

# Environment, Transport & Sustainability Committee

Date:           **23 June 2020**  
Time:           **4.00pm**  
Venue           **Virtual Meeting (Skype)**

**Note:** in response to current Government Regulations this meeting is being held as a virtual meeting for councillors and accessible via Skype. Public speaking and engagement opportunities will be made available.

The meeting will also be webcast live to the internet.

Members:   **Councillors:** Pissaridou (Chair), Wilkinson (Deputy Chair), West (Opposition Spokesperson), Wares (Group Spokesperson), Brennan, Brown, Davis, Fowler, Heley and Lloyd

Contact:     **John Peel**  
Democratic Services Officer  
01273 291058  
[john.peel@brighton-hove.gov.uk](mailto:john.peel@brighton-hove.gov.uk)

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# AGENDA

## PROCEDURAL MATTERS

### 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 ENVIRONMENT, TRANSPORT & SUSTAINABILITY URGENCY SUB-COMMITTEE

9 - 12

To note the outcome of the decisions taken by the Urgency Sub-Committee held on 24 March 2020.

### 3 MINUTES

13 - 36

To consider the minutes of the meeting held on 21 January 2020.

*Contact Officer: John Peel*

*Tel: 01273 291058*

### 4 CHAIRS COMMUNICATIONS

### 5 CALL OVER

- (a) Items 9 – 13 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.

### 6 PUBLIC INVOLVEMENT

37 - 40

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
  - (i) Remove the planter on Rottingdean High Street
  - (ii) More space for walking and cycling during Covid-19
  - (iii) i360 Sundial
  - (iv) Frederick Gardens gates
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 17 June 2020;
  - (i) Valley Gardens EIA and Traffic Modelling
  - (ii) Loading Bay survey
  - (iii) AQMA Valley Gardens
  - (iv) Madeira Drive Road closure
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 17 June 2020.

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) **Written Questions:** To consider any written questions;
  - (i) Councillor Davis- 20mph speed limits
  - (ii) Councillor Wares- Cityclean Modernisation reports
  - (iii) Councillor Wares- Graffiti Strategy
  - (iv) Councillor Wares- Old Shoreham Road temporary cycle lane
  - (v) Councillor Wares- Refuse collections
  - (vi) Councillor Wares- Carbon Neutral 2030
  - (vii) Councillor Wares- Licensing Fees & Charges
  - (viii) Councillor Wares- Potholes on Carden Hill
  - (ix) Councillor Heley- Temple Street
  - (x) Councillor Heley- Committee meetings
  - (xi) Councillor Heley- ULEZ
  - (xii) Councillor Heley- Shelter Hall
  - (xiii) Councillor Heley- Electric Vehicle Charging Points
  - (xiv) Councillor Heley- Disabled cycling provision
  - (xv) Councillor Lloyd- Madeira Drive
  - (xvi) Councillor West- Active Travel
  - (xvii) Councillor West- Litter
  - (xviii) Councillor Shanks- Francis Street
- (c) **Letters:** To consider any letters;
  - (i) Councillors Nemeth & Peltzer Dunn- Glebe Villas trees
  - (ii) Councillor Wares- Patcham Roundabout
  - (iii) Councillor Heley- Springfield Road trees



- (iv) Councillors McNair & Theobald- Carden Woods
- (v) Councillors West & Davis- School Streets
- (vi) Councillors Clare & Mac Cafferty- Single Use Plastic and Litter
- (vii) Councillor Osborne- Air Quality
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.
  - (i) Carden Woods- Proposed by Councillor Wares
  - (ii) Environmental Impact Assessment and Traffic Modelling- Proposed by Councillor Wares
  - (iii) Active Travel Infrastructure- Proposed by Councillor Heley

## ENVIRONMENT & SUSTAINABILITY MATTERS

### 8 BRIGHTON MARINA TO RIVER ADUR FLOOD AND COASTAL EROSION RISK MANAGEMENT (FCERM) SCHEME - DETAILED DESIGN AND CONSTRUCTION CONTRACTS 69 - 126

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Alistair Booton

Tel: 01273 291733

Ward Affected: All Wards

## TRANSPORT & PUBLIC REALM MATTERS

### 9 BTN BIKESHARE REPROCUREMENT AND IN-HOUSE OPTIONS 127 - 154

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Matthew Thompson

Tel: 01273 293705

Ward Affected: All Wards

### 10 PARKING FEES & CHARGES 20/21 TRAFFIC REGULATION ORDER 155 - 176

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Charles Field

Tel: 01273 293329

Ward Affected: All Wards

## **11 PARKING SCHEME UPDATE REPORT**

**177 - 224**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Catherine Dignan

Tel: 01273 292235

Ward Affected: Hollingdean & Stanmer; Hove  
Park; Moulsecoomb &  
Bevendean; Patcham; Preston  
Park

## **12 INTERIM COVID-19 RESPONSE LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN.**

**To Follow**

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Laura Wells

Tel: 01273 291028

Ward Affected: All Wards

## **13 ITEMS REFERRED FOR FULL COUNCIL**

To consider items to be submitted to the 23 July 2020 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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The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fourth working day before the meeting.

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**FURTHER INFORMATION**

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)

Date of Publication - Monday, 15 June 2020



**BRIGHTON & HOVE CITY COUNCIL**  
**ENVIRONMENT, TRANSPORT & SUSTAINABILITY URGENCY SUB-**  
**COMMITTEE**

**11.00am 24 MARCH 2020**

**HOVE TOWN HALL - COUNCIL CHAMBER**

# **DECISION LIST**

## **Part One**

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### **2 2020/21 LOCAL TRANSPORT PLAN CAPITAL PROGRAMME**

*Contact Officer: Andrew Renaut                      Tel: 01273 292477*  
*Ward Affected: All Wards*

*That the Environment, Transport & Sustainability Committee Urgency Sub-Committee:*

- 1) Recommends that Policy & Resources Committee agrees the 2020/21 Local Transport Plan capital programme budget allocation of £8.658 million, as set out in Appendix 1 of this report.

### **3 DYKE ROAD WAITING RESTRICTIONS EXPERIMENTAL TRO (TRO-12-2019)**

*Contact Officer: Ben Thomas                      Tel: 01273 290398*  
*Ward Affected: Regency; St Peter's & North Laine*

- 1) That the Urgency Sub-Committee, having taken account of all duly made representations, approves as advertised the Dyke Road Waiting Restrictions Experimental TRO (TRO-12-2019) which relates to the provision of a southbound bus stand at the bottom of Dyke Road.

### **4 TRAFFIC REGULATION ORDERS - OBJECTIONS TO ORDERS RELATED TO NEW DEVELOPMENTS**

*Contact Officer: David Farnham                      Tel: 01273 292368*  
*Ward Affected: Central Hove;  
Hollingdean & Stanmer;  
Patcham; Queen's Park;  
St Peter's & North Laine*

### **TRO-43-2019 Queen Square**

- 1) That the Urgency Sub-Committee, having taken into account of all the duly made representations and objection, approves the order above as advertised for Queen Square.

### **TRO-36-2019 Kingsway**

- 2) That the Urgency Sub-Committee, having taken into account of all the duly made representations and objection, approves the order above as advertised for Kingsway.

## **5 TRAFFIC REGULATION ORDERS UPDATE REPORT**

*Contact Officer: Catherine Dignan Tel: 01273 292235*  
*Ward Affected: East Brighton; Hove Park;*  
*Patcham; Withdean*

- 1) That the Urgency Sub-Committee, having taken into account of all the duly made representations and objection, approves the following order as advertised for Manor Close.

### **Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2018 Amendment Order No\*202\* (TRO-33-2019)**

- 2) That the Urgency Sub-Committee, having taken into account of all the duly made representations and objections approves the following order;

### **Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2018 Amendment Order No\*202\* (TRO-41b-2019)**

## **6 BULKY WASTE CONTRACT**

*Contact Officer: Lynsay Cook Tel: 01273 291851*  
*Ward Affected: All Wards*

That the Urgency Sub-Committee:

- 1) Approves the bringing in-house, within Cityclean, of the bulky waste collection services at the end of the current contract on 18 June 2020.
- 2) Agrees for charges to remain the same while a complete review is undertaken, once the service is brought in-house to determine the pricing model moving forward.

## **7     BTN BIKESHARE**

*Contact Officer:*     Matthew Thompson

*Tel:* 01273 293705

*Ward Affected:*     All Wards

That the Environment, Transport & Sustainability Urgency Sub-Committee

- 1) Approves immediate variations to the current contract to allow for the change in business model and sponsorship arrangements with effect from 31 March 2020 and to allow for the operational and additional minor amendments referred to in paragraph 3.16 below;
- 2) Approves a 12 month contract extension and supporting revenue funding for the current operator from 01 September 2020;
- 3) Approves the initiation of a full procurement options review to include additional support for service and redistribution and the introduction of e-bikes to the scheme, with the option of considering an in-house operation, and for including wider city region Local Authority partners;
- 4) Agrees that a further report be brought to 23th June 2020 Environment, Transport & Sustainability Committee detailing the outcome of the procurement options review with recommendations for the retender of the new service or an in-house operation.





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

**4.00pm 21 JANUARY 2020**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Pissaridou (Chair) Wilkinson (Deputy Chair), West (Opposition Spokesperson), Wares (Group Spokesperson), Brennan, Brown, Davis, Heley, Lloyd and Moonan

**PART ONE**

**53 PROCEDURAL BUSINESS**

**53(a) Declarations of substitutes**

53.1 Councillor Moonan was present as substitute for Councillor Fowler.

**53(b) Declarations of interest**

53.2 There were none.

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

53.3 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).

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

**54 MINUTES**

54.1 With reference to items 47.4 and 47.8, Councillor Wares stated that he had not received briefings on either matter.

54.2 The Chair apologised for the delay as assured Councillor Wares these would be sent as soon as possible.

54.3 **RESOLVED-** That the minutes of the previous meeting be approved and signed as the correct record.

**55 CHAIRS COMMUNICATIONS****55.1** The Chair provided the following communications:

“The city council declared a climate emergency in December 2018, and we have committed to becoming a carbon neutral city by 2030. We have to address the climate crisis urgently and our local actions in and around the city will make an important contribution to addressing this challenge. I am pleased to feedback following approval of a report at P&R Committee on 5 December, the Carbon Neutral programme has now been established and the committee also formally agreed the establishment of a cross-party member group to oversee this programme.

There are steps that the council, public sector partners and local businesses can take to reduce their carbon emissions. We also want to involve our residents and we will develop an engagement programme to inform and support the carbon reduction work. As part of this, I am pleased to report we are organising a climate assembly, to bring together a randomly selected but representative group of around 50 residents to shape how we combat climate change over the next decade. The assembly will have good geographical coverage, involving residents from across our city. It will be designed and facilitated by an independent organisation, which is experienced in delivering deliberative engagement processes, and a procurement process is underway. We are planning that this first climate assembly will focus on transport which, along with energy, causes around 95% of carbon emissions in Brighton & Hove. We anticipate that the climate assembly will meet in March and April to help shape a programme of action for delivery from summer 2020. The assembly recommendations would help shape the consultation for the next local transport plan for the city.

