

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 28 NOVEMBER 2017

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

MINUTES

Present: Councillor Mitchell (Chair) Horan (Deputy Chair), Wares (Opposition Spokesperson), Littman (Group Spokesperson), Atkinson, Brown, Moonan, Nemeth, Peltzer Dunn and West

Other Members present: Councillors

PART ONE

33 PROCEDURAL BUSINESS

33(a) Declarations of substitutes

33.1 Councillor Moonan was present as substitute for Councillor Robins.

33(b) Declarations of interest

33.2 Councillor West declared a non-pecuniary interest in Item 39: Open Spaces Strategy- Update on Action Plan as the Chair of the Brighton & Hove Way Association.

33(c) Exclusion of press and public

33.3 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(l) of the Act).

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

34 MINUTES

34.1 **RESOLVED-** That the minutes of the previous meeting held on 10 October 2017 be approved and signed as the correct record.

35 CHAIRS COMMUNICATIONS

35.1 The Chair provided the following Communications:

“I’d like to extend congratulations to our partners at Brighton & Hove Bus Company and the Big Lemon Bus Company.

Brighton & Hove Buses won the City Operator of the Year at the recent UK Bus Awards that follows quickly on from their success in being named Bus Operator of the Year at the National Transport Awards and the Big Lemon was a finalist in the Environment category of the UK Bus Awards.

Their success is a reflection of the continued effort we put in and put in by both companies to provide an outstanding bus service for local residents and visitors to Brighton & Hove.

Some of you may be aware that Steven Shaw, our Development & Transport Assessment Manager, is leaving the Council to go to West Sussex County Council to lead their Development Management Team.

Steve came to us from Southwark and he has developed a new team with Planning officers to help develop policy, so I’m sure we wish him well as he takes up his new position.

And finally, some information that has come through today: we have been contacted by the Leaders of East Sussex County Council and Lewes District Council in relation to a meeting between the three authorities plus the South Downs National Park and Local Enterprise Partnership in relation to exploring the need for sustainable growth on the southern coastal corridor, looking at the housing provision, the infrastructure provision and jobs that we are all working to as part of our respective local plans but in particular, to focus on the infrastructure needs of the A259 which we have a report on in the agenda. I fully believe and fully support that this is the right way forward for this particular issue where we can all meet together at a strategic level, share data and look at options for leveraging in the investment and infrastructure that is badly needed as each of these local authorities are required to meet each of our housing figures”.

36 CALL OVER

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

- Item 39: Open Spaces Strategy- Update on Action Plan
- Item 40: Valley Gardens Detailed Design
- Item 41: A259 (Brighton Marina to Newhaven) – Request for Studies

36.2 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 42: Response to Government Consultation- Draft Transport Accessibility Plan

37 PUBLIC INVOLVEMENT

(a) PETITIONS

(i) Parking Consultation in the Coombe Road Area

37.1 The Committee considered a petition signed by 326 people requesting the Council undertake a controlled parking zone consultation in the Coombe Road area.

37.2 The Chair provided the following response:

“Thank you for your petition and we fully understand the concerns of residents in your area.

The current situation as regards the decision making by this committee is that there is a parking scheme consultation priority timetable which has been set now until 2020/21 and this was agreed at the last Environment, Transport and Sustainability Committee meeting.

This covers areas which have petitioned or shown very strong support to the council for a Controlled Parking Zone (CPZ). As I'm sure you will understand, we need residents to come forward before we can consider consulting on a resident parking scheme. We don't impose resident parking schemes on residents; it works the other way around. Currently there are no plans to include the area north of Bear Road in a CPZ as until recently there had been little correspondence from residents within that area, although I am aware of the discussion around Section 106 monies potentially being used for a parking scheme consultation as part of the Barracks development.

As part of that, there may be funding and resource available to consider a consultation in your area. It would be helpful if a larger number of residents also requested it, meaning over a larger area. You've got a significant number of signatures but from across a larger area, if that's possible, that would be helpful.

We will monitor this and we can reassure you that your area may be considered for inclusion alongside the Preston Barracks development timetable subject to ongoing discussions with those developers”.

37.3 Councillor West stated his concern to hear of cars being vandalised in the area north of Bear Road in response to displacement of vehicles from the Hanover & Elm Grove area. Councillor West stated that whilst a timetable was in place, the length of time areas had to wait for consultation for a CPZ was too long and he felt the administration needed to respond more quickly.

