support for the verge parking and 1 support for the double yellow lines in Carden Avenue. Overall 5 objections were received; 3 to the limited waiting in Carden Avenue, 1 to the double yellow lines in County Oak Avenue and 1 to the double yellow lines in Eastfield Crescent.

- 3.2 The comments, support and objections are summarised and explained in detail in Appendix A and plans showing the proposals are shown in Appendix B. A summary of the proposals to put forward are detailed in Appendix C.
- 3.3 The first objections relate to a concern that introducing limited waiting at the shops it doesn't take into account the fact that residents live above the shops.
- 3.4 Having taken into account the objections it is recommended to proceed with the limited waiting as the shops requested this to allow for a turnover of customers. There is an opportunity for residents to park in the surrounding area and outside of the restrictions. There is off-street permit parking available to the rear of the properties for residents to park which is managed by the Housing Services.
- 3.5 The second objection outlined concerns about the loss of parking in County Oak Avenue particularly at school pick up and drop off times.
- 3.6 This objection has been considered but it is felt the double yellow lines are necessary to prevent cars parking and restricting the flow of traffic at the build outs in County Oak Ave.
- 3.7 The third objection relates to the restriction of the parking in Eastfield Crescent to one side only.
- 3.8 This objection has been considered but it is felt the placing of double yellow lines on one side only is the most suitable for emergency services and is supported by 22 residents.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward.
- 4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The Traffic Regulation Order were advertised between the 17<sup>th</sup> February 2017 and 10<sup>th</sup> March 2017.
- 5.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.3 Notices were also put on street for the 16<sup>th</sup> February 2017; these comprised of the notice as well as a plan showing the proposal and the reasons for it. The notice was also published in The Brighton Independent newspaper on the 17<sup>th</sup> February 2017. Detailed plans and the order were available on the Council website and could be viewed using the public computers at Customer Service Centres at Bartholomew House, Bartholomew Square, Brighton and Hove Town Hall, Ground Floor, Norton Road, Hove.



- 5.4 The costs for this traffic order will be funded from the income received from any Penalty Charge Notices issued for illegal parking.

## **6. CONCLUSION**

- 6.1 It is proposed that the proposals are taken forward and the Officer recommendations agreed due to the reasons outlined in the report.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The cost of implementing new parking restrictions will be met from within the existing parking and transport revenue budgets. Ongoing costs associated with the scheme will also be met from future existing budgets.

*Finance Officer Consulted: Rob Allen*

*Date: 22/05/17*

### Legal Implications:

- 7.2 The Council's powers and duties under the Traffic Management Act 2004 and the Road Traffic Act 1984 must be exercised to ensure the expeditious, convenient and safe movement of all types of traffic.
- 7.3 The recommendations contained in this report demonstrate that the Council is exercising its powers in order to comply with its statutory duties
- 7.4 Before making Traffic Orders the Council must consider all duly made unwithdrawn objections. The Council can decide to make a Traffic Order unchanged, to make it with modifications or not to proceed with it. Proposed orders can usually be modified provided any amendments do not increase the effects of the advertised order.

*Lawyer Consulted: Stephanie Stammers*

*Date: 26/05/17*

### Equalities Implications:

- 7.5 There are no equalities implications that officers are aware of.

### Sustainability Implications:

- 7.6 There are no sustainability implications that officers are aware of.

### Any Other Significant Implications:

- 7.7 There are no other significant implications that officers are aware of.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A – summary of representations received
2. Appendix B – Plans showing the proposals
3. Appendix C – Summary of proposal put forward

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. None

## APPENDIX A – Summary of representations received

Who	Road / Ward	Object / Support	Contents	Comments / Response
Resident	Carden Avenue	Objection	<u>Limited Waiting Carden Avenue</u> Objects to the limited waiting as a resident in the area parking is difficult at school drop off/pick up times and if parking is restricted will push vehicles onto surrounding roads. Needs to be able to park outside of home and this will affect ability to park outside my home.	This objection has been considered but it is felt the limited waiting is necessary for vehicle turnover at the shops. Residents can park in surrounding areas and outside of the limited waiting restrictions. There is off-street permit parking available to the rear of the properties for residents to park which is managed by housing.
Resident	Carden Avenue	Objection	<u>Limited Waiting Carden Avenue</u> Objects to the limited waiting as it does not take into account residents who live above shops, will restrict the parking for them and it is now already restricted by permit parking behind shops. The worst times are during school drop off/pick up when spaces filled with parents outside of this time parking fine and turnover of spaces frequent.	This objection has been considered but it is felt the limited waiting is necessary for vehicle turnover at the shops. Residents can park in surrounding areas and outside of the limited waiting restrictions. There is off-street permit parking available to the rear of the properties for residents to park which is managed by housing.
Resident	Carden Avenue	Objection	<u>Limited Waiting Carden Avenue</u> Objects to the limited waiting as have a problem with parking near home and cannot park car far from home and should have the possibility of parking in front of my house.	This objection has been considered but it is felt the limited waiting is necessary for vehicle turnover at the shops. Residents can park in surrounding areas and outside of the limited waiting restrictions. There is off-street permit parking available to

				the rear of the properties for residents to park which is managed by housing.
Resident	Carden Avenue	Objection	<u>Proposed double yellow lines in County Oak Ave</u> Objects to the double yellow lines as needs to be able to park outside of home and this will affect ability to park outside.	This objection has been considered but it is felt the double yellow lines are necessary to prevent cars parking and restricting the flow of traffic at the build outs in County Oak Ave.
Resident	Eastfield Crescent	Objection	<u>Proposed double yellow lines in Eastfield Crescent</u> Objects to the double yellow lines as alternate parking on different sides of road make it safer for children crossing to the green. Accepts that double yellow lines on inside of bend allow for more parking but on straight sections the amount of parking is the same.	This objection has been considered but it is felt the placing of double yellow lines on one side only is the most suitable for emergency services and is supported by 22 residents.
Resident	Carden Avenue	Support	<u>Proposed double yellow lines in Carden Avenue</u> Supports the order and would like further restrictions.	
Resident	Carden Avenue	Support	<u>Proposed verge parking ban</u> Supports this order as parking on verge is causing damage to verge and grass.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports introduction of double yellow lines to prevent obstruction.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports introduction of double yellow lines to make area safer.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports introduction of double yellow lines to make area safer.	