On the 7<sup>th</sup> January I was delighted to host a visit from the Transport Minister, George Freeman MP accompanied by the Director of OLEV (the Office for Low Emission Vehicles) to congratulate us on the initial rollout of our 200 on street Electric Vehicle Charging Points funded by OLEV following our successful bid. As well as demonstrating to the Minister that Brighton & Hove is a forward thinking city in our planning and thinking, it shows we can deliver innovative transport projects quickly and with great skill. I discussed with the Minister our ambition to be a Carbon Neutral City by 2030 as well as our emerging Transport Infrastructure that is embracing technological innovation, including the transition to EV's, on-line and virtual Parking Payment Systems as well as support to public transport from multi-operator ticketing. I also shared our further thoughts on how we were open to the City being a future test bed for innovative projects and programmes that might aid the transition to greater take up of sustainable public transport, walking and cycling, a switch to electric and hydrogen fuels that will also support our Carbon Reduction aims.

I have met the Minister now on several occasions now and believe he now understands that our City means business in its Transport and Climate ambitions. I am also pleased to see the reintroduction of the Environment Bill in the Queen's speech before Christmas along with a proposal to establish an Office of Environmental Protection. We look forward to hearing the details of this over the coming months. It was also announced in the Queen's speech that a National Infrastructure Strategy will be brought forward to set out a long-term vision to improve the nation's digital, transport and energy infrastructure. It is important that Government works with local councils to deliver on its infrastructure commitments, including transport and energy infrastructure”.

**56 CALL OVER**

56.1 All items on the agenda were reserved for discussion.

**57 PUBLIC INVOLVEMENT****(B) WRITTEN QUESTIONS****(i) Smoke Control Area**

57.1 Adrian Hill put the following question:

“I suffer with life threateningly poor respiratory health; particulates cause poor health (lung, heart, cancer, birth defects, premature death). I recorded dangerous levels of particulates on Christmas day after fires were lit in homes. DEFRA says burning fuels in homes is the biggest contributor to particulate emissions and there are no safe levels for health. I struggled to breathe while sleeping that night and my blood oxygen levels fell. Burning smokey fuels is an unnecessary luxury because there are alternatives. Burners are gaining popularity; for my health and others, can the Smoke Control Area be widened to cover the whole city”.

57.2 The Chair provided the following reply:

“I am very sorry to hear that your health has been affected over the Christmas and hope that this recent episode has now passed and that you are feeling better.

The city does have five Smoke Control Areas in the central and eastern areas. These were established through the Clean Air Act legislation from 1968, prior to domestic central heating becoming common place, and the last one to be declared was in 1979. However, it is recognised that alternatives to gas-fired central heating such as wood and coal burning have become more popular in recent years, not just in the city but across the country too.

I realise that your condition is affected by particulates, and the Government's 2019 Clean Air Strategy particularly highlighted the contribution that woodburning makes to fine particulate matter. It has also published a further report about progress towards meeting World Health Organisation guidelines for particulates, placing further focus on this matter.

Our 2019 Air Quality Annual Status Report has outlined the work that the council is doing to address and reduce fine particulate emissions, but we will need to review our 2013 Air Quality Management Areas and the 2015 Air Quality Action Plan very soon. Therefore, I think we should place a greater emphasis on understanding the extent and effects of emissions from woodburning in the city and I will be asking officers if we can do this as part of that work. I expect that this will provide a clearer indication about the possibility and implications of widening the area of the city's existing Smoke Control Area coverage”.

**(ii) TRO Goldstone Crescent**

57.3 Gareth Hall put the following question:

“There is a TRO being proposed to extend double yellow lines along a section of Goldstone Crescent. This will only serve to move the congestion problem further down the road. Will the Chair consider removing the parking restrictions adjacent to the park enabling city park workers to park there (spaces are empty during the day around the park) or alternatively extend the double yellow lines all along the far end of Goldstone Crescent reducing congestion and protecting the grass verges which are getting badly damaged by cars driving on them?”.

57.4 The Chair provided the following reply:

“Thank you for your representation and we do understand the parking concerns of residents.

The reason for the proposed double yellow lines in this section of Goldstone Crescent is that they were requested by the bus company. Site meetings were held, and this area was highlighted by the bus company as being problematic to run a service due to the obstructive parking.

I realise that some residents feel that the lines aren’t long enough, but if we were to introduce excessive double yellow lines, we would just simply push the problem elsewhere and into the smaller roads causing further complaints from other residents. Currently we are not considering removing the three-hour limited free parking adjacent to Hove Park as this was implemented to prevent all day parking limiting opportunities for park users.

However, we will be undertaking a review of Zone P as part of the parking scheme priority timetable. This can consider how the scheme is working for residents in the scheme and if any improvements can be made to deal with some of the displaced vehicles in the wider area”.

57.5 Gareth Hall asked the following supplementary question:

“I understand that for a number of years now, there has been a trial of stopping people parking on grass verges in certain places in Brighton. I’ve been told by my ward councillor that you won’t add anymore areas onto that trial however, as there’s clearly going to be a problem on Goldstone Crescent with parking issues that have come in due to permits, will you consider adding Goldstone Crescent to that trial?”

57.6 On behalf of the Chair, the Assistant Director, City Transport provided the following reply:

“We’ve taken forward a verge parking trial in a number of locations, but they come forward on a case by case basis. We can pick up your request and that could be an area we can look at. In addition, the government’s pavement parking review is at the third bill of reading in Parliament and that will hopefully give local authority’s more powers in this area”.

### **(iii) Local Cycling & Walking Infrastructure Plan**

57.7 Alexander Sallons put the following question:

“I understand that the LCWIP Task and Finish group has met multiple times, although I could find no mention of that on the council website or in the public domain, in the

accepted amendment by the Green Group to the scoping report the Task and Finish Group was said to offer key stakeholders earlier and stronger engagement. Can the Council provide a timetable for when those stakeholders, and the public, will be engaged with?"

57.8 The Chair provided the following reply:

"Thank you for your question.

I would like to reassure you that the Member Task & Finish Group for the Local Cycling and Walking Infrastructure Plan has only met once formally so far – and this was just before Christmas. This was because we have had to make sure that all the preparatory discussions and administrative work in setting these new councillor groups up was completed first. The next planned meeting of the group will be in June, but I am also expecting a report about the plan to be brought to the next meeting of this committee, so that we can all hear and discuss the progress being made and what else is planned. As the group is now up and running, we will be commencing engagement with stakeholders in spring this year, to assist with the initial development of the Plan. This will include a number of local area workshops across the city and will be supplemented by a city-wide stakeholder event and wider public consultation. We are still finalising the details for this engagement stage as it involves a lot of planning, but we will announce these as soon as possible. The outcome of the initial round of stakeholder engagement will feed into a background report, ahead of commencing the walking and cycling network planning stage".

## **(C) DEPUTATIONS**

### **(i) Barriers to cycling**

57.9 The Committee considered a deputation that detailed a number of cycling access issues caused by the recent introduction or widening of barriers in the city and requested a more strategic response to the issue.

57.10 The Chair provided the following response:

"I am sorry you feel the Council has deliberately created a barrier for cycling at Ship Street and other locations.

Let me first say that officers have been in active discussions with you on this matter and I myself have taken a very keen interest and have called for a further meeting with officers to find a way forward.

Unfortunately, the Council has been compelled to take this action due to the failure of the original solution and reliance on lockable removeable bollards, in that they have literally been removed by others. This theft or damage has occurred so frequently that the Council has endured a bill of tens of thousands of pounds and has therefore as a last resort, faced with a further bill to replace this unsustainable measure, installed gates at Ship Street.

The smallest gate that we could install still requires posts at each end to prevent vehicular access and therefore there is a reduced width for the footway and southbound cycle lane. As this Cycle lane is intended to be southbound only it is still practical and safe to pass but we do appreciate with pedestrians in Ship Street at busy times,

particularly evenings and weekends, there may be times when people also wishing to use this for a northbound manoeuvre will lead to conflict.

Whilst I will be seeking to confirm myself that this measure is the most practical and safest option through the meeting that I have arranged, I would also like to say that we are commencing through the LCWIP (Local Walking Cycling Infrastructure Plan) where we will be reviewing our cycle network, planning and cycling infrastructure.

Within this process we will be engaging the views of the local cycling community, including yourselves as we would like to hear what works for you and what we can improve, including looking at shortfalls in existing cycling infrastructure.

I can assure you that I will be reviewing these recent gate installations and if there is a better more cost-effective solution that works for everyone I will be asking officers to take it forward. In the meantime, officers will be reporting on the Local Walking and Cycling Infrastructure Plan process for a future meeting of this Committee and I have asked that they consider how best to consult with our community as part of that process and I would like to thank your deputation for bringing this matter to the Committee's attention".

57.11 Councillor West stated that there was huge disquiet about the issue and in his view, many of the problems could have been resolved by a cycle forum. Councillor West moved a motion to request an officer report on the request made in the deputation.

57.12 Councillor Lloyd formally seconded the motion.

57.13 The Chair put the motion to the vote that passed.

57.14 **RESOLVED-** That the committee request an officer report on the requests made in the deputation.

## **(ii) Parking Schemes**

57.15 The Committee considered a deputation that set out various objections and concerns relating to the consultation process for the introduction of controlled parking zones.

57.16 The Chair provided the following response:

"Thank you for your deputation and I'm sorry to hear of your concerns about the service you have received from the Council.

The parking scheme consultation process is one of the most rigorous and extensive within the Council and can take up to 18 months to ensure it meets the needs of residents and that any concerns outlined during the various stages of consultation are considered.

The parking scheme priority timetable up to 2022/23 was agreed at this Committee last November and was based on areas which had strong support from residents and Ward Councillors.

During the consultation process there are three opportunities for residents to comment on the proposals. The first two opportunities are at the initial then detailed design phases while the final stage is the Traffic Regulation Order stage. All three stages of the consultation are made public and discussed at this Committee for agreement to go forward to the next stage.

The legal Traffic Regulation Order for any parking scheme allows for enforcement and gives any member of the public the chance to make a comment. Any proposals for changes to further parking restrictions outside of parking schemes also go through a Traffic Regulation order which includes advertising the proposals in the press and on the Council website as well as the ability to view the proposals in the Customer Service Centres in Brighton & Hove as well as notices on street furniture in the nearby location. The parking schemes are all consulted, designed and implemented by a small experienced in-house Parking Infrastructure Team who deal with all parking timetable work alongside planned and reactive lining and signing maintenance.

I can assure you that the team visit residents and deal with phone calls whenever they can. The team have identified that they have visited at least one of the residents listed in the deputation in Hazeldene Meads which is a particular issue at the moment due to displaced parking following the implementation of the Hove Park scheme.

The team have recently advertised double yellow lines within this location and it's important to note that budget cuts are not the main reason for us to carry out obvious works as there may be road safety issues that are prioritised.

Comment within the deputation suggests that implementing the Hove Park scheme was a mistake and this should be rectified. This scheme was agreed at this Committee and was requested by a significant amount of residents in the area with support from Ward Councillors.