37.4 The Chair stated that civil disobedience and incidents of criminal activity should be reported to Sussex Police. The Chair stated that she had clearly outlined in her response that there were parallel discussions in relation to the Preston Barracks development regarding developer funding for a consultation that had begun sometime before the implementation of the Hanover & Elm Grove CPZ scheme and those discussions would continue.

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

(ii) Manor Hill parking

37.6 The Committee considered a petition signed by 17 people requesting the introduction of permit parking for residents or an extension of permit Zone H to include the top part of Manor Hill, Brighton due to parking problems in the area.

37.7 The Chair provided the following response:

"Thank you for your petition and we do understand the concerns of residents in your area, I am one of your ward councillors and know the area very well. I know that for the past couple of years now, the hospital staff related parking problems in that area have worsened.

A parking scheme timetable was agreed at the last committee meeting in October and, as we discussed on the phone, we would not go ahead with a consultation on a parking scheme on the basis of one road because of the potential effects on neighbouring roads that should also be consulted.

So the committee would need to hear from residents across the wider area as well. However, I am well aware that going out and consulting people yourself on whether other people would like parking scheme can be very controversial, it can be very difficult so myself and the other ward councillors are thinking of ways we may be able to help. We have in the past received individual enquiries about a parking scheme from some residents in the closes off Manor Way for example and these will be kept on file. The council is also taking steps now to improve road safety at the top of Manor Hill, we're proposing additional double yellow lines to cope with the parking at the very top part of the hill so we're going to keep the situation for Manor Hill under review as that hospital expansion continues and changes are made to the staff parking arrangements but we need to receive a few more requests and we'll give some more thought on how we can do that and we'll keep in touch with you".

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

(B) WRITTEN QUESTIONS

(i) Traffic in Rottingdean

37.9 John Bryant put the following question:

"On the 31/10/17 the RPC commissioned a queue count in the busy period of traffic travelling east from Brighton through Rottingdean. This was completed by ESCC Traffic Monitoring unit. The report showed that the average queue was 342 vehicles. This compares with estimated queue lengths contained in 3 different Planning Applications ranging from 100 as the largest queue to some 25 vehicles at the lowest. Transport Officers when reporting on Transport Assessments submitted by Developers must be required to have cognizance of such data. Does the Chair agree?"

37.10 The Chair provided the following response:

"I am aware that you have already kindly provided this information to council officers, I think we are all aware that regular, lengthy queuing occurs on the A259 at busy times and that is not disputed.

Similar queuing occurs on other routes in the city such as the A23 and Dyke Road for the same reasons – traffic flows exceed the available roadspace at times when most people choose to travel - and therefore in response to your question, I would fully agree with you that our officers are aware of, understand and take account of queue length data, especially if it is submitted as part of the Planning process and the consideration of individual planning applications".

37.11 John Bryant put the following supplementary question:

When the Transport Officer reports on traffic assessments in Planning applications, it is the Parish Council's view that they should also consider the A259 two lengths and the impact on the AQMA in the High Street due to slowly moving traffic and therefore slow dispersal of air pollution, does the Chair agree?

37.12 The Chair provided the following response:

"I certainly do agree Councillor Bryant and that is why this committee has set aside £40,000 for mitigation measures in Rottingdean High Street to improve air quality and I'm really pleased to hear that agreement has now been reached between the ward councillors and Parish Council on how that funding is going to be spent and a report on that is due to come to this committee in March".

37.13 Councillor Wares stated that he had reserved the related Item 41 on the agenda for discussion. However, due to the accommodating response provided by the Chair, he no longer saw the need to discuss the item and that the recommendations could be agreed.

37.14 The Chair stated that procedurally, the committee now had to consider Item 41 however; a motion to move straight to the recommendations of the report could be undertaken when the item was reached on the agenda.

(C) DEPUTATIONS

(i) Valley Gardens

37.15 The Committee considered a deputation from Brighton Area Buswatch that set out various concerns they held in relation to the Valley Gardens scheme.

37.16 The Chair provided the following response:

"Whilst acknowledging that bus priority isn't the single focus of the scheme it has been a really important consideration alongside the overall integrity of the transport systems when designing the new Valley Gardens scheme.