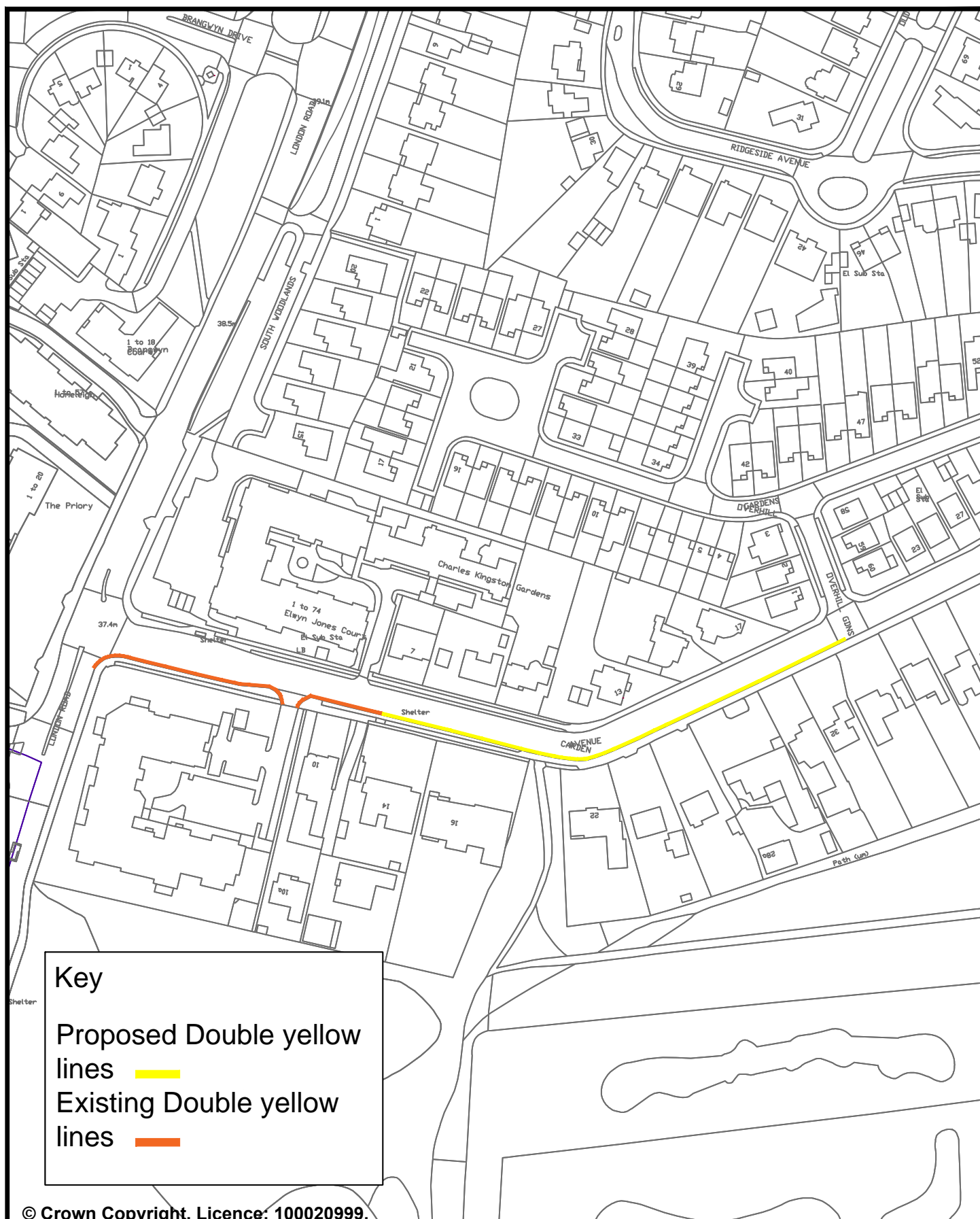
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports introduction of double yellow lines to make area safer.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this to stop obstructive parking.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as obstructive parking prevents emergency vehicles accessing area.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as dangerous parking causes an obstruction to all vehicles.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as obstructive parking prevents emergency vehicles accessing area and causes a nuisance to residents.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as obstructive parking causes access problems for everyone.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Support this as bad parking causes access issues.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as dangerous parking causes an obstruction.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports the introduction of double yellow lines for the safety of all residents.	

Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as it will make parking easier and aid safety of children in the area -feels parking on inside of the crescent puts vehicles at risk from swerving traffic.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as double yellow lines will assist in preventing obstruction to road users including emergency vehicles.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as double yellow lines would help to prevent further incident of emergency services and other road users being obstructed. A lorry had to reverse round the road as not wide enough to turn in. Road obstructions that occur endanger residents.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as there has been unspoken agreement for many years that parking should be on outside, but lately some residents taken to parking on the opposite side. Causing numerous problems with access and has on one occasion blocked road. A delivery lorry has had to reverse back round crescent and emergency vehicles have had issues. Reduces number of parking spaces available as need gaps at either end of parking to allow vehicles to pass - double yellow lines would resolve this situation.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as have been blocked from getting out of Crescent because of inappropriate parking and other entrance blocked temporarily due to a delivery/ building	

			works. The yellow lines would ensure conformity to sensible parking and enhance safety of the Crescent.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as often have emergency and delivery vehicles as well as refuse collections, residents and visitors, double yellow lines will prevent obstruction to road users.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as double yellow lines should prevent potentially dangerous obstructions of the sort recently experienced by road users.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as residents have in past parked respectfully and sensibly on outer ring, but parking is now occurring on opposite side. This means cars have to mount pavement or make many manoeuvres to pass through. One occasion an emergency vehicle was delayed. Bin lorries and delivery vehicles have increased difficulties. Cars parked on outer ring allow natural passing places with gaps for driveways. Double yellow lines on inner ring will prevent the occasional visitor parking on edge of green or green itself causing damage.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as it's been an unwritten rule that everyone parking on outside leaving free to easily drive round. People now parking on inside which means at times cars cannot pass and if they can it is awkward.	

			Double yellow lines will prevent further issues arising and vehicles will have clear access at all times.	
Resident	Eastfield Crescent	Support	<u>Proposed double yellow lines in Eastfield Crescent</u> Supports this as double yellow lines will prevent anti-social parking causing the road to be blocked and allow safer view while children cross to access green.	





### Key

Proposed Double yellow lines —

Existing Double yellow lines —

© Crown Copyright. Licence: 100020999.  
Brighton & Hove City Council, 2012.

Address: Carden Avenue, Brighton

Reason: To prevent obstruction to  
all road users.

TRANSPORT

PARKING INFRASTRUCTURE

Scale : N.T.S.