The Council have had very few complaints about the parking scheme itself, however, as part of the priority timetable a review of Zone P will be undertaken later in the year. This can consider how the scheme is working for residents in the scheme and if any improvements can be made to deal with some of the displaced vehicles in the wider area".

57.17 **RESOLVED-** That the Committee note the deputation.

## **58 ITEMS REFERRED FROM COUNCIL**

### **(A) PETITIONS**

#### **(i) Dropped Kerbs**

58.1 The Committee considered a petition referred from the meeting of Full Council held on 19 December 2019 and signed by 112 people requesting a survey of safe provision of dropped kerbs.

58.2 The Chair provided the following response:

"The City Council already has a programme for providing new or improved dropped kerb facilities across the city each year. These kerbs are provided either in response to individual householder requests or are provided for selected route improvements, for example the whole of Elm Grove in Brighton now has a dropped kerb route on both sides, works which were completed last year. Many requests are received each year from the public for new dropped kerbs and unfortunately due to budgetary constraints it is not always possible to deliver all of the dropped kerbs requested each year. However, any requests not dealt with remain on the request list until funding becomes available.

The City Council has also started to map all of the existing dropped kerb locations within the city, as over the years it has expanded in a very ad hoc manner. As can be appreciated though this is a very time-consuming process and resources are limited, but once completed it will allow a more holistic approach to the provision of dropped crossing facilities in the future, particularly with a focus on completing accessible routes along the main transport corridors throughout the city.

With specific regard to Sackville Road this is one of the routes that has already been identified as needing both new and improved dropped kerb facilities, particularly the section between Blatchington Road and the Old Shoreham Road. With this in mind it is hoped, subject to funding, to carry out these works in the 2020 / 2021 financial year”.

58.3 **RESOLVED-** That the Committee note the petition.

**(ii) Replacement Bus Shelter at the Avenue**

58.4 The Committee considered a petition referred from the meeting of Full Council held on 19 December 2019 and signed by 380 people requesting a replacement bus shelter at the Avenue, Moulsecoomb.

58.5 The Chair provided the following response:

“The Public Transport team would like to apologise for the delay in replacing this shelter. The shelter was involved in a Road Traffic Accident and was dismantled in August 2019. The time frame between orders and installation is normally about three months, but due to supply issues in the industry the stock was temporarily unavailable resulting in an increased delivery time. We have now had assurance from our contractor that installation will now take place in May. We are in communication with our supplier to see if delivery can be hurried up”.

58.6 **RESOLVED-** That the Committee note the petition.

**59 MEMBER INVOLVEMENT**

**(B) WRITTEN QUESTIONS**

**(i) Woodburning Stoves**

59.1 Councillor Heley put the following question:

“This winter, many residents have been in touch with me about woodburning stoves. Woodburners and open fires cause smoke and contribute to our extremely dangerous levels of air pollution in our city. Is the council doing anything to deal with this? What more could the council do?”

59.2 The Chair provided the following reply:

“Thank you for your question Councillor Heley. I can understand why your residents have some concerns about them and their effects on air quality and therefore people’s health.



I referred to the Clean Air Act in my response about woodburning to Adrian Hills's question earlier this afternoon. More recent legislation agreed in the 1990s sets out the statutory duties of councils to assess and improve local air quality, including the declaration of Air Quality Management Areas where legally binding pollution standards are not met. It also covers the assessment of statutory nuisance, and complaints relating to domestic solid fuel burning and smoke are received and considered by the council's Environmental Health Officers under that legislation.

The council's current Air Quality Action Plan was produced in 2015 and includes a section on domestic solid fuel burning. The council's website also has a lot of information about this in the pollution and air quality section, on a page entitled 'Using solid fuels safely and legally'. There have been a number of funded projects with the relevant Government's Department for Environment, Food and Rural Affairs (which is known as DEFRA), which have helped raise awareness of the issues. I also said to Adrian Hills that I would ask officers to look more closely at woodburning as part of our future review of our Air Quality Management Areas.

DEFRA is also reviewing the Clean Air Act and consulting with Local Authorities on how to make it more useful. We very much hope that this work will be progressed by the Government after the election and that the outcomes will be a good basis on which to further consider what, and how much more, the council can do".

## **(C) LETTERS**

### **(i) Stoneham Area Tree Planting**

59.3 The Committee considered a Letter from Councillor Nemeth and Councillor Peltzer Dunn requesting the support of the committee to combined four tree planting projects into a single project with a designated lead officer and timetable.

59.4 The Chair provided the following response:

"The available staff in arboriculture are working on the tree planting agreed by ET&S Committee, public donations, the remedial inspection and pruning work reported to this committee. There is currently no capacity to survey or arrange additional planting. The donated trees in Stoneham Recreation ground that have died are not scheduled to be replanted this year. However, as parks planting is a relatively straight forward process I have asked for these to be added to this year's tree order and subject to availability from the supplier, these will be planted this year.

An additional post has been created in the arboricultural section to help deal with the upsurge of interest in tree planting and the increased inspection regime introduced for our tree stock. We are currently having service delivery problems which we anticipate will ease prior to next year's planting season".

59.5 Councillor Wares expressed his hope that support could be given to the request as residents and ward councillors had spent a great deal of time on the projects. A solution was offered, and support would be timely given the current focus and commitments relating to climate change.

59.6 The Chair stated that she would speak with the City Parks team and see what help could be offered.

59.7 **RESOVLED-** That the Committee note the Letter.

**(D) NOTICES OF MOTION**

**(i) Car-free city centre by 2023**

59.8 The Chair noted that a revision to the Notice of Motion had been circulated and in line with council procedure rules, the revision would need to be accepted by a majority of the committee members. The committee agreed to this proposal.

59.9 Councillor Heley moved the following joint Green Group and Labour Group Notice of Motion:

“In January 2020 York City Council pledged to become the UK’s first car free city centre within three years, and in 2019 we saw Bristol pledge to become our country’s first city to ban diesel cars from entering parts of the city centre. Edinburgh already hosts regular car-free days and has further plans to shift away from private car use. Brighton and Hove City Council must take action on a similar scale.

The climate emergency, the environmental and public health crisis caused by air pollution, and dangerous roads in the city can and must be tackled by drastically reducing private car use in the city centre.

Therefore, this committee:

- 1) Requests that a report is brought to the Environment, Transport and Sustainability Committee that explores the feasibility and costs of developing a car-free city centre by 2023 in Brighton and Hove, for the October 2020 committee meeting.
- 2) Requests that this report will detail costs and practicalities, rules for exemptions (for those with accessibility needs and some trades vehicles for example) and how the council’s plans to introduce an Ultra-Low Emission Zone for private vehicles in the city centre can act as a transition to a car free city centre
- 3) Notes that this notice of motion should be considered during the council’s Climate Assembly, as part of our resident-led conversation as a city about how we reach the target of becoming net-zero by 2030”

59.10 Introducing the Notice of Motion, Councillor Heley stated that requesting a feasibility report was a sensible step in understanding what could be done to ensure the city met its ambition to be carbon neutral by 2030. Councillor Heley stressed that people with disabilities should be at the forefront when considering such a proposal as was highlighted in the Motion. Other key exemptions to consider were taxis, trade vehicles and emergency vehicles. Councillor Heley referred to other potential benefits such as improved air quality and a reduction in road traffic casualties.

59.11 Councillor Wilkinson formally seconded the Notice of Motion. Councillor Wilkinson stated that the council was compelled to consider all the ways in which could become carbon neutral and combat climate change to preserve the environment for future generations. Councillor Wilkinson stated that the council had to introduce a transport system that was

carbon neutral in a short number of years. Councillor Wilkinson also highlighted the number of deaths caused not only by road traffic casualties but also by air pollution.

- 59.12 Councillor Wares stated his support for the Notice of Motion. Councillor Wares stated that everything should be explored in detail and a wide consultation with all residents and welcomed the proposal for an economic impact assessment. Councillor Wares noted that the cities specifically mentioned in the NoM were all very different to Brighton & Hove which had unique challenges, and all had established a Park & Ride providing choice to residents not to use a vehicle in the city centre. Councillor Wares stated that it was important to consider and review all forms of transport and highlighted that two of the cities most polluted roads in North Street and Western Road were almost exclusively used by buses. Councillor Wares explained that there were other factors to consider such as knock on effect on parking income that provided for concessionary bus passes and subsidised bus routes.
- 59.13 Councillor Davis welcomed the Notice of Motion that was an important step in discussing how best to safeguard the city in terms of both health and climate.
- 59.14 Councillor West welcomed the comments made by Councillor Wares adding that there would be more such challenges arising as the feasibility exercise progressed. Councillor West stated that the city was overly car dependent and the issue would be a challenge.
- 59.15 Councillor Moonan thanked Councillor Heley and Councillor Wilkinson for proposing and seconding the motion and that consensus would be an important part of moving toward carbon neutrality. Councillor Moonan stated that engagement through the Climate Assembly and wide-ranging debate with residents was vital.
- 59.16 The Chair provided the following response:
- “I am very interested in developments, relating to harmful emissions, that are arising across the UK as well as cities across Europe and farther afield. As you know we as a Council formally declared a Climate Emergency and have set out an ambitious Carbon Reduction Programme and will be establishing a Climate Assembly to consider these matters and will be informing our future thinking.
- I believe it worthwhile that the committee be informed of the feasibility, costs associated and other potential implications of introducing a car-free city centre by 2023.
- In my view, it would help us build a knowledge base, alongside those actions we are already taking, on the type of measures we could undertake to prioritise the measures that this City will need to deliver on air quality and become Carbon Neutral by 2030.
- It’s important that we consider this alongside the discussions that will be taking place through the Climate Assembly and through consultation with residents and stakeholders on the new Local Transport Plan, so I am pleased to see this emphasised in the revised motion”.
- 59.17 **RESOLVED-** That the Committee agree the Notice of Motion as follows:
- 1) Requests that a report is brought to the Environment, Transport and Sustainability Committee that explores the feasibility and costs of developing a car-free city centre by 2023 in Brighton and Hove, for the October 2020 committee meeting.

- 2) Requests that this report will detail costs and practicalities, rules for exemptions (for those with accessibility needs and some trades vehicles for example) and how the council's plans to introduce an Ultra-Low Emission Zone for private vehicles in the city centre can act as a transition to a car free city centre
- 3) Notes that this notice of motion should be considered during the council's Climate Assembly, as part of our resident-led conversation as a city about how we reach the target of becoming net-zero by 2030

**(ii) Hydrogen Hub for Brighton & Hove**

59.18 On behalf of the Green Group, Councillor Lloyd moved the following Notice of Motion:

"This council has declared climate emergency, and it is time we explored the potential of developing or own municipal Green energy company with a specific emphasis on the production and delivery of Hydrogen Fuel from a dedicated Hydrogen Hub in the city. We have seen other authorities such as Hackney Council successfully launch public owned Green Energy companies and we have perfect resources in this city to do the same.

Hydrogen has huge potential as a clean fuel of the future that can power our fuel cell buses and eventually replace 20% of the natural gas that we use in our domestic boilers and cookers. Hydrogen is therefore seen as an essential part of any future zero carbon energy mix and we are in an excellent position in Brighton and Hove to produce it cheaply and cleanly.