As a result Officers have met with members of Brighton Area Buswatch and the bus companies several times during the development stages of the Valley Gardens proposals. A full and detailed response to all of the points raised by Brighton Area Buswatch have been both written and verbally communicated most recently at the Quality Bus Partnership meeting on the 16th November. Officers also presented the very detail design proposals at the Transport Partnership fairly recently which were generally well received and the team have committed to continue to work with Stakeholders and Transport Partners, including bus operators to deliver the scheme".

37.17 Councillor West stated that he was very concerned that there would be a 21 second increase in bus journey times along the Valley Gardens stretch of road and as the deputation highlighted, regular bus routes across the city were taking longer. Councillor West stated that he was worried about the equalities impact upon the households that depended on bus use and the impact upon congestion and air quality in the city. Councillor West supplemented that the delay to public transport journey time was unacceptable and he believed the current administration to be directionless in

sustainable transport. Councillor West explained that he felt public transport was the victim of an insistence that the Valley Gardens scheme be traffic neutral.

37.18 The Chair replied that her Group similarly had concerns regarding the Valley Gardens scheme proposed by the previous administration, specifically that no network review had been undertaken assessing the wider impact upon transport in the city. The Chair stated as an administration, that review had now been commissioned and would be undertaken shortly. That review would look at the congestion hot-spots across the city and would support the Valley Gardens scheme and help it to work. The Chair noted that the bus operators in the city fully supported the scheme.

37.19 **RESOLVED-** That the deputation be noted.

38 MEMBER INVOLVEMENT

(A) PETITIONS

(i) Parking in Chalfont Drive and Ash Close- Councillor Brown

38.1 The Committee considered a petition signed by 47 people requesting the Council extend the proposed light touch parking scheme for Hove Park ward to include Chalfont Drive and Ash Close.

38.2 The Chair provided the following response:

“Thank you for your petition and I’m really pleased to say yes, Chalfont Drive and Ash Close can both be included in the upcoming parking scheme consultation because there is a natural link to the proposed Hove Park area and as you say, these roads were part of the initial Hove Park ward consultation who voted against but they can be included at this stage now that residents have had a chance to reconsider their decision and have produced the petition.

Residents will be consulted on the proposals in Spring 2018”.

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

(ii) Proposed light touch parking scheme between The Droveaway and Barrowfield Estate- Councillor Taylor

38.4 The Committee considered a petition signed by 68 people that requested the Council consult with residents of Hazeldene Meads, The Beeches, Chalfont Drive and Ash Close to extend the proposed light touch parking scheme to include the two estates.

38.5 The Chair provided the following response:

“Thank you for your petition and we do understand the concerns of residents in your area.

As there is a natural link to the proposed Hove Park area within the same ward then Chalfont Drive and Ash Close can be included in the upcoming parking scheme consultation and we can reconsider the initial decision at this stage.

However, Hazeldene Meads and The Beeches are in a different Ward (Withdean) and also have links to Withdean Avenue so would be more suited to joining the Preston Park Station scheme. These roads were not included in the original Hove Park Ward consultation and so need to be treated separately.

A parking scheme consultation timetable was agreed at the last ETS Committee meeting in October where it was recognised there is a considerable demand for resident parking scheme consultations in the City.

At this stage we would require stronger representation from the wider area east of Dyke Road Avenue due to concerns about further vehicle displacement in the area and then we can give further consideration to this”.

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

(C) LETTERS

(i) Withdean Road- Councillors Taylor, A Norman and K Norman

38.7 The Committee considered a letter from the Withdean ward councillors requesting that further traffic mirrors be installed along Withdean Road to improve road safety and that a policy framework for the regularisation and installation of traffic mirrors citywide be established.

38.8 The Chair provided the following response:

“In 2016 the law changed to give Highway Authorities the power to erect mirrors on a highway, however, because it is new legislation Local Highway Authorities are expected to develop their own policies and criteria in terms of when and where mirrors can be implemented.

Mirrors can often create more problems than they are trying to solve with issues such as difficulty in estimating distances or speed, and over-reliance on the mirror rather than pedestrians paying attention to their general surroundings.

Therefore, each location will have to be carefully considered within a policy framework. Work to develop such a policy will be starting in the New Year and I have asked Officers to keep you updated on its progress as it moves forward and to bear in mind your requests specifically relating to Withdean Road”.

38.9 **RESOLVED-** That the letter be noted.

(D) NOTICES OF MOTION

(i) Banning of single use plastics

38.10 The Committee considered a Notice of Motion referred from the meeting of Full Council held on 2 November 2017 that requested the Committee consider calling for a report detailing the economic and environmental impact of single use plastics and the potential for a ban on the purchase of single use plastics in all council buildings and agencies.