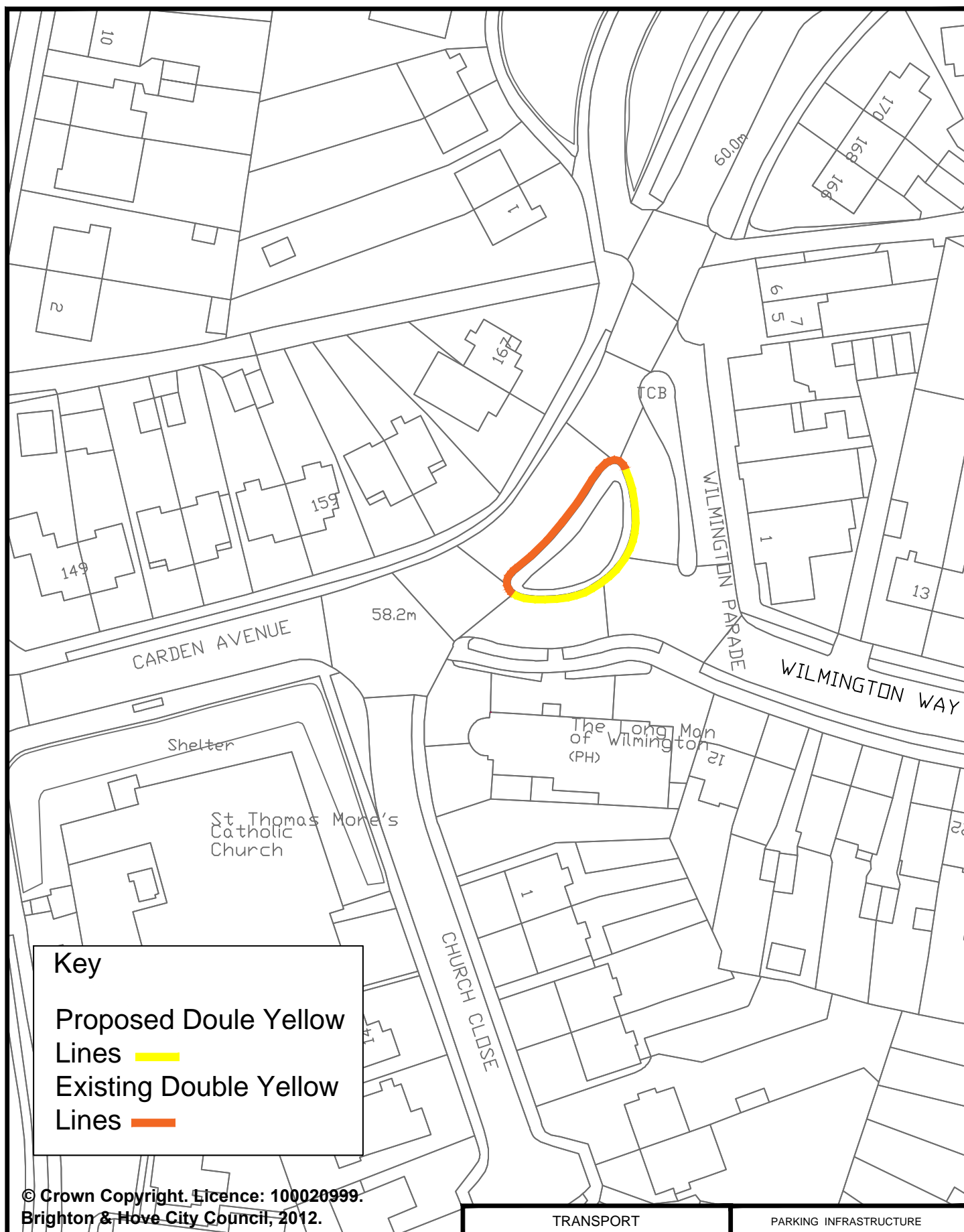
Date : Jan 2017

Drawn : D.A.

Drawing Number : B&H-DYLS-003



**Brighton & Hove**



### Key

Proposed Double Yellow Lines —

Existing Double Yellow Lines —

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Brighton & Hove City Council, 2012.

TRANSPORT

PARKING INFRASTRUCTURE

Address: Carden Ave, Wilmington  
Parade & Wilmington Way

Scale : N.T.S.

Date : Jan 2017

Drawn : D.A.