Therefore, this committee:

- (1) Recognises the potential of hydrogen as a source of clean energy
- (2) Requests that a feasibility report is brought to the Environment, Transport and Sustainability committee outlining the potential of establishing a hydrogen hub in Brighton and Hove, including practicalities, costings and potential locations.

59.19 Councillor West formally seconded the Notice of Motion and referenced work already in place by other local authorities on the subject matter and the positive impact it had realised.

59.20 Councillor Wares thanked Councillor Lloyd for the proposal and his research on the matter. Councillor Wares asked if the use of hydrogen would be cheaper for end users and whether the feasibility assessment could include options for use in council homes and to power its vehicle fleet.

59.21 Councillor Lloyd explained that the price of hydrogen was dictated by the cost of electricity used to create it.

59.22 Councillor Moonan noted that she had previously raised the issue of the number of requests for reports made at every meeting and the impact that may have creating an unsustainable workload for officers. Councillor Moonan stated that a detailed work programme could not be maintained when new requests were approved on a case by case basis.

59.23 Councillor West stated that whilst he appreciated that resources were stretched and there was a lot for officers to do, in his view, the Administration would be obliged to find the necessary resource through the upcoming Budget setting process.

59.24 Councillor Wares stated that Members were obliged to react to issues that were raised with them and some of the matters raised were historical where no adequate action had been undertaken or proposed and were not new issues.

59.25 The Chair provided the following response:

“The council recognises that hydrogen has great potential to be a clean replacement for intensive energy uses like heavy freight, buses, aviation, shipping and heating.

Hydrogen can be a strong complement to electrification on the journey towards a zero-carbon energy system.

Developing a low-carbon hydrogen economy over the next decade could help Brighton & Hove City Council to meet its 2030 carbon neutral pledge, as well as addressing poor air quality in the city. I have personally met with a number of businesses who would like to explore opportunities to develop hydrogen infrastructure in the city.

Brighton & Hove City Council is leading on the Greater Brighton Energy Plan, which will set the scene for a low carbon energy system that benefits our communities and environment. Officers and I are engaging with key players on future hydrogen development including the gas utilities, transport providers and business partners.

Establishing a manufacturing hub that will be part of a future development of our energy system is being looked at as part of the process of developing and implementing the Energy Plan across Greater Brighton. I expect that Plan to include suggestions that will generate ideas that in turn will inform other, more detailed, feasibility studies that will come forward to this committee.

Through the Energy Plan, and as part of our work to carbon neutral by 2030, we will continue to work with neighbouring local authorities, businesses, academics and other stakeholders including Greater Brighton, Coast2Capital, and Greater South East Energy Hub on many innovations in the energy system, including hydrogen.

We will look to move towards a more developed infrastructure to support the production, use and sale of hydrogen. For example, there may be opportunities to trial the installation of hydrogen-ready hybrid boilers. We will also ensure that the hydrogen economy is embedded in the Coast2Capital Local Industrial Strategy, to meet the energy and transport needs of our community”.

59.26 **RESOLVED-** That the Committee agree the Notice of Motion as follows:

This Committee:

- (1) Recognises the potential of hydrogen as a source of clean energy
- (2) Requests that a feasibility report is brought to the Environment, Transport and Sustainability committee outlining the potential of establishing a hydrogen hub in Brighton and Hove, including practicalities, costings and potential locations.

The meeting was adjourned at 5.40pm and reconvened at 5.50pm

**60 FEES AND CHARGES 2020/21**

- 60.1 The Committee considered a joint report of the Executive Director, Economy, Environment & Culture, the Interim Executive Director, Neighbourhoods, Communities & Housing and the Executive Lead Officer, Strategy, Governance & Law that set out the proposed 2018/19 fees and charges for the service areas covered by the Environment, Transport and Sustainability Committee in accordance with corporate regulations and policy.
- 60.2 Councillor West expressed his disappointment that there was very little in the structure of the fees and charges that focussed on the commitment to carbon neutrality. Councillor West stated his disappointment that there was very little or no overall increase in the parking charges and he believed this should be looked at again. Councillor West noted that there was an unacceptable surcharge in the cost of buying permits on a monthly basis against buying annual permits. Councillor West stated that this was unacceptable as it penalised residents and businesses that couldn't afford an annual permit due to cash flow issues or those that did not want to buy an annual permit. Councillor West believed this should be corrected through the budget process. With regard to parking charges for parks, Councillor West explained that whilst setting a cheaper tariff compared to the other charges in the CPZ had been a noble intention, the reality was that park car parks had been overloaded precisely because the charges were cheaper than compared to the surrounding area. Councillor West stated the parking charges for parks should be increased subject to recommendation 2.3. Furthermore, Councillor West expressed his disappointment that there was no differentiation in fees and charges for vehicle types and level of emissions, as was used for car tax as it did not encourage people to purchase lower emissions vehicles. Councillor West stated that he believed the committee should defer the decision to Policy & Resources Committee.
- 60.3 Councillor Wares queried the justification for the increase proposed for garden waste collection when the service wasn't delivering as expected. In relation to recommendation 2.3, Councillor Wares observed that a recent meeting of the Stanmer Park Working Group had brought up a number of issues that may be difficult to resolve so agreement may take some time.
- 60.4 In relation to Stanmer Park, the Executive Director, Economy, Environment & Culture replied that he had been given feedback from the meeting however, it was still intended and achievable to meet the deadlines as set out. In relation to garden waste collections, the Executive Director, Economy, Environment & Culture added that there had been a lot of good work made in improving the service area and fees and charges had not been increased in the previous financial year in order to stabilise the service. It was felt that as the service waiting list was about to re-open and the service had been stabilised and improved, it was now appropriate to increase the charge to ensure costs were recovered. The Executive Director, Economy, Environment & Culture noted that if agreed, this would be the first price increase since the service had been introduced.
- 60.5 Councillor Wares stated that he believed the price increases would predominately impact upon those on low income and he was surprised Councillor West was advocating an increase in fees and charges. Councillor Wares expressed his dismay that traders permits would increase by £100 per annum, an act that would further hit businesses in

the city. Furthermore, Councillor Wares believed it was an outrage that Doctors permits would rise by 100%, when they were undertaking such an important duty. Councillor Wares observed that whilst he agreed with some aspects of the proposals were good, many of the fees and charges would undoubtedly affect those on low income the most and he would therefore, be voting against the recommendations.

- 60.6 Councillor Brown echoed Councillor Wares objections to the rise in Doctor's permits. In relation to paragraph 3.10, Councillor Brown did not believe a price increase at the King Alfred Centre was rationale as it would deter people from physical activity and exercise.
- 60.7 In response to queries from Councillor Heley and Councillor West, it was explained that as no amendments to the report had been received by 10am, procedurally, the committee had three choices available. To vote against the report, which would mean the report would be referred to the Policy & Resources Committee. This was because the 2020/21 budget proposals were developed on the assumption that fees and charges are agreed as recommended and any failure to agree would have an impact on the overall budget proposals, which meant the decision would need to be dealt with by Policy & Resources Committee as per the requirements of the Constitution. The second option would be to abstain and the third option to vote in favour of the report.
- 60.8 Councillor Lloyd stated that it was correct to introduce fee increases to deter unnecessary car journeys and promote sustainable transport. However, every journey a trader made was a necessary journey and he objected to any increase in this area.
- 60.9 Councillor Moonan welcomed the report, highlighting key aspects: that parking charges were lower than in neighbouring authorities, that Doctors would be able to park anywhere in the city for £1 per day and that the balance set in the parking fees and charges would help reduce congestion and work toward the overall program of carbon neutrality by 2030. Councillor Moonan noted that the some of the surplus would go directly towards the climate change programme and noted that with ten years of a reducing government grant, local authorities were left with no other option that to look closely at its fees and charges.
- 60.10 Councillor Wares noted that the council had lost millions of pounds in bad management of Coin Co International and the Shelter Hall project and it was acceptable to punish residents by asking them to pay for those mistakes by increasing fees and charges.
- 60.11 Councillor West expressed his disappointment in the report proposals as he felt a golden opportunity had been missed to dissuade people from using motor vehicles by raising fees and charges and in turn, raise funding that could be re-invested in sustainable transport infrastructure and projects.
- 60.12 In response to a further query from Councillor West, the committee received legal and procedural advice on rules for submission of amendments for this committee, Policy & Resources Committee and Budget Council.
- 60.13 Councillor West stated that he would like to propose a motion to amend the recommendations and requested the Chair's discretion to do so.

- 60.14 The Chair stated that the council had clear procedural rules on amendments and following the technical advice provided by officers at the meeting, she was not prepared to accept a late amendment.
- 60.15 Councillor Moonan expressed her frustration that a complex, technical amendment had been proposed at the last minute when the council had clear procedural rules and timescales on the matter and the report had been published on time.
- 60.16 The Chair then put the recommendations to the vote that failed.
- 60.17 The report was referred to Policy & Resources Committee for decision.

## 61 TEMPLE STREET PETITION

- 61.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that detailed the implications for the closure of Temple Street and proposed reversing the traffic flow to reduce the impact of rat running.
- 61.2 On behalf of the Green Group, Councillor Lloyd moved the following motion to amend recommendation 2.1 and add a recommendation 2.2 as show in bold italics below:
- 2.1 That the Committee agrees to advertise an Experimental Traffic Regulation Order to ***close the southern end of*** Temple Street to ***stop*** rat running in the street.
- 2.2 That the committee agrees to monitor the effect of the Experimental Traffic Regulation Order on Temple Street and surrounding streets and bring a report to this committee at the end of the trial period with the results of the trial and recommendations for a permanent solution.***
- 61.3 Introducing the motion, Councillor Lloyd stated that the residents of Temple Street were in support of the closure to stop rat running completely. Councillor Lloyd stated that low-cost option for closure such as street planters could be effective.
- 61.4 Councillor West formally seconded the motion explaining that the proposals were supported by both ward councillors and residents. Councillor West highlighted that the problem with reversal would be the impact upon cyclists and if there was a subsequent impact on adjoining roads, the committee should consider the wishes of those residents too.
- 61.5 Councillor Wares stated that the committee relied upon ward councillors views on such matters and on the basis of their support, his Group would be supporting the motion.
- 61.6 The Chair put the motion to the vote that passed.
- 61.7 The Chair put the recommendations, as amended to the vote that were agreed.
- 61.8 **RESOLVED-**
- 1) That the Committee agrees to advertise an Experimental Traffic Regulation Order to close the southern end of Temple Street to stop rat running in the street.



- 2) That the committee agrees to monitor the effect of the Experimental Traffic Regulation Order on Temple Street and surrounding streets and bring a report to this committee at the end of the trial period with the results of the trial and recommendations for a permanent solution.