38.11 Councillor Nemeth noted that he was the seconder to the Motion and it had been unanimously agreed at Full Council. Councillor Nemeth stated that he welcomed a report and he hoped that was the outcome.

- 38.12 Councillor Littman noted that there had been a second Motion passed at Full Council that had agreed to take the action requested in the Motion before the Committee and he was therefore unsure whether a report was necessary.
- 38.13 The Executive Director, Economy, Environment & Culture confirmed that the proposal was to bring a report to this and Policy, Resources & Growth (PR&G) Committee setting out the resource and other implications of taking the action requested in both Motions passed at Full Council.
- 38.14 Councillor Littman stated that he was still uncertain as to why the committee would receive a report setting out consideration of a ban on single use plastics when Full Council had already agreed to phase out their use.
- 38.15 The Executive Director, Economy, Environment & Culture agreed that the requests of the Motions were clear however, it was necessary to bring a report back setting out any resource and budgetary implications.
- 38.16 The Chair stated that the Motion requested that the Committee make recommendations to PR&G Committee however, for the purposes of simplification, one report addressing the requests made in both Notices of Motion could be considered by PR&G Committee alone if Members were minded to agree.
- 38.17 The Committee were in agreement with the suggestion made by the Chair.
- 38.18 Councillor Peltzer Dunn enquired what was meant by “all BHCC buildings, specifically whether it was those operated on a civic basis by the council or all buildings it owned.
- 38.19 The Chair confirmed that she understood the Motion to refer to buildings run in a civic capacity.
- 38.20 Councillor Peltzer Dunn requested that the report on the matter consider imposing restrictions on new lettings.
- 38.21 **RESOLVED-** That the Notice of Motion be noted.

39 OPEN SPACES STRATEGY - UPDATE ON ACTION PLAN

- 39.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update to the Open Spaces Strategy Action Plan agreed by the committee in June 2017 and requested approval of specific actions.
- 39.2 Councillor Littman asked what the rent for use of council facilities would be once the rent free period elapsed, the risk to the council of being left with tennis infrastructure that was non-viable to alternative providers and whether the expertise of the Lawn Tennis Association (LTA) would be used for the proposed soft market testing.
- 39.3 The Parks & Green Spaces Operations Officer clarified that the Queens Park Tennis Club would be charged a peppercorn rent with a requirement that the facilities would be

accessible to the general public and confirmed that there would be close working with the LTA with any progress reported back to the committee.

- 39.4 Councillor West stated that he was very supportive of the general approach of the Strategy in encouraging more people to volunteer. Councillor West added that increased investment in communications was needed to inform people of the various ways they could become involved in volunteering. In addition, Councillor West highlighted the health and wellbeing benefits of the Strategy outlined in the report and drew attention to the 'Brighton & Hove Way' aim, connected to the Biosphere and the benefits in accessing the local countryside and a method of strengthening local communities.
- 39.5 Councillor Wares welcomed the proposal for Queens Park Tennis Club to operate the tennis court in Queens Park that further progressed a motion put forward by his Group in June. Referring to page 30, Councillor Wares relayed his agreement with the independence of the Foundation but asked for reassurance that there would be Member oversight and involvement. Councillor Wares asked for clarification on paragraph 3.14 of the report related to that matter. In addition, Councillor Wares expressed his hope that the wildlife sites identified be located as close to schools as possible to increase involvement and enquired as to why Hollingbury Park had been chosen as a pilot location for more natural play above other contenders.
- 39.6 The Legal Officer clarified that the phrasing used at paragraph 3.14 referred to the Council's constitution and the mechanisms therein to raise matters for discussion and decision as well as officer and committee delegated powers. The Contract & Project Manager clarified that Hollingbury Park had been chosen as a pilot due to a local friends of group contacting the council regarding improvements to the area and a member of the public who was planning fundraising for the park had contacted officers asking for advice on how to raise money that was deemed by officers as good opportunity to make improvements whilst reducing the council's maintenance budget. Furthermore, the typography of the site and its proximity to meadows and woods made the park an excellent candidate for the natural play initiative.
- 39.7 Councillor Atkinson thanked officers for their work and welcomed the opportunity to take on an integral role in their local community. Councillor Atkinson urged officers to consider the outskirts as well as the centre of the city when assessing methods to improve safety in parks. Councillor Atkinson stated that he was pleased to hear the success story of Easthill Park where a redundant toilet facility had been turned in a community hub.
- 39.8 Councillor Nemeth commended the work of Queens Park Tennis Club in putting forward a viable proposal to operate the Queens Park facility and he was aware that Hove Park Tennis Club had expressed an interest in a similar type of operation. Councillor Nemeth enquired as to the process subsequent to the soft market testing.
- 39.9 The Parks & Open Spaces Operations officer clarified that in the event other clubs and sites were identified, a proposal would be returned to committee for decision.
- 39.10 Councillor Brown stated that whilst she welcomed a strategic plan for tree replacement, she had been informed that there was no budget for this issue in the past and asked for clarity on the matter. Councillor Brown noted that the adult gym equipment at Hove Park