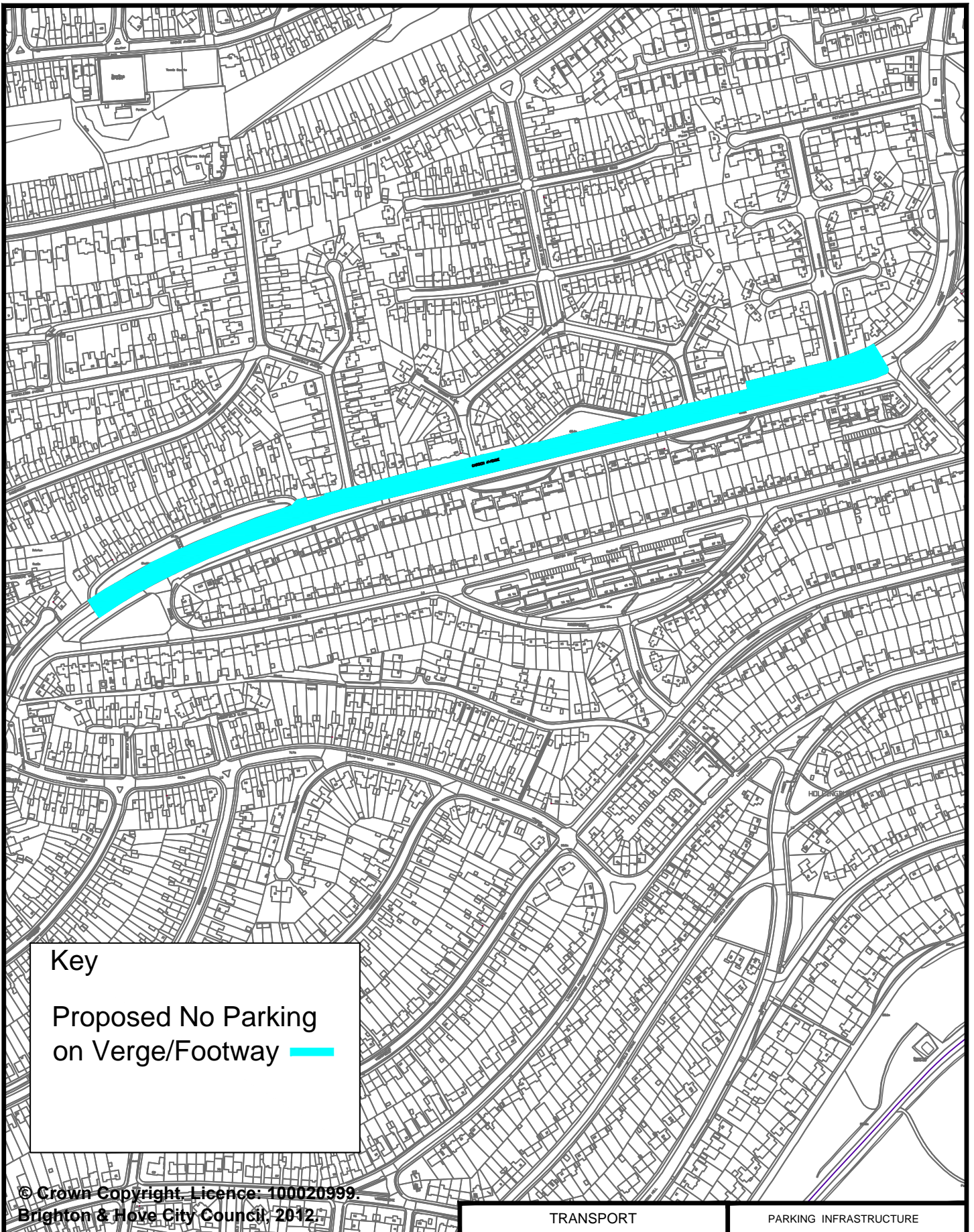
Drawing Number : B&H-DYLS-005

Reason: To prevent obstruction to  
all road users



**Brighton & Hove**




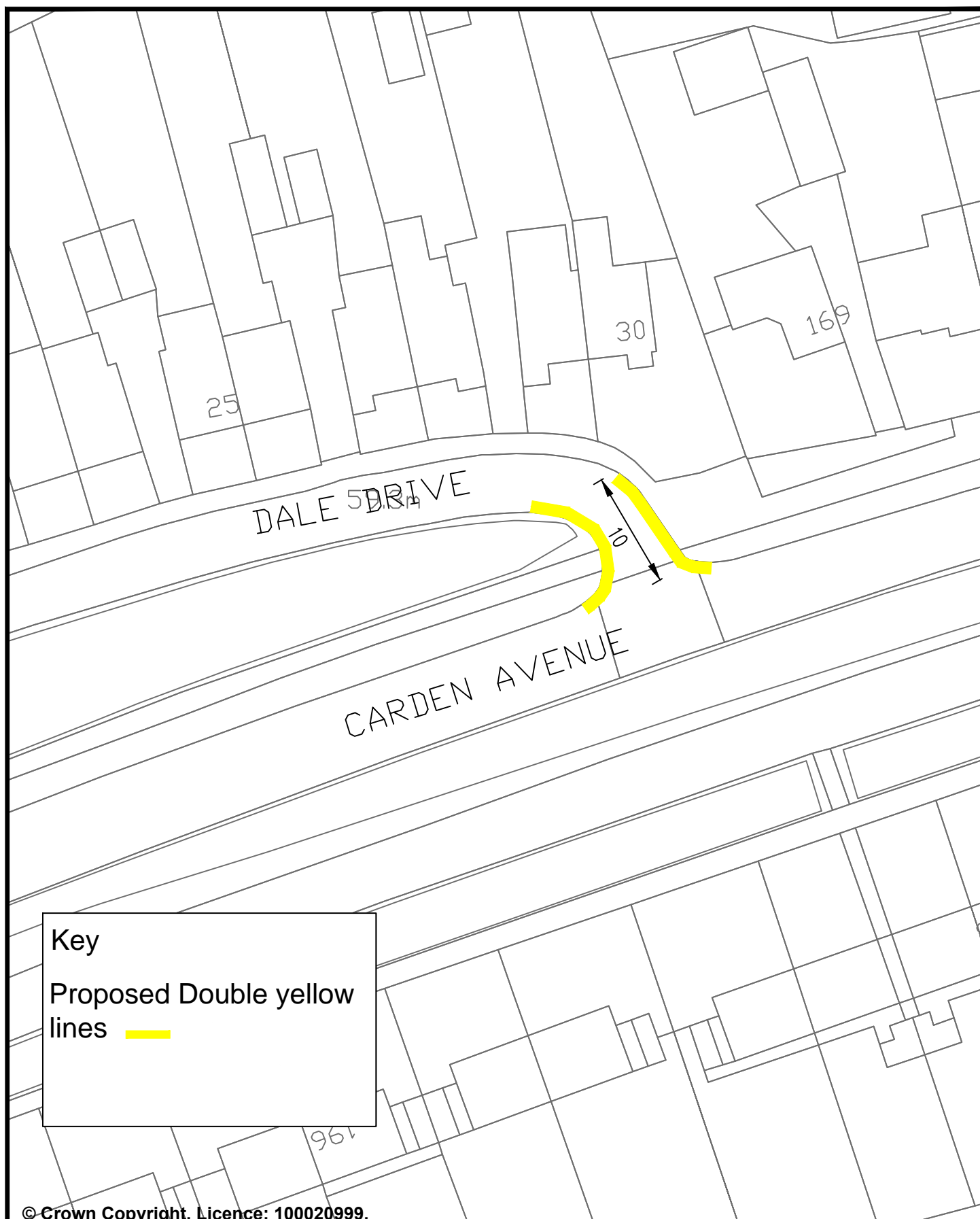


### Key


Proposed No Parking  
on Verge/Footway ■

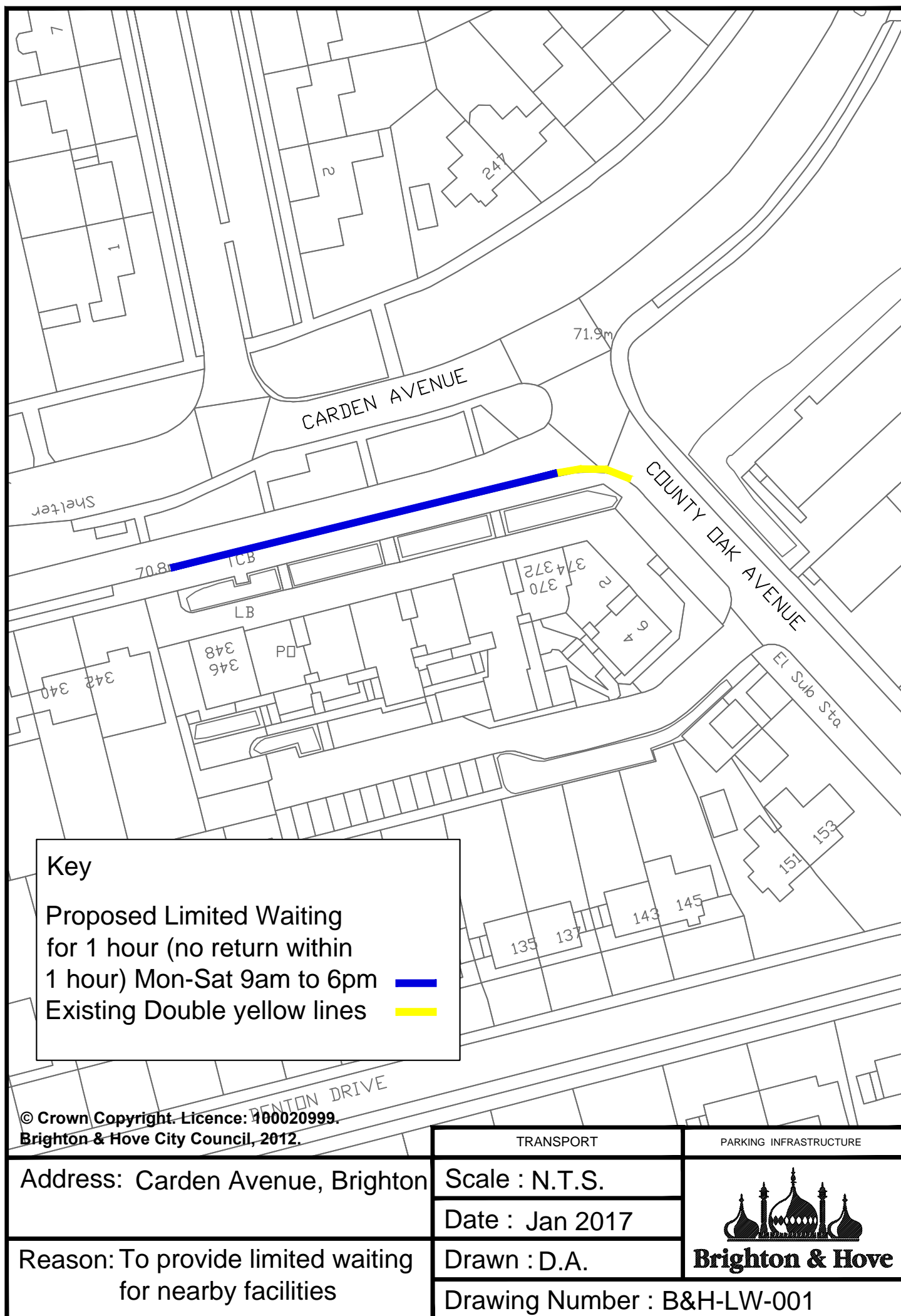
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Brighton & Hove City Council, 2012.