## **62 CAR FREE DAY AND ACCESS GRANT FUNDED PROJECTS**

- 62.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out options for a Car Free Day to be held on 22 September 2020 and other options including school and non-school road closures.
- 62.2 Councillor West asked if Boundary Road was proposed as the preferred option as per recommendation 2.3 as recommendation 2.2 referred to additional consultation.
- 62.3 The Access Fund Manager confirmed that Boundary Road was the preferred option and clarified that recommendation 2.2 was reference to further work required on other sites for a non-school closure.
- 62.4 Councillor West stated that his preference was for a more central location for a Car Free Day and the city centre was ideal as both a visitor destination and a prominent location. Councillor West stated his preference for a Car Free Day event on the stretch of the A259 between Middle Street and Pool Valley as this would ensure the event was as visible and high profile as possible but also maintain access to Churchill Square and to coaches in Pool Valley.
- 62.5 As clarification, the Access Fund Manager explained that Boundary Road had been chosen due to its high levels of traffic, high rates of car ownership and as a location where planning for such an event would be more feasible in the timeframe compared with a major city centre location.
- 62.6 Councillor Wares noted that the closure of St James's Street was forecast to cost £55,800 and asked if this was the same cost as for the Pride Party. Councillor Wares asked if there were other instances in the calendar year where the section of the A259 referred to was closed to traffic.
- 62.7 The Access Fund Manager explained the cost to the council for a Car Free Day road closure on St James's Street and the cost to the Pride Trust were not comparable as the costs incurred for each party would be for very different things. The Access Fund Manager confirmed that the section of the A259 discussed was closed during the Brighton Marathon.
- 62.8 Councillor Wares stated that whilst closing a section of the A259 would be a big task, there was some experience in the procedures for doing so linked to other events. Councillor Wares explained that he did understand the educational and awareness benefits of a closure on Boundary Road. Councillor Wares stated that he found it curious that there was no commitment for funding for certain elements of the report proposals when the Administration controlled the council budget and could make such a commitment.

- 62.9 Councillor Heley welcomed the report stating that although there was a good case for Boundary Road to host a Car Free Day, a city centre location would be beneficial in terms of attendance, scale and profile.
- 62.10 Councillor Davis asked when the first School Streets events were scheduled to take place.
- 62.11 The Access Fund Manager replied that there would be a Taster Day to coincide with Car Free Day and following appropriate timescales, the first timed School Streets road closure would be in February 2021.
- 62.12 Councillor Moonan asked how schools could apply to be part of the School Streets taster day as she was aware of two schools in Central Hove ward that experienced multiple problems relating to traffic.
- 62.13 The Access Fund Manager explained that the locations were subject to the funding available through the Access Fund and there was a case that the school chosen should be within the area that Fund was designated.
- 62.14 Councillor Wilkinson welcomed the report that would benefit the environment and air quality however, he believed there was much more to do to make meaningful change than a one-day event.
- 62.15 The Executive Director, Economy, Environment & Culture noted that as identified in the report's financial implications, the funding for a non-school Car Free Day was subject to the budget process and Budget Council in February 2020 and the funding for the location proposed or an alternative location, would be dependent on the outcome of that process.

The meeting was adjourned at 7.30pm and reconvened at 7.40pm

- 62.16 Councillor West proposed a joint motion to amend recommendations 2.2 and 2.3 as shown in bold italics and strikethrough below:
- 2.2 To note the feasibility assessment (Appendix 2) and indicative costs (Appendix 3) associated with various options for potential non-school Car Free Day road closures and to request that officers undertake further consultation with Ward members and other key stakeholders on the option(s) (named in Appendix 2 & 3) preferred by members subject to an additional budget of up to £65,000 being identified;
- 2.3 Request that officers liaise with Ward councillors , residents and other stakeholders regarding a ~~potential non-school road closure in Boundary Road that could~~ **on the A259 from Middle St to Pool Valley and The Lanes: (Boyce's St; Middle St; Duke St; Ship Street; Prince Albert St; Bartholomews; East Street)** to occur in 2020 for Car Free Day as part of Year 4 of the Access Projects;
- 62.17 Councillor Wares formally seconded the joint motion.
- 62.18 The Chair put the motion to the vote that passed.

62.19 The Chair then put the recommendations, as amended, to the vote that were agreed.

62.20 **RESOLVED-** That the committee:

- 1) Progress the development of possible school road closures and events for European Mobility Week and Car Free Day 2020 in association with the extension (Year 4) of the council's Access Fund Project in 2020/21 and a School Streets taster day, subject to confirmation from the Government of the funding for that project, and subject to agreement of the proposed school selection criteria (Appendix 1);
- 2) Note the feasibility assessment (Appendix 2) and indicative costs (Appendix 3) associated with various options for potential non-school Car Free Day road closures and to request that officers undertake further consultation with Ward members and other key stakeholders on the option(s) (named in Appendix 2 & 3) preferred by members subject to an additional budget being identified;
- 3) Request that officers liaise with Ward councillors, residents and other stakeholders regarding a non-school road closure on the A259 from Middle St to Pool Valley and The Lanes: (Boyce's St; Middle St; Duke St; Ship Street; Prince Albert St; Bartholomews; East Street) to occur in 2020 for Car Free Day as part of Year 4 of the Access Projects;
- 4) Welcome requests for community events or activities in local streets that will contribute to the council's participation in European Mobility Week and Car Free Day 2020.

### **63 PARKING PERMIT REVIEW**

63.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that advised the committee on the progress of the parking permit review and sought approval for changes to the operation of various parking permits throughout the city.

63.2 Councillor Wares questioned the value of a consultation process where only council officers were involved and expressed his view that it should have been wider. Councillor Wares stated his objection to the proposal to double the cost of Doctor's permits as they performed a life changing and lifesaving service in the city. Councillor Wares stated that the report recommendations were closely linked to the Fees & Charges report and therefore, he could not support the proposals.

63.3 **RESOLVED-**

- 1) That the Committee agrees the "No change" proposals outlined in Appendix A.
- 2) That the Committee notes the links to the 2020/21 fees and charges proposals in Appendix B which are being presented for approval in a separate report at this same meeting.
- 3) That the Committee notes the working proposals in Appendix B to be presented fully at the Environment, Transport & Sustainability Committee in Jan 2021. This will link to any fees and charges proposals for 2021/22.

**64 PARKING SCHEME UPDATE REPORT**

- 64.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update on the progress of recent resident parking scheme consultations and requested approval for a range of proposals.
- 64.2 Councillor Wares referred to the concerns raised in the deputation received by the committee earlier in the meeting, particularly that action was taken based on a relatively low response rate to consultations. Councillor Wares stated that he believed the council needed to find a way to improve the response rate to provide greater assurance on the decisions it made.
- 64.3 Councillor Moonan stated that the parking scheme consultation process was one of the most resident led. The process began with petitions then three opportunities to be engaged as the process progressed. Councillor Moonan stated that a higher response rate would be welcome however, the council had to make decisions on the responses it received.
- 64.4 RESOLVED-**
- 1) That Committee agrees that no changes are required in Zone B and Zone D (Match Day Parking).
  - 2) That Committee approves that a new resident parking scheme (Light Touch Monday – Friday 10-11am & 5-6 pm) be considered within the Coombe Road area and that this proposal be progressed to the final design with the Traffic Order advertised to allow for further comment. All comments will be reported back to a further Environment, Transport & Sustainability Committee.
  - 3) That Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage of the detailed design for a Light Touch parking scheme within the South Portslade Area.
  - 4) Agrees that the following Traffic Regulation Orders are approved for Freshfield Street/Queens Park Rise and the Top Triangle Area and proceed to the implementation stage:
    - BRIGHTON AND HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO.\*201\* (TRO-31-2019)
    - BRIGHTON AND HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO.\*201\* AMENDMENT ORDER NO.\*201\* (TRO-32-2019)

**65 TRANSPORT FOR THE SOUTH EAST - RESPONSE TO CONSULTATION ON DRAFT TRANSPORT STRATEGY**

- 65.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out the progress being made on supporting delivery of Transport for The

South East's (TfSE) draft Transport Strategy and sought retrospective approval of the council's formal response to the consultation on the draft Strategy.

- 65.2 Councillor West expressed his disappointment by the TfSE's aim for carbon neutrality by 2050 that was unambitious, too late and at odds with the council's own target. Councillor West stated his dissatisfaction that the TfSE was overly focussed on road schemes that was again, at odds with carbon neutrality targets. Councillor West stated that he could not endorse the response as it was to a flawed draft strategy.
- 65.3 The Assistant Director, City Transport explained that the strategy was focussed on regional movement and there was a strong emphasis on sustainability. Furthermore, the strategy did not fetter the ability of local authorities to set their own travel priorities.
- 65.4 Councillor West noted that active travel was not referenced at all in the draft strategy and there was a need to reduce and localise journeys.
- 65.5 Councillor Wares agreed with the concerns made and noted that there was a chance for officers to speak to the opposition spokespersons or brief them ahead of providing the response to the consultation.
- 65.6 The Chair proposed the following amendment to recommendation 2.2 as shown in bold italics and strikethrough:
- 2.2 That the Committee formally ~~agree~~ **note** the Consultation response set out in Appendix 1.
- 65.7 The Committee were in agreement with the proposal.
- 65.8 **RESOLVED-**
- 1) That the Committee note the progress being made on supporting delivery of Transport for The South East's Draft Transport Strategy
  - 2) That the Committee formally note the Consultation response set out in Appendix 1.

## 66 CITY ENVIRONMENT MODERNISATION UPDATE

- 59.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided a progress update on the City Environment Modernisation programme.
- 59.2 Councillor Wares noted that the Modernisation programme had begun in July 2018 and at the time, the committee were informed that it would take two years to resolve the issues identified. Councillor Wares stated that 18 months on, many big issues were incomplete, and it was not acceptable for the service to be at a perpetual amber rating. Councillor Wares asked if the Operator's License was still in special measures and what actions could be undertaken to convert health and safety to a green rating given its critical importance. Furthermore, Councillor Wares asked why data collection on communal bins was rated as poor when the council were the holders of that information, when the correct paint would be available for community clean ups and what action was

being taken with Sussex Police to ensure prosecutions for graffiti were proportionate. Councillor Wares asked for an update on the current status of the proposed round restructure and gave details of an instance in his ward where a resident on an assisted collection service was not having their rubbish collected. Furthermore, Councillor Wares stated that there appeared to have been no benefit to bringing the environmental enforcement service in-house as enforcement activity was down and staff levels remained static.