was very well used but was now falling into disrepair and required inspection for possible replacement.

- 39.11 The Chair assured Councillor Brown that the gym equipment at Hove Park would be assessed as a priority.
- 39.12 The Parks and Open Spaces Operations officer clarified that the budget for replacement trees had previously been cut but had recently been re-instated and was further increased by donations and Section 106 funding. A rolling four-year programme was now in place, working from the west of the city to the east.
- 39.13 Councillor Wares stated that whilst he welcomed a tree replacement programme, his ward in Patcham had lost a number of trees due to natural events and he hoped that the priority would be to replace what had been lost before instigating a wholesale replacement programme.
- 39.14 The Parks & Open Spaces Operations officer clarified that with 50% of the previous budget re-instated, officers felt the best use of resources would be replacement over larger areas rather than a piecemeal approach.
- 39.15 **RESOLVED-**
- 1) That the Committee accepts in principle the proposal from Queen's Park Tennis Club to operate the tennis courts in Queen's Park as set out at Appendix 10 of the report.
 - 2) That the Committee delegates the agreement of the final lease/licence with Queen's Park Tennis Club to the Executive Director Economy, Environment and Culture.
 - 3) That the Committee approves the undertaking of soft market testing by officers to identify if some or all of the remaining council tennis courts in the city could be operated by a not for profit organisation. A further report would be brought back to Committee with the outcome of the soft market testing.
 - 4) That the Committee approves the structure for the Brighton & Hove Parks Foundation to be a Charitable Trust, registered with the Charities Commission and notes the proposal to recruit between three to nine independent Trustees to the Foundation.
 - 5) That the Committee notes that an elected member from each Group will be invited to attend the Brighton & Hove Parks Foundation Board meetings.
 - 6) That the Committee grants delegated authority to the Executive Director of Economy, Environment & Culture and Executive Lead Officer Strategy, Governance & Law to prepare all documents relating to the Brighton & Hove Parks Foundation.
 - 7) That the Committee notes the updates provided in the appendices in relation to:
 - 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

40 VALLEY GARDENS DETAILED DESIGN

- 40.1 The Committee considered a report of the Executive Director Economy, Environment & Culture that set out an overview of the design progression since the committee had last approved the design, presented the detailed highway and greenspace design for Phase 1 & 2 and also provided information of the proposed next stages of the scheme including the procurement and Traffic Regulation Order process.
- 40.2 Councillor West thanked officers for their hard work on the scheme over a number of years that had brought the scheme to this point of consideration. Councillor West noted that a response to a deputation earlier in the meeting had stated that the proposals had been well-received by the Transport Partnership. Councillor West stated that whilst that could generally be said to be the case, the Partnership had also raised concerns regarding York Place as well as junction pressure and capacity. Councillor West noted his concern that there was an urgent need to improve the pedestrian crossing at Cheapside however, there was no funding to do so and in general, the safety for peripheral parts of the scheme had not been considered thoroughly enough. Councillor West stated that the special taxi area took too much away from the shared cycle and pedestrian space and the crossing at the end of St Peter's Place was not safe as cyclists would travel across a two-stage crossing on a dog leg section. Councillor West added that the Gardens would be both a space for events and one for people to spend time in however, he was unconvinced the proposed surfacing was resilient enough which could leave the Gardens unsightly and difficult for others to use. Councillor West stated that the review undertaken by the administration had been unacceptably long at two years and was to the loss of the city. The revised proposals had reduced the ambition of the park areas but further delay to make improvements was not feasible due to the lack of progress in the past two years and the need to commence the scheme.
- 40.3 The Chair stated that her administration had been bequeathed a scheme with insufficient budget and a scheme that had not identified any budget for maintenance. The Chair stated that unlike the scheme they had inherited, the proposal before committee was flexible and affordable and would bring demonstrable improvement to Valley Gardens. The Chair stated that officers had responded to the issues outlined by Councillor West at the Transport Partnership meeting however, those points could be re-responded to.
- 40.4 In reference to the queries raised regarding junctions, the Senior Project Manager clarified that additional bus movements had been modelled last year and there was almost 12 months' of design iterations with the bus companies to find the best possible solution and there would be further joint working going forward. The Senior Project Manager stated that the Cheapside area was outside the boundary of the scheme however, a number of options were being considered for improvement to the junction, most notably the Bus Network Area Review. In reference to the special taxi rank, the Senior Project Manager clarified that whilst the shared space had been reduced from