TRANSPORT		PARKING INFRASTRUCTURE
Address: Carden Avenue, Brighton	Scale : N.T.S.	 <b>Brighton &amp; Hove</b>
	Date : Jan 2017	
Reason: To prevent vehicles parking on the verge/footway	Drawn : D.A.	
	Drawing Number : B&H-VERGE-001	

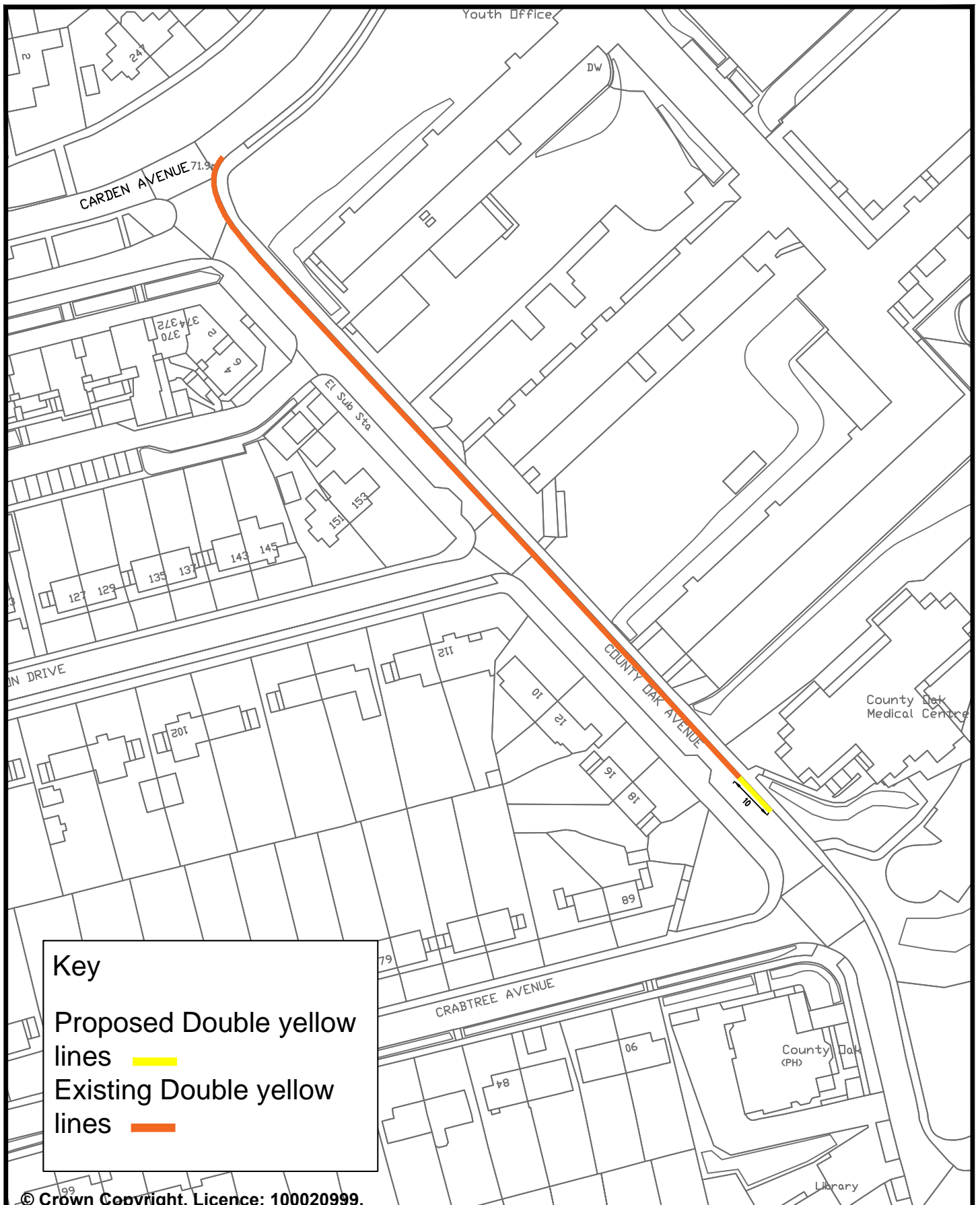


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© Crown Copyright. Licence: 100020000. Brighton & Hove City Council, 2012.	TRANSPORT		PARKING INFRASTRUCTURE	
Address: Dale Drive, Brighton	Scale : N.T.S.		 <b>Brighton &amp; Hove</b>	
	Date : Jan 2017			
Reason: To prevent obstruction to all road users	Drawn : D.A.			
	Drawing Number : B&H-DYLS-002			







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TRANSPORT

PARKING INFRASTRUCTURE

Address: County Oak Avenue,  
Brighton

Scale : N.T.S.