- 59.3 The Executive Director, Economy, Environment & Culture stated that the City Environment management team had undertaken a great deal of good work laying the foundation for improvement and in managing change, new issues had arisen that required priority action meaning the modernisation programme had evolved. In relation to the Operator's License, the Executive Director, Economy, Environment & Culture stated that there was a need for vigilance until there was complete satisfaction that the council was compliant, and the progress made over the past 18 months had been very positive. With regard to health and safety, the Executive Director, Economy, Environment & Culture noted that there were many risks associated with operation of the service that meant that similarly, there was a need for absolute assurance that the council was fully compliant. The Executive Director, Economy, Environment & Culture explained that capacity within the health and safety team had been increased and a new governance structure within the Directorate where he chaired the Health & Safety Board. The Executive Director, Economy, Environment & Culture stated that the service would continue to tackle the issues in this area. With regard to fleet, the Executive Director, Economy, Environment & Culture noted that the committee had recently agreed to develop a Fleet Strategy and progress was being made.
- 59.4 The Head of Business Support & Projects explained that the scope of the modernisation programme had increased as new issues had been found undertaking the programme. One such issue related the query raised on communal bin data where it had been found that no such data existed, and extensive work was required to gather that data. In relation to feedback provided to Sussex Police and the individual case relating to assisted collection raised by Councillor Wares, the Head of Business Support & Projects stated that an update could be provided directly after the meeting. The Head of Business Support & Projects explained that the round restructure was going well and there would be an update provided to the March meeting of the committee. Feedback would be provided to the environment enforcement team in relation to the concerns raised on staffing levels however, these were difficult posts to recruit to.
- 59.5 Councillor Wares stated that it was important that the modernisation updates continued to be clear and candid however, it was important also that if there was some slippage in the modernisation programme then the committee members be reappraised of that.
- 59.6 Councillor West stated that there may be some benefit in presenting the modernisation update in the form of a performance management report, similar to those presented to the Audit & Standards Committee.
- 59.7 The Executive Director, Economy, Environment & Culture stated that it was unusual to report a modernisation update to a committee and he would be happy to speak to the committee members if potential changes to the report format would be required and beneficial.

59.8 **RESOLVED-** That the Committee notes the progress made through the City Environment Modernisation Programme.

**67 BRIGHTON CHAMP (CHALK MANAGEMENT PARTNERSHIP) FOR WATER 2020 ONWARDS**

67.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided information on the Brighton Chalk Management Partnership (ChaMP) project, its proposed projects and plans for the next five years.

67.2 Councillor Brown asked if ChaMP were routinely consulted on major developments and specifically, on the proposed Toad's Hole Valley development.

67.3 The Assistant Director - City Development & Regeneration explained that ChaMP were not a statutory consultee. However, water cleanliness and water run-off were planning application matters and some of the ChaMP partners such as Southern Water and the Environment Agency would consider such matters as part of that process.

67.4 Councillor Wares welcomed the report that was a key element in managing nitro pollution and mitigating surface water flooding. Councillor Wares expressed concern that if the Shaping Climate Change Adaptive Places (SCAPE) project were to fail, that would negatively impact upon resident's perception of the benefit of potential ChaMP projects.

67.5 The Assistant Director - City Development & Regeneration explained that the plants used for the SCAPE project would be specifically chosen for their ability to clean water supplies.

67.6 In response, Councillor Wares confirmed that he was aware the plants would be chosen for a specific purpose. However, the visual presentation received on ChaMP had been very impressive and he hoped that could be shared more widely to offset any potential concerns relating to SCAPE.

**67.7 RESOLVED-**

1) That the Committee notes the information about ChaMP, its proposed projects and its plans for the next five years.

**68 ITEMS REFERRED FOR FULL COUNCIL**

68.1 No items were referred to Full Council for information.

The meeting concluded at 8.45pm

Signed

Chair

Dated this

day of





<b>Subject:</b>	<b>Petitions</b>
<b>Date of Meeting:</b>	<b>23 June 2020</b>
<b>Report of:</b>	<b>Monitoring Officer</b>
<b>Contact Officer:</b>	<b>Name: John Peel</b>
	<b>Tel: 01273 291058</b>
	<b>E-mail: john.peel@brighton-hove.gov.uk</b>
<b>Wards Affected:</b>	<b>Various</b>

**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) Remove the planter on Rottingdean High Street – Elif Kose**

To receive the following petition signed by 473 people at the time of publication:

"We the undersigned petition Brighton & Hove Council to Remove the planter that has been installed to improve the traffic lay out on Rottingdean High Street as it has increased the danger coming out of park road as well as increased queuing further back".

**3. (ii) More space for walking and cycling during Covid-19 – Elly Hagreave**

To receive the following petition signed by 807 people at the time of publication:

“We the undersigned petition Brighton & Hove Council to immediately implement a swift programme of temporary measures to enable safe walking and cycling for physical distancing. Specifically, to: 1) Widen pavements with barriers/cones for safe access to shops, services and essential daily exercise. 2) Widen and add additional cycle lanes starting with the seafront and key access routes suggested below. 3) Close more streets to vehicles and use temporary traffic calming measures. 4) Enforce speed limits 5) Reduce green person crossing waiting times”.

**3. (iii) i360 Sundial– John Kapp**

To receive the following petition signed by 17 people at the time of publication:

“We the undersigned petition Brighton & Hove Council to help create the biggest sundial in the world by permitting the marking of the pavements around the i360 with time and date lines so that the time and date may be told by where the shadow of the i360 tower falls on them”.

**3. (iv) Frederick Gardens Gates– Chris Hayes**

To receive the following petition signed by 18 people:

“We, the residents of Frederick Gardens, request the Council to provide a gate at each end of Frederick Gardens with a sign on each gate saying that this route is for access to properties only.

We further petition the council to take active steps to promote resident safety during the Covid pandemic as the twidth is just 1.7m at its widest point”.

**WRITTEN QUESTIONS**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from members of the public:

**(i) Valley Gardens EIA and Traffic Modelling – Daniel Nathan**

“So it turns out the hard deadline to complete Valley Gardens Phase 3 - cited by elected councillors over the past eighteen months, never in fact existed. As there is no longer the urgency to complete VG3 by March 2021, will the Chair and this committee finally commit to the environmental impact and comprehensive traffic modelling studies that we hope will shape the final plan and verify its role in improving air quality, reducing congestion and reducing carbon emissions - and thus ensures that the final scheme provides residents, businesses and visitors to the city with a scheme that benefits us all?”

**(ii) Loading Bay Survey – Adrian Hart**

“We are grateful for the intervention of Councillor Childs, who having noticed that the Valley Gardens scheme’s lack of loading provision at Richmond Place will affect his partner’s business is making enquiries to ensure provision is made. The lack of loading across the whole scheme impacts not just businesses, but also residents and others who rely on deliveries of goods and medicines & those who need to be picked up and dropped off due to impaired mobility. Does the Chair agree and commit to undertaking a survey of everybody surrounding the project area and relocating or increasing loading bays/areas as necessary?”

**(iii) AQMA Valley Gardens – Martin Christie**

“Brighton & Hove City Council planning policy requires all major developments to provide a transport assessment to consider the impact on AQMAs. Why is it that the council’s own transport schemes don’t assess the impact on AQMAs? Why isn’t there a cumulative transport assessment on the impact on AQMAs for Valley Gardens, North Street, the Old Steine, Duke’s Mound, the A259 and Madeira Drive. Does the Council’s transport team operate under different rules to everybody else?”

**(iv) Madeira Drive Road Closure – Ian Ross**

“The road closure on Madeira Drive has provided lots of additional safe space for walking and exercise and is always busy. We have used one local cafe (Jumble Rumble Golf Cafe) daily for the last 6 weeks and there is always a queue of customers. There is plenty of road parking on Marine Parade, which is always empty. Will the Chair consider extending the road closure for the rest of the year, since it provides crucial exercising space for local residents to use (whilst following social distancing) without the risk of road traffic accidents?”

**WRITTEN QUESTIONS**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by Members.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from Members:

**(1) Councillor Davis- 20mph speed limits**

The 20mph speed limit has been an emotive subject but nobody can deny that slower moving vehicles lead to less serious injuries and a safer environment for pedestrians and cyclists.

This month TfL have introduced a blanket 20mph speed limit to their central streets alongside an enforcement team to further enhance city centres and so my question is, would this administration consider following suit and rolling out a city wide 20mph speed limit?

**(2) Councillor Wares- Cityclean Modernisation Programme**

As it has not been included on today's agenda, come September it will be 8 months since this Committee has been updated on Cityclean's modernisation programme. The Administration recently entered into a secret deal with the unions and next month will be the end of the two years we were told it would take to fix Cityclean. Clearly, the Administration are nowhere near fixing the problems and it seems are now reluctant to report to this Committee. Please would the Chair confirm that a comprehensive update report will be brought to 29<sup>th</sup> September 2020 ETS Committee for Members to scrutinise and question in a format as described in the Chair's letter dated 1<sup>st</sup> June 2020 to me.

**(3) Councillor Wares- Graffiti Strategy**

The graffiti strategy much lauded by the Administration was on the postponed 17<sup>th</sup> March 2020 agenda for Committee to consider. Since then it appears to have fallen off the radar, yet our city remains graffiti hell for our residents and visitors. Please could the Chair advise if the Administration's graffiti strategy has now been shelved.

**(4) Councillor Wares- Old Shoreham Road temporary cycle lane**

The temporary cycle lanes in Old Shoreham Road have been in place since around the 11<sup>th</sup> May and have been much publicised. As of today, the cycle lanes would have been in use for six weeks. Please could the Chair provide daily usage data for each of the east and west bound lanes between Sackville Road and Hangleton Lane.

**(5) Councillor Wares- Refuse Collections**

We have two refuse rounds in Patcham and Hollingbury that constantly give rise to complaints. They include parts of Cuckmere Way and surrounding streets, Ladies Mile Road, Windmill View and all of the Mackie Park estate. These routes have been a problem for many years and have not improved during the last two years of Cityclean's modernisation. Please could the Chair confirm precisely what the problems are, what is being done to fix them and when those solutions will be delivered. Please could the Chair confirm to residents when a missed collection will be a rare exception as opposed to a weekly norm.

**(6) Councillor Wares- Carbon Neutral 2030**

The Administration at ETS frequently refers to initiatives that are helping towards the council being carbon neutral by 2030. However, we have no idea what the starting position is, what level of reduction an initiative provides (and how sustainable it is) and thus there is no means by which to track progress. Would the Chair agree to bringing a six-monthly report to ETS that details how carbon neutrality is being delivered through initiatives and allows Members and the public to see progress. Otherwise we just have meaningless noise and rhetoric that has no way of being substantiated.

**(7) Councillor Wares- Licensing Fees & Charges**

By reference to the reported decision of West Sussex County Council to waive licensing fees this year for cafes and restaurants and the like, perhaps such as pubs, to have tables and chairs on the pavement, would the Chair advise if she would support Brighton and Hove doing the same. Premises still have to apply for licences and officers need to agree but it would help many of our businesses as they recover from the pandemic.

**(8) Councillor Wares- Potholes on Carden Hill**

Potholes on Carden Hill have been reported for months by councillors and residents. There are literally dozens of holes, some big and deep. The council is aware because most now have a white square sprayed around them. However, this is a main bus route and is becoming even more dangerous with vehicles swerving to miss the craters. At least the white paint helps highlight where they are, but please could the Chair ask highways officers to increase the priority for repairs before there is a nasty accident.

**(9) Councillor Heley- Temple Street**

In January, this committee voted in support of the closure of Temple Street. Whilst we understand the impacts that Covid-19 has had on officer workload, campaigners and councillors are frustrated by the lack of progress on this road. The pandemic has exacerbated the need for closure, with very narrow pavements making it difficult for social distancing and increased use of the road as a rat run. Is it possible to use an emergency TRO in order to quickly close Temple Street?

**(10) Councillor Heley- Committee Meetings**

We have not had a full meeting of this committee since January, which means we have had 6 months with no opportunity to scrutinize the administration or to contribute in taking this city forward with progressive new policies in the policy areas of Environment, Transport and Sustainability. Why was the March meeting 'postponed' but never rearranged, and the May meeting 'cancelled'?