6m to 3m, this was still in excess of the basic standard. Furthermore, changes had geometric changes had been made to make a more obvious pinch point. With regard to potential surfacing issues, the Landscape Architect stated that there would be a decompaction of soils that had been identified as a solution to improving the condition of the lawns and improving the health and wellbeing of the trees in the Gardens. Furthermore, there would be resurfacing of the lawns with a high-performance turf that would have longer roots and was similar to that used in sports stadia that would provide opportunity for a more diverse set of events to be held in Valley Gardens.

- 40.5 Councillor Moonan asked for clarification on the distance between the pedestrian walkway and cycle lane.
- 40.6 The Landscape Architect answered that there was a perennial planted strip on the east side creating a boundary varying between 1.2m and 1.8m in length.
- 40.7 Councillor Atkinson stated that the committee had rightly seen the need to delay implementation of the scheme to allow for more detailed planning and consultation. Councillor Atkinson noted that the scheme had benefited from cross-party effort and now had cross-party support. Councillor Atkinson supplemented that whilst the required works would inevitably bring traffic delays, he hoped these could be dealt with quickly and efficiently. Councillor Atkinson welcomed the experimental traffic order that would allow officers to respond to feedback and act with flexibility during scheme construction and phased introduction. Councillor Atkinson stated that whilst he understood the concerns raised by Buswatch, the scheme had undergone one of the most comprehensive consultation processes ever held in the city.
- 40.8 Referring to paragraph 7.16, Councillor Littman asked if the committee could approve the scheme whilst the development of a full Equalities Impact Assessment (EIA) was ongoing, where the Sustainable Urban Drainage Systems (SUDS) would be located and why they had reduced in number, how porous resin-bound gravel would be and how rainwater would drain from the extend pavement on the Grand Parade side. Furthermore, Councillor Littman asked what protection would be in place for trees and whether there was a way of guaranteeing that events held on the Gardens met sustainable criteria.
- 40.9 The Senior Project Manager answered that the EIA would be ongoing and was a process that would cover the whole scheme and would not be complete until the construction phase was completed. In reference to the questions raised on drainage, the Project Consultant answered that SUDS were an important part of the scheme however, there were constraints met in the more visible areas of the scheme, mainly in terms of the designated event spaces. In relation to that, there had been a concentration on permeable paving on all footways. Furthermore, resin-bound gravel was also permeable and in the overall, revised layout, there was a 10% reduction in hard permeable areas. In relation to the query raised on events, the Assistant Director- City Management clarified that a citywide event management strategy was being devised and would be submitted to the Tourism, Development & Culture Committee for approval. The Parks & Open Spaces Operations officer clarified that in relation to tree maintenance, the same officer would undertake that maintenance, irrespective of whether the trees were located on parks or highways land.