Date : Jan 2017

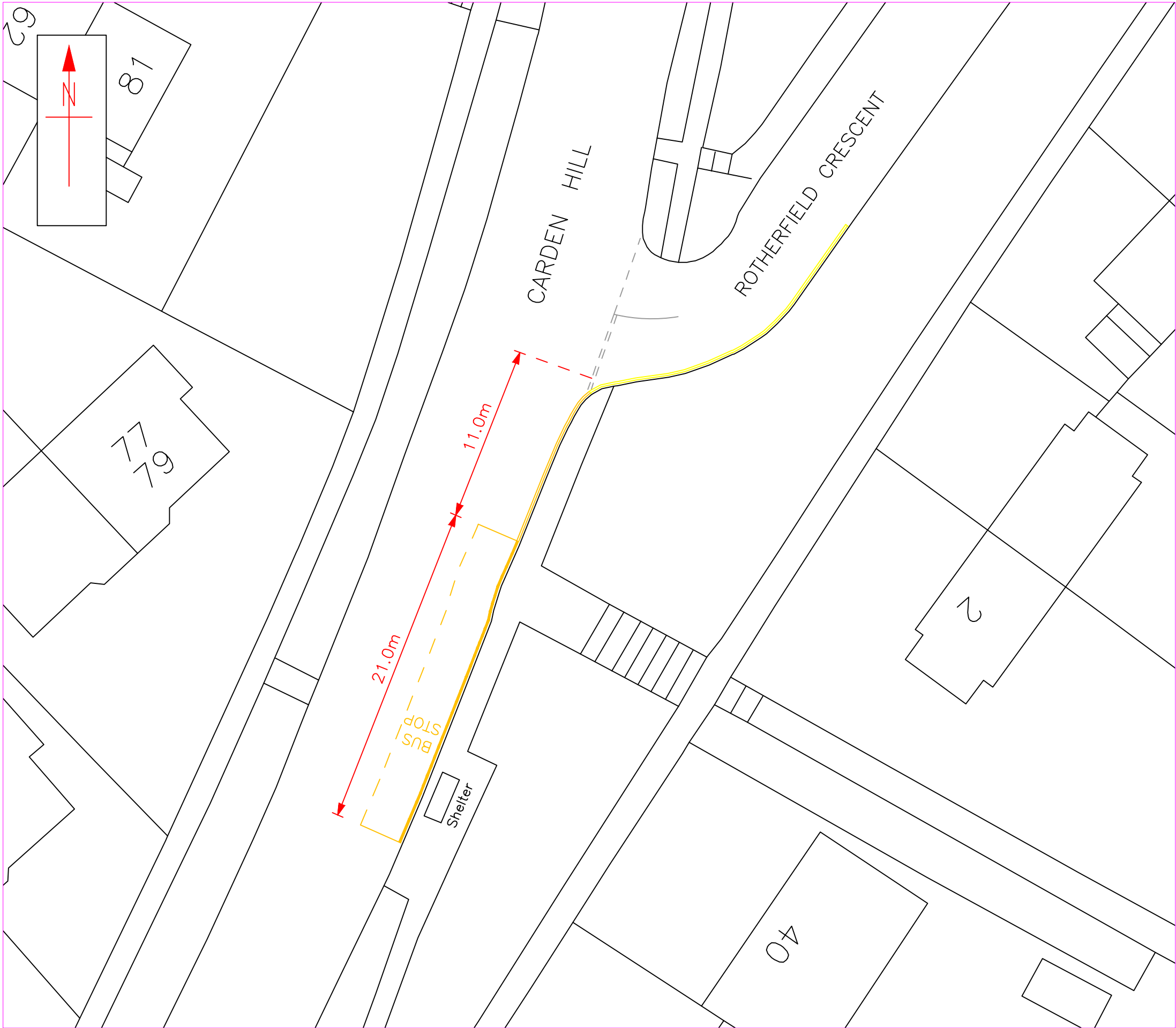
Reason: To prevent obstruction to  
all road users.

Drawn : D.A.

Drawing Number : B&H-DYLS-001



**Brighton & Hove**



KEY

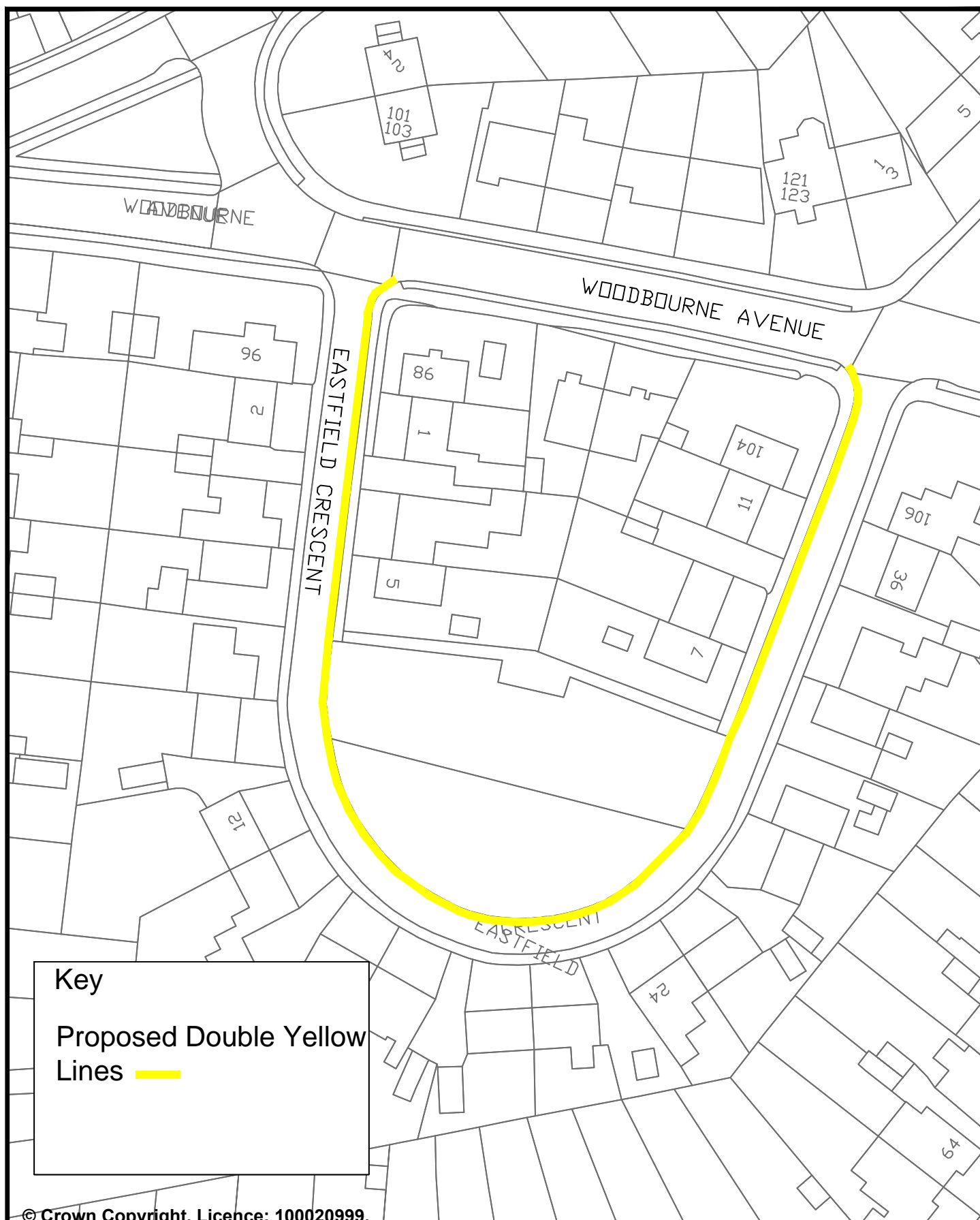
- Existing Double Yellow Lines
- Proposed Double Yellow Lines

Rev	Revision details		Date
	Signed		
Drawn:	R.Sharma		Jan 2017
Surveyed:	R.Sharma		Jan 2017
Checked:			
Approved:			
File/Acad ref:	S:\		




Brighton & Hove  
City Council  
Environment

Project Name		
Bus Stop Accessibility Carden Hill / Rotherfield Crescent		
Drawing Title		
Proposed Clearway & 'No Waiting At Any Time' Restriction		
Drawing No CH/RC.1dwg	Scale NTS	Rev



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Brighton & Hove City Council, 2012.