**(11) Councillor Heley- ULEZ**

The covid-19 pandemic has made the need to tackle air pollution more urgent. In October last year, myself and my Green Colleagues submitted a letter to this committee on the topic of implementing an Ultra-Low Emission Zone in the city, to which the Chair confirmed the council will explore. Please could we have an update on the progress of this?

**(12) Councillor Heley- Shelter Hall**

Like many of my colleagues, my inbox is full of concerns about the narrow path next to Shelter Hall on the A259, a popular passage for people cycling, walking and running along the seafront. Why is the council prioritising the building works of Shelter Hall over the provision of safe, socially distanced space for residents?

**(13) Councillor Heley- Electric Vehicle Charging Points**

It has been great to see the rollout of Electric Vehicle charging points across the city in recent months, but I am frequently contacted by residents frustrated by the lack of dedicated parking bays next to the charging points. Will more dedicated bays be marked in the upcoming weeks and months?

**(14) Councillor Heley- Disabled cycling provision**

Organisations like Pedal People are doing great work in the city to make cycling more accessible. What specific examples can the council give of how they are actively including disabled cyclists (too often wrongly assumed to not be cycling themselves) in both the temporary and permanent plans to expand cycling provision in the city?

**(15) Councillor Lloyd- Madeira Drive**

One of the few benefits of the Covid-19 crisis has been the welcome drop in unnecessary traffic across the city. We have all enjoyed the clean air, the peace, the clear night skies and roads that were safe for our children to cycle on. Sadly, the traffic has now returned and the roads are once again polluted and unsafe. The closure of Madeira Drive was a welcome initiative and I know how many of our residents have enjoyed the traffic free space. Can we assume that Madeira Drive will remain a traffic free space from now on?

**(16) Councillor West- Active Travel**

Two of the many important insights that lockdown has shown us are how many people could save a trip to the office through meeting virtually, and when traffic is tamed how encouraged people are to cycle.

To realise our ambition of the city becoming carbon neutral by 2030 we have to crack the stubborn carbon footprint of transport. And, I feel we will only achieve this if we prioritise reducing the need to travel, along with developing active travel and sustainable shared travel systems, over that of private vehicle use.

Will the administration support this sustainable transport hierarchy, and commit to developing Brighton & Hove as an exemplar Active Travel City?

**(17) Councillor West- Litter**

With Boris prematurely easing lock down, Brighton & Hove has seen visitors flock to our beaches and into our parks. With Covid far from under control, and infections rising once again, residents are rightly worried about the safety of so many visitors failing to maintain social distancing. Seafront bars opening for takeaway food and drink, have been ill equipped to properly serve all their customer's needs, with public urination and littering rife. We appreciate the Council have requested visitors to stay away and endeavoured to control numbers accessing the beach, while also reopening public loos and most recently raised the fine for littering. However, with uncertainty surrounding holidays abroad and in the UK this summer, this season may be remembered as the summer of day-trippers.

While the city won't be able to stop people visiting, it can plan to cope better than it has so far with meeting the challenge. What concerted action is the administration taking to work with the hospitality businesses to help them take responsibility in providing more staff training, bins, loos and customer signage to reinforce good behaviour? And similarly, what extra resources are being put into council services to provide more bins, cleansing, pop up loos, and communications. Together we can better protect our beaches and parks from being spoiled and the image of the city tarnished. Is the administration leading a city-wide and cross departmental strategic response?

**(18) Councillor Shanks- Francis Street**

In June 2017 the issue of Francis Street was discussed at ETS. The issues followed the development of the Open Market by Hyde Housing including blocks of flats on Francis Street. The Barrows and Corola Court flats. The following improvements were agreed.

"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."

None of this has been done. When I became a councillor, I contacted both Hyde and council officers and after some discussion as to where the drawings were I felt something would happen. However, nothing has, hence my current question.

Will the council listen to residents and implement the agreed proposals above, and review the possibility of blocking the end of the street including modal filters so it cannot be used as a rat run and will improve the street for residents who have no outside space in their flats. This would be in line with the LCWIP proposals to improve walking and cycling in the city and in line with the Covid 19 transport response.



Geoff Raw  
Chief Executive Office  
Brighton and Hove City Council  
Hove Town Hall  
Norton Road  
Hove, BN3 3BQ

10.06.2020

Dear Geoff;

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the 23 June 2020 meeting of the Environment, Transport & Sustainability Committee

**TREE PLANTING ON GLEBE VILLAS**

We write this letter for inclusion on the agenda of the 23 June 2020 meeting of the Environment, Transport & Sustainability Committee.

For the past year, we have been working closely with the Friends of Glebe Villas to bring forward a tree-planting scheme for the street.

A local historic quirk is that Glebe Villas is the only street of its type in the area that has no street trees. All surrounding streets are blessed with sizeable trees which are generally considered to be a highly attractive feature for numerous reasons.

We are backing the scheme in full recognition of the Council's declaration of a 'climate emergency' on the basis that planting trees is an obvious way to reduce net carbon emissions. There are numerous other environmental benefits including pollution reduction, flood prevention and wildlife encouragement.

Fundraising is now well underway. The plan is to save approximately £10,000 for 20 trees (ten on either side of the street).

The reason for our letter is to win the backing of the Environment, Transport & Sustainability Committee for (i) the usual tree-planting fee to be honoured in lieu of any revised figure and (ii) a survey to be undertaken as a matter of urgency so that planting can take place in the autumn.

We look forward to having the opportunity to attend committee to present the proposal and to answer any questions as necessary.

With best wishes

**Cllr Robert Nemeth and Cllr Garry Peltzer Dunn**  
**Wish Ward**



Geoff Raw – Chief Executive  
Brighton & Hove City Council

8<sup>th</sup> June 2020

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 (ETS) meeting of 23<sup>rd</sup> June 2020.

For years Patcham Ward Councillors have been lobbying the council and Highways England to undertake improvement works to the roundabout at the A23/27 intersection in Patcham. When the council decided to remove the floral welcome display in the same location last year we made further representations to ETS.

We received personal assurances from the Chair of ETS that “something” would be done by the end of 2019. That promise was not fulfilled. We have subsequently raised the issue at Full Council and twice at ETS to be told that the council has a plan/ design, and everything is ready to go with the delay being Highways England. I have also written directly to the Chair of ETS twice.

We have on four previous occasions requested a briefing and plans/ details of the proposals. In a recent email exchange with a resident, the Chair of ETS advised for the 5<sup>th</sup> time that we would receive copies of the plans and details, but it still hasn’t happened. That will be five promises to provide copies of the plans and details and five times the promise broken. This is our sixth request.

Please could the council provide Patcham Ward Councillors with a briefing, including plans and designs, of the proposals that apparently exist relating to Patcham roundabout and the floral display. Please can the council also provide us with copies of the communications between the council and Highways England with emphasis on demonstrating that Highways England are the sole cause of delay.

Yours sincerely,

Cllr. Lee Wares



Geoff Raw  
Chief Executive Office  
Brighton and Hove City Council  
Hove Town Hall  
Norton Road  
Hove,  
BN3 3BQ

10.06.2020

**Letter to Environment Transport and Sustainability Committee**

Dear Geoff,

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport and Sustainability Committee meeting of 23rd June 2020.

I am writing regarding the replacement of street trees on Springfield Road. As a ward Councillor for Preston Park Ward and a Member of the Environment, Transport and Sustainability Committee, I urge you to re-prioritise the replacement of street trees to this road, where the local community have been trying to support the efforts of the council to achieve this.

The residents of Springfield Road not only cherish the traditional tree lined roads in the community, but also recognise how they are vital in our city's pledge to combat the climate emergency that will affect us all. Tree planting must be part of the solution during our 10-year plan to become carbon-neutral by 2030.

The key ask of my residents is for the council to replace the six dead or endangered trees identified by the council's arboriculturalists on Springfield Road. It is my understanding that members of the arboriculture team visited Springfield Road to identify sites for the new trees, so the residents have had the expectation that these trees would be planted. Furthermore, the three Councillors contributed some of their ward budgets to this tree fund, and the fact that this was approved indicates that this money was intended to be spent.

Springfield Road has, for at least a century, been lined with horse chestnut trees, some of which have succumbed to disease and old age. In 2017 residents of Springfield Road raised £2,300 to replace felled and dying trees but have not seen the fruits of their fundraising efforts. It seems that the funds remain in limbo. Residents and particularly donors feel let down that years after the fundraising the Council has not fulfilled the planting of these six trees that the residents have contributed money towards.

The trees in the Preston Park community contribute to the physical and mental health of local residents, mitigate atmospheric pollution and play an essential role in supporting wildlife: it is vital that the council prioritise tree planting.

In this year's budget the Green Group were successful in securing £24k for new tree planting across the city. Considering this, and the increased capacity that this money should bring to the Arboricultural team as well as the new Tree Strategy, I would be grateful if you could update myself and the residents about the money they raised and ask officers to plant these new trees in Springfield Roads as a matter of priority.

Best wishes,

Cllr. Amy Heley

Supported by Cllr Hugh-Jones and Cllr Littman



Geoff Raw  
Chief Executive Office  
Brighton and Hove City Council  
Hove Town Hall  
Norton Road  
Hove, BN3 3BQ

Date: 9<sup>th</sup> June 2020  
Phone: 07562437615  
E-mail: alistair.mcnaire@brighton-hove.gov.uk

Dear Geoff,

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the 23 June 2020 meeting of the Environment, Transport & Sustainability Committee.

We are writing in support of the planting of 8,000 trees on the slopes above Carden Park in Hollingbury to create a new woodland area. It is currently open chalk grassland with a few mature trees. Part of the area lies within the western side of Wild Park Local Nature Reserve.

On the 7th February, we wrote to ETS Committee with Cllr. Lee Wares outlining these plans and their importance. We write in this instance to reconfirm our desire for this project to progress, and to support the Notice of Motion being presented today Cllrs. Lee Wares and Vanessa Brown.

The Council's Conservation Manager assessed the area as species rich grassland and worthy of preservation, and the rest suitable for extensive tree planting.

The following is deemed possible, and is reflected in information provided to the committee:

1. 8000 trees can be planted on the slope with paths cut between and around areas of tree planting.
2. Old Boat Corner Community Centre are planting a small orchard at the rear of the building. This would link up with trees planned for planting along the northern boundary to help screen the industrial estate from the park and housing development.

3. The species-rich grassland at the very top of the slope would be encompassed within the adjacent grazed area. Fencing costs can be met from s106 funds for Crowhurst Corner, with volunteers carrying out the work.
4. There would be extensive landscaping on the embankment separating the playing field and slope to establish bee banks, wild flowers and increased biodiversity. This cost can be met from the Changing Chalk HLF partnership led by the National Trust.

This project would tie together numerous other conservation efforts in this part of Patcham & Hollingbury. Next to Carden Park is Carden Avenue, which is subject to the SCAPE sustainable drainage system project. Opposite is Carden School which will be part of the Brighton Chalk Management Project. Woodbourne Meadows, south of Carden Park, has been transformed by a local conservation group resulting in the sightings of rare butterflies.