- 40.10 Councillor Horan stated that it had been demonstrated that the delay to reassess the scheme was the responsible and correct option and had led to a design that residents would appreciate much more. Councillor Horan added that approach would ensure £14m of public money would be used correctly compared to the hurried approach taken by the previous administration.
- 40.11 Councillor Nemeth stated that one way of mitigating the impact of events on residents was the use of 3-way electricity and water points however; there was no detail in the report on the proposed utility points. Councillor Nemeth added that bonded gravel was a difficult material to repair due to the variance in colour and asked what measures were being taken to offset that.
- 40.12 The Senior Project Manager there would be 3 phase power supplies located at Richmond Place square and by St Peter's Church. In relation to bonded gravel, there had been close working with the Highways Maintenance team and flagged material had been chosen in areas closer to buildings that could expect maintenance due its proximity to underground utilities. In the main squares, no such utilities existed and not as much maintenance work was expected so bonded gravel had been chosen for use.
- 40.13 Councillor Wares stated that his group had supported the concepts of both the Green and current Labour Administrations and he hoped their contribution had been useful. Councillor Wares stated that he had concerns for a single north/south carriage and whilst he had been assured that traffic modelling had proven that this would function correctly, he asked if that assurance could be provided one more time. Councillor Wares stated that he hoped there would not be an overreliance on red routes to ensure the scheme worked. In relation to events, Councillor Wares believed it was an oversight that some of the shared cycle and pedestrian walkways had not been designed to be able to take vehicles. Councillor Wares made two observations regarding lighting in the Gardens; firstly that light was used as a form of attractive illumination but also that there was sufficient lighting to ensure public safety. Councillor Wares supplemented that there were many major projects scheduled in the city and extra care would need to be taken to prevent long-term, major disruption. Councillor Wares believed one method of preventing congestion when construction was underway was a simple electronic notice advising those entering the city of expected journey time and delays.
- 40.14 The Senior Project Manager confirmed there would be signs on strategic routes into the city highlighting any delays and expected journey times. A full lighting design for the highway and green space area had been devised and had been submitted as part of the approved planning application. In relation to the single north/south carriageway, the Senior Project Manager explained that extensive traffic modelling had been undertaken that had demonstrated the effective movement of vehicles. Further mitigating measures had been taken in the design including lower kerb heights so vehicles could go on to the kerb if necessary and strengthening of the footways. The design was also such that even at the narrowest point, there was sufficient space for overtaking. In addition, red routes would continue to be investigated under the experimental traffic order to prevent any instances of illegal traffic stopping.
- 40.15 Councillor Peltzer Dunn stated that whilst he welcomed the 20% reduction in construction time, there was considerable potential for major disruption to the city and

he hoped that all necessary measures were available and would be taken to ensure there was not a significant impact to the visitor economy.

40.16 RESOLVED-

- 1) That Committee;
 - (i) Approve the Valley Gardens (Phase 1&2) detailed highway and greenspace design as contained in Appendix 1, and support the outlined Traffic Regulation Order principles and approach, granting permission for officers to liaise with local businesses and residents to finalise the detail of the Experimental Traffic Regulation Order.
 - (ii) Grant delegated authority to the Executive Director, Economy Environment & Culture to procure and award a contract for the construction works required to build Phase 1 and Phase 2 of the Valley Gardens Scheme using Hampshire County Council's Gen-3 Civil Engineering, Highways and Transportation Infrastructure Works Framework *Two* 2016 – 2020 provided the value of the contract comes within the approved capital budget for the Valley Gardens project; and
 - (iii) Grant approval for the instigation of the procedures for the exchange of highway to greenspace and the appropriation of greenspace to enable the exchange of green space to highway, as set out in section 7.

41 A259 (BRIGHTON MARINA TO NEWHAVEN) - REQUEST FOR STUDIES

41.1 RESOLVED-

- 1) That the Committee notes the decisions taken by Lewes District Council and East Sussex County Council in relation to the petition on the A259 as set out in Appendix 4 of this report.
- 2) That the Committee requests that officers continue to work jointly with Lewes District Council, East Sussex County Council, and Rottingdean Parish Council on cross-boundary issues related to current and future development proposals and travel and traffic issues, especially those experienced by local people and communities on the A259.
- 3) That the Committee requests that officers have regard to the role and future of the A259 when responding to the forthcoming Government consultation on proposals for a Major Road Network.
- 4) That the Committee requests that officers provide SAFE (St Aubyn's Field Evergreen), Rottingdean Parish Council, and Saltdean Residents' Association and ward councillors with the sources or details of available data, research and information referred to in paragraph 5.2 of this report.

42 RESPONSE TO GOVERNMENT CONSULTATION - DRAFT TRANSPORT ACCESSIBILITY PLAN

- 42.1 **RESOLVED-** That the Committee note the officer response submitted to the Government's Department for Transport on 17 November 2017 on behalf of the council in response to the consultation on its Draft Transport Accessibility Action Plan.

43 ITEMS REFERRED FOR FULL COUNCIL

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

The meeting concluded at 6.20pm

Signed

Chair

Dated this

day of