TRANSPORT		PARKING INFRASTRUCTURE
Address: Eastfield Crescent, Brighton	Scale : N.T.S.	 <b>Brighton &amp; Hove</b>
	Date : Jan 2017	
	Drawn : D.A.	
	Drawing Number : B&H-DYLS-004	
Reason: To prevent obstruction to all road users		



## APPENDIX C - PROPOSALS PUT FORWARD

Proposal	CPZ/Ward	Support	Objections
Proposed Double yellow lines in Carden Hill	Patcham	0	0
Proposed Double yellow lines in Dale Drive	Patcham	0	0
Proposed Double yellow lines in Eastfield Crescent	Patcham	22	1
Proposed Extension to Double yellow lines in County Oak Avenue	Patcham	0	1
Proposed Extension to Double yellow lines in Carden Avenue	Patcham	1	0
Proposed Double yellow lines in Carden Avenue by island	Patcham	0	0
Proposed verge parking ban in Carden Avenue	Patcham	1	0
Proposed limited waiting by the shops in Carden Avenue		3	0



<b>Subject:</b>	<b>Intelligent Transport System - Bus Lane Cameras Procurement</b>		
<b>Date of Meeting:</b>	<b>27<sup>th</sup> June 2017</b>		
<b>Report of:</b>	<b>Executive Director - Environment, Economy &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 01273 293329</b>
	<b>Email:</b>	<b>charles.field@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 This report seeks committee approval for a tender exercise to be undertaken for the procurement of a contract for the provision and installation of Traffic and Parking Enforcement Cameras, associated enforcement support system and ongoing maintenance of the camera system. The contract will replace the existing Traffic Camera contract which supports and maintains 3 camera and allow for the provision and installation of an additional 21 cameras funded by the Local Enterprise Partnership. The proposed new contract will also allow provision for (up to) a further 20 cameras to be purchased and installed during the course of the contract should the Council wish to do so; and for the council to draw down on the contract during the contract term to purchase additional cameras.
- 1.2 The installation and monitoring of strategically placed traffic control cameras is an integral part of the Intelligent Transport System (ITS) solution that will allow the Council to be proactively aware of network issues and to intervene / interact with traffic control equipment remotely thereby offering the ability to reduce congestion and disruption to road users.
- 1.3 The current contract ends on 31<sup>st</sup> March 2018 and the new contract needs to be in place by 1<sup>st</sup> October 2017 to allow time to procure and install cameras at the additional sites in time for the go-live date of 1<sup>st</sup> April 2018.

**2. RECOMMENDATIONS:**

That the Environment, Transport & Sustainability Committee:

- 2.1 Approves the procurement of a new contract for the provision and installation of Traffic and Parking Enforcement Cameras and associated enforcement support system for a term of 3 years with the option to extend for up to a further 2 years;
- 2.2 Grants delegated authority to the Executive Director of Economy, Environment and Culture to:

- (a) carry out the procurement of the contract referred to in 2.1 above including the award and letting of the contract;
- (b) extend the contract referred to in 2.1 above for period(s) up to a total maximum of 2 years should he/she consider it appropriate at the relevant time as outlined in para 3.9.

### **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The Council's Corporate Plan commits to delivering "a well run city – keeping the city safe, clean, moving and connected". The Council's City Transport mission is "to deliver an accessible, safe and sustainable city transport network able to support and unlock growth".
- 3.2 The Council has a duty under the Traffic Management Act 2004 (TMA) to tackle congestion and disruption on the road network. The TMA gives councils tools to manage parking policies, and enforce some moving traffic offences.
- 3.3 On 29<sup>th</sup> November 2011 the Environment, Transport and Sustainability Cabinet members agreed to approve the use of the powers of the TMA 2004 and regulations made under it. This allowed the enforcement by the City Council to issue Penalty Charge Notices on the basis of CCTV evidence from April 2014.
- 3.4 The introduction of citywide bus lane enforcement and projects such as Valley Gardens has proven that there is a need for additional enforcement cameras to ensure the operation of new initiatives such as bus gates. The Council has received funding from the Local Enterprise Partnership as part of the Brighton Intelligent Transport System programme. Coast to Capital have been appointed as administrators of the £267,750 funding for 21 additional fixed bus lane enforcement ANPR cameras. To receive the funding, it is a requirement that the new cameras are to be purchased and installed by 31 March 2018. A minimum 6 month implementation lead-in time is required to install these cameras and therefore the proposed new contract needs to be in place by October 2017. The new cameras will enable a more efficient process for enforcing and managing the Transport network.
- 3.5 The Council and its partners have undertaken some significant development of systems in the city and have made good progress to date in investing in ITS to manage the traffic and highway network in the city. This package will enable the Council to exert far greater control over the city's road network responds to the challenges caused by traffic congestion.
- 3.6 The objectives of the ITS Package scheme are as follows:
  - expand and upgrade Brighton & Hove's traffic management capability;
  - enable greater interaction between the Strategic Road Network and the city's road network more effectively;
  - enable better management of traffic congestion and road safety and improve journey time reliability;
  - manage traffic for key events on the network more effectively; and improve response to unplanned incidents on the network.

- 3.7 At present, network conditions are monitored through ad-hoc reporting of traffic incidents or emergency street-works being entered onto respective systems. Once this evidence is received, information is distributed using a number of media including travel alerts, publicise incidents via social media or programmed messages onto the current Variable Message Signs (VMS). This approach relies on information being observed and manually communicated to the Traffic Control centre. Therefore, if incidents remain unreported or there are significant delays between an incident occurring and the relay of messages, problems can accumulate rapidly. In addition to managing the situation, limited resources are available to instantly inform road users of network congestion and therefore there can be limited opportunities to aid drivers in making alternative travel or route choices.
- 3.8 This will support the Council in meeting one of the main objectives of the Traffic Management Act 2004 to reduce congestion and disruption on the road network by actively managing the road networks. Section 16 of the TMA introduced a new Network Management Duty (NMD) for local traffic authorities. Section 17 of the Act requires local Traffic Authorities to make appropriate arrangements for planning and carrying out the NMD. The Government's 2004 White Paper 'The Future of Transport' emphasises the importance of the active and coordinated management of the road network.
- 3.9 The proposed new contract will run for a period of 3 years with the option to extend the contract more than once for a total maximum extension period of 2 years. This will give the Council more flexibility should our priorities change mid contract or there are issues with contract performance, for example.
- 3.10 The (Bus Lane) Joint Committee is still the same as 2006 when reported previously and Cllr Saoirse Horan is the Brighton & Hove City Council representative on this Committee.
- 3.11 The level of fines is set by the Secretary of State for Transport and has not changed since 2001.
- 3.12 In 2015 the Information Commissioner's Office released a new Code of Practice for CCTV. The specification for the procurement process will seek to ensure compliance with this. In addition the Council will ensure its own Statement of Principles is in place and published with regard to this CCTV enforcement.
- 3.13 The location of the additional cameras will be determined in conjunction with the new supplier. They will be determined within bus priority corridors, along key routes and by traffic signal operation to reduce congestion and support big projects such as Valley Gardens to ensure the operation of new initiatives.
- 3.14 It is possible that the additional cameras will result in an increase in the number of PCN's being issued and once this increase has been identified an internal business case for additional staffing will be put forward to reflect the increased workload and Traffic Management requirements.
- 3.15 Delegated authority for the Executive Director of Economy, Environment and Culture to award the contract is required to help ensure the meeting of project

timescales to procure and install the cameras before the go-live date of 1<sup>st</sup> April 2018 and to qualify for the funding from the Local Enterprise Partnership.

- 3.16 The proposed procurement process will follow a one-staged open procedure under the Public Contracts Regulations 2015.
- 3.17 The tenders will be evaluated on a combination of price and quality, with the competitive process ensuring the Council achieves best value for money.
- 3.18 The estimated contract spend for the 24 cameras over the 5 year term is £704,000. External Coast 2 Capital Scheme funding of £267,750 and BHCC match funding of £47,250 has been secured to purchase the new 21 cameras. The existing budget of £165,000 will be used to purchase and run the remaining 3 cameras. The majority of spend will be in year one on equipment with only maintenance costs in years 2 and 3. Revenue generated from fines will cover ongoing maintenance and support beyond year three.
- 3.19 In addition, the provision for (up to) a further 20 cameras to be purchased and installed during the course of the contract; and for the council to draw down on the contract during the contract term to purchase additional cameras is up to a value of £815,000. This additional spend is subject to funding from other sources and by no means guaranteed to the contractor. The overall contract value over the 5 year term is therefore £1.5 million.
- 3.20 A report was presented to the Procurement Advisory Board on 19th June 2017 to provide the Board with information on this proposed procurement of a contract for the provision and installation of Traffic and Parking Enforcement Cameras, associated enforcement support system and ongoing maintenance of the camera system. It was recommended that the Procurement Advisory Board notes the work undertaken on this project to date and approves this procurement in order to award a contract later this year.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Bus lanes form key public transport access routes into and around the city and are used for thousands of bus journeys a day. Keeping the Council's network of bus lanes free of unauthorised vehicles improves effectiveness of the entire transport network and reduces journey times. Failure to address parking and bus lane enforcement within the city would result in the failure of our mission "to deliver an accessible, safe and sustainable city transport network able to support and unlock growth".
- 4.2 Should the committee not approve the procurement of a new contract for the provision and installation of Traffic and Parking Enforcement Cameras and the associated enforcement support system then the Council would lose the agreed funding and there would be a negative impact on the transport network throughout the city where bus lanes are in use.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Local bus companies are in favour of increased enforcement of the Council's bus lanes in the interest of improved and more consistent bus journey times.

## **6. CONCLUSION**

- 6.1 The procurement and award of the proposed new contract will assist the Council:
- in fulfilling its duties under the TMA;
  - in meeting its commitment to keeping the city moving and connected; and
  - in delivering an accessible, safe and sustainable city transport network.
- 6.2 The procurement and award of the proposed new contract will also assist the Council in securing a significant level of external funding for investment in its transport network.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The provision and installation of Traffic and Parking Enforcement Cameras will be met through the Intelligent Transport System capital scheme which is funded through the Local Growth Fund capital grant with match funding from the Local Transport Plan. There is a requirement to purchase and install the cameras by 31 March 2018 to ensure that the capital grant is received. The ongoing revenue running costs will be met from within existing transport budgets and any future staffing implications as per paragraph 3.9 will be considered as part of the service budget strategy. There is not expected to be any loss of income as a result of this proposal.

*Finance Officer Consulted: Rob Allen*

*Date: 25/05/17*

### Legal Implications:

- 7.2 The Council has a duty under the Traffic Management Act 2004 (TMA) to tackle congestion and disruption on the road network.
- 7.3 The Council has a duty to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of 'economy, efficiency and effectiveness'. Supply of this service in a manner that attracts the most economically advantageous bid supports this principle.
- 7.4 The Environment, Transport and Sustainability Committee is the appropriate decision-making body in respect of the recommendations at paragraph 2 above, given that the Committee's terms of reference include traffic management and transport. Matters to be referred to the Policy, Resources and Growth Committee (under paragraph A.2(b) of Part 4 of the Constitution) include those that have corporate policy or corporate budgetary implications. Bus lane cameras are already in use in the city.
- 7.5 Further, the Council's Contract Standing Orders (CSOs) require that before expressions of interest can be invited from potential bidders for a contract valued at £500,000 or more, approval must be obtained from the relevant committee,

which in this instance is the Environment, Transport and Sustainability Committee.

- 7.6 The procurement of the new contract must comply with all relevant European and UK public procurement legislation as well as the Council's CSOs. The value of the proposed contract means that the Public Contracts Regulations 2015 will apply in full to the procurement. The opportunity will need to be advertised in the OJEU. Tenders will be scored on the criteria of quality and price as part of the evaluation process.
- 7.7 The new contract should contain robust transitional arrangements to avoid any unnecessary costs to the Council and disruption to the public at the end of the contract period. Compliance with ICO Guidance in relation to CCTV usage will also need to be incorporated.

*Lawyer Consulted: David Fairfield*

*Date: 30/05/2017*

Equalities Implications:

- 7.8 Enforcement of the city's Bus Lane network and parking restrictions by issuing regulation 10 PCNs will assist bus passengers by deterring drivers from unlawfully using the bus lanes and from parking illegally.
- 7.9 It is believed that there may be a TUPE requirement for certain of the staff of the current supplier should another contractor be successful in winning the proposed new contract. Further investigation will be undertaken to fully understand the implications of TUPE for this procurement prior to the tender being carried out.

Sustainability Implications:

- 7.10 This initiative aims to help alleviate congestion on the city's network and key public transport routes

Any Other Significant Implications:

- 7.11 The use of bus lane enforcement cameras provides an opportunity to improve compliance with the parking and moving traffic regulations. This should lead to benefits in terms of improved public transport journey times and less congestion.
- 7.12 The aim of this initiative is to reduce congestion in the city and in particular on public transport routes thereby reducing carbon and particulate emissions, which can be harmful to health.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

- 1. Appendix A – Procurement Timetable



**Documents in Members' Rooms**

1. None

**Background Documents**

1. None



## Appendix A – Procurement Timetable

Main Tasks	From / To	
Draft Committee Report (5 weeks)	24.04.17	29.05.17
Draft ITT / Specification Document (6 weeks)	24.04.17	01.06.17
Draft PAB Report (7 weeks)	24.04.17	11.06.17
Draft Contract (4 weeks)	02.06.17	03.07.17
Procurement Advisory Board (PAB)	05.06.17	19.06.17
ETS Committee	10.05.17	27.06.17
Committee (allow 7 days after committee for calling back)	28.06.17	06.07.17
ITT advertised (30 days)	07.07.17	07.08.17
ITT Evaluation: Individual Scoring	08.08.17	11.08.17
ITT Evaluation: Moderation Meeting	11.08.17	
ITT Evaluation: Presentations / technical demonstrations	14.08.17	18.08.17
ITT Evaluation: Evaluation Report / Executive Director Approval	21.08.17	25.08.17
Financial Appraisals	08.08.17	18.08.17
ICT Pre - CAB / CAB (2 weeks)	29.08.17	12.09.17
- 29/8: Pre-CAB Meeting		
- 11/9: Q&A info into business change document		
- 12/9: CAB Meeting		
Contract Award/Reject letters	13.09.17	
Standstill period (10 days statutory if OJEU)	14.09.17	25.09.17
Contract formation (2 weeks)	26.09.17	06.10.17
Contract Start Date	09.10.17	
Installation (5 months 3 weeks lead in) (9 days short of 6 months)	09.10.17	31.03.18