The initiative would also bring the local community together. Patcham & Hollingbury Ward has an active conservation group, dozens of keen residents, a trained tree warden, and Brighton & Hove's only UN climate change qualified teacher. Schools are very enthusiastic about this tree-planting project, and the community centre would like to have an educational area, and perhaps organise guided tours of the area. Children would grow up alongside this woodland creating a strong sense of belonging.

This initiative will be a clear sign the Council is committed and willing to act on tackling climate change. With this proposal, the council has an extremely rare opportunity to create a new woodland and wildlife sanctuary which will conserve and increase biodiversity. It will bring a wealth of flora and fauna right into the heart of a large urban area.

Officers have advised that this project is achievable with minimal impact on the Council's budget. We are also allocating most of our ward budget to this project. Time is of the essence, not just regarding climate change, but for organising and making purchases in order to begin planting this November. We hope that Environment, Transport and Sustainability Committee take this fantastic opportunity to leave a lasting legacy, and approve the planting of this woodland.

Yours sincerely  
Cllrs Carol Theobald and Alistair McNair

Geoff Raw  
Chief Executive Office  
Brighton and Hove City Council  
Hove Town Hall  
Norton Road  
Hove, BN3 3BQ

10 June 2020

## **LETTER TO ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE**

### **School Streets to enable safe reopening of primary schools**

Dear Geoff;

In accordance with the procedure rules for meetings of Full Council, Committees, and Sub-committees, rule 23.3 I request that the following letter is included in the agenda for the Environment, Transport & Sustainability Committee meeting of 23 June 2020.

At the November 2019 meeting of this committee, members whole-heartedly agreed to support trialling the School Streets scheme modelled on the Hackney Toolkit. As members will recall, School Streets operate a timed closure of the streets to motor vehicles in the vicinity of the school entrances to help facilitate safe, active travel to school by children and parents. In prioritising people over vehicles, it is a simple concept that makes a huge difference to health and well being, road safety and in promoting transport modal shift. By helping tackle the “school run”, School Streets in turn reduce congestion, improve air quality and support decarbonised travel, all to the benefit of the wider community.

Members will also recall that Full Council in October last year received a petition for debate with 1300 signatories and unanimously supported a notice of motion proposed by Cllr Nield both calling for the creation of Safe School Walking Zones. More recently, at the first meeting of the P&R Recovery Sub-committee members agreed our amendment asking that the council consider school streets as part of urgency road reallocation measures to be introduced by 15<sup>th</sup> June.

In March the Government closed all schools in response to Covid-19 and is seeking ways to re-open primary schools again for all children. While the pandemic persists the Council has rightly advised local schools that the timing to reopen is not yet right, and the Government has now also reduced its ambition on this which gives us more opportunity to better prepare.

In order to facilitate the wider re-opening of shops and services, the Government and Council recognise that more space has to be provided outside premises to support social distancing for customers queuing while pedestrians get by. Emergency funding has been offered to support this through measures including widening pavements and timed closures.

The situation at schools will be no different to shops, in fact the arrival and departure of large numbers of children and parents together presents both the challenge of maintaining social distancing on the approach to school and particularly at the school gate. It will therefore be vital to ensure any school reopening has a School Street scheme in place first.

We have asked officers and the administration to support this, and while they suggest they will look to set up a trial, there is currently no plan to support School Streets for all our primaries at this time.

School Streets can be implemented either by using marshalls with cones or using number plate technology. Working with the schools and parents we suggest the council could and should now be establishing and running volunteer assisted schemes for all primary schools. It is certainly not rocket science, and it doesn't need to await trials, it just needs to be done.

Children, parents, and school staff need to feel confident that when they return to school everything has been done that can be done to make it safe. School Streets have a key part to play in achieving that. Will the administration commit to now rolling out School Streets this summer ahead of the autumn term restart?

Yours Sincerely,

Cllrs Pete West & Steve Davis

Date: 08/06/2020  
Phone: 07808 896247  
e-mail: [Hannah.Clare@brighton-hove.gov.uk](mailto:Hannah.Clare@brighton-hove.gov.uk)

Dear Geoff

We are submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport and Sustainability Committee (ETS) meeting on 23rd June 2020.

As elected representatives of a seafront ward, we have increasing concern over the proliferation of seafront litter and the threat this poses not only to our communities but also to our fragile marine life. Only this week a plastic crisp packet wrapper manufactured 26 years ago was discovered on our beach [1]; while the RSPB has just published a poll that 81% agreed the pandemic has shown the importance of protecting and restoring nature.[2]

Over the last few weeks, many residents have also contacted us to share this concern and ask for the council to take more action.

As the city recovers from the pandemic, it is clear a 'business as usual' approach to seafront litter is no longer an option. With an increasing number of food outlets moving to takeaway-only in response to Covid-19, the weather warming, but with no venues open to manage waste, more people are eating and drinking on the beach.

Meanwhile, the new bins on the seafront which offer residents the chance to separate their waste are routinely overflowing, though communal bins next to them are often empty. There is clearly still inadequate education about bins and action on plastic waste has not been taken fast enough, despite powers to enforce maximum fixed penalty notices for littering and a pledge to work with local traders to reduce waste at source.

We welcome the news that the Environmental Enforcement team will now resume fining litter bugs with the maximum fine, however we do not feel this is enough.

The city council has committed to a single use plastic free city but action so far doesn't appear to reflect the "action plan detailing the timeframe for achieving the goals set out in the policy, until such time that the committee is confident that the city council has done all it can to reduce and eliminate SUPs use in the city" agreed at ETS in 2018 or existing corporate policy commitments from Policy and Resources Committee in 2018 [3]

To support Brighton & Hove rapidly becoming a single-use plastic (SUP) free city, we therefore ask the committee to consider:

- How the council can more effectively implement the council's existing SUP policy, including working with businesses to prevent use of single use plastics;

- Reiterate work with beach front traders advising them on responsible sustainable packaging options; lobbying big business which generate plastic waste to contribute to clean-up efforts; and investigate enforcement measures to pursue these to prevent single use plastic waste at source, including providing e-guidelines for all seafront traders north to North Street, Western/Church/ New Church Roads and Edward St/Eastern Road;
- How it can support the call from Surfers Against Sewage to issue volunteers with more litter pickers for example by increasing promotion, support and budget of the council's Tidy Up Team;
- A heightened communication campaign over the summer to decrease littering; with an increase in signs, permanent or temporary, reminding residents of their responsibilities around waste, including the use of creative and strong messages [4]
- Further redeployment of staff to the Environmental Enforcement Team who are dedicated to patrols of Hove Lawns, the promenade and the beach and more dedicated seafront resources;
- Promotion of resident tidy ups to increase awareness in the reduction of waste;
- To look at other comparator councils for prevention of SUP litter schemes.

Yours sincerely,

Councillors Hannah Clare and Phélim Mac Cafferty  
Brunswick and Adelaide Ward.

## Notes

[1] <https://www.theargus.co.uk/news/18504398.amp>

[2] <https://www.rspb.org.uk/our-work/rspb-news/news/stories/poll-shows-people-in-england-support-nature-in-covid-recovery/>

[3] <https://present.brighton-hove.gov.uk/documents/s129128/Phasing%20out%20single%20use%20plastics%20SUPs.pdf>

<https://present.brighton-hove.gov.uk/documents/s129129/Phasing%20out%20single%20use%20plastics%20SUPs%20APX.%20n%201.pdf>

[4] <https://www.epa.nsw.gov.au/your-environment/litter-and-illegal-dumping/epa-work-prevent-litter/dont-be-a-tosser>

**Residential Air Quality letter for particulates matter 2.5 (PM 2.5)**

Dear Geoff Raw,

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport and Sustainability Committee meeting of 23rd June 2020.

Following on from a resident complaint regarding a bonfire in the garden at the rear of a neighbour's house within Hollingdean, the issue of bad air quality in residential areas, and in particular the levels of particulate matter 2.5, known as PM 2.5, has been brought to my attention and I believe that it deserves some more attention than it has received in previous years.

**The particulate problem**

The tiny particulates, called PM2.5 and PM10, are completely invisible, and they can enter the bloodstream and get stuck in our organs. The British Heart Foundation (BHF) study from 2019 highlighted that an estimated 11,000 deaths are attributable to particulates and 40,000 in total from bad air quality [1]. Another recent study, posted in the medical journal the Lancet, estimated that, on average, bad air quality has an effect of reducing life expectancy by over one year in European countries [2]. In towns and cities, this is the result of one in 19 deaths [3] and you are 25 times more likely to die from long-term exposure to poisonous air in towns and cities than being involved in a car crash. [4]

In residential areas, PM2.5 is mainly caused by burning wood which many people assume are clean and safe. In fact, a single woodburning stove, which meets all European regulations, emits around the same amount of particulates as six modern diesel lorries or 18 modern diesel cars according to Dr Fuller in his 2017 research. [5] As a result, domestic wood and coal burning (the focus of this letter) is the largest single source of particulate pollution according to the Department for Environment, Food and Rural Affairs, and is thought to be responsible for 38 per cent of all PM2.5 in the UK, compared to 12 per cent for all road transport according to government figures. [6] Domestic wood-burners and open fires are found in 7.5 per cent of homes in the UK [7] and is expected to be the main source of heat in many thousands of properties in Brighton and Hove.

The reality is, if we are to improve people's health and the environment then we need to have a conversation about wood burners and we need to understand how damaging burning wood is, especially given that wood burners also have a detrimental effect inside your home, where you might have thought that you were safe from the bad air quality that most falsely assume is mainly from cars and that it is particularly harmful to those with underlying conditions and for younger and older residents. [8] [9] We should think about the people within our neighbourhoods, and beyond, that may be adversely affected by the pollution and prioritise them.

**What does the council currently do?**

The Environmental Health team can follow up on bonfire complaints with a letter to the resident and can also knock on their door to talk to them- although the advice online recommends that residents should knock on their neighbour to chat as a first port of call as the people doing the bonfire mightn't know that they are causing a problem. If the problem continues and there is evidence that there has been a prolonged disturbance and clear nuisance for the neighbour, action can be taken against the person. However, in the last year, no cases have been escalated to this level. Personally, I think we are probably being too lenient on this issue- people can have adverse health effects even from one single event and more action should be taken to prevent air quality being damaged.

In the Local Air Quality Management (LAQM) annual status reports, the council looks at reducing PM 2.5 on page 14 and discusses the 5 Smoke Control Areas, awareness campaigns around coal and wood burning, efforts to minimise the use of static diesel generators, responding to complaints about bonfires (as mentioned above) and promoting Considerate Construction schemes as part of CEMP for developments and dust suppression technique. These steps are commendable, but I think they need to go further. The report looks further into the PM2.5 in the local authority in table A.5 on page 39- there are only 3 locations which monitor PM2.5 concentrations and only one which is in an 'urban background' at Preston Park. Is this enough? Page 40 shows annual graphs from the two 'roadside' monitors indicating that a large number of days went over the WHO limit. Certainly, I have concerns that PM2.5 is generally being left out of considerations a little- the only comments on the council website state that '*PM2.5 shows an improving trend in Preston Park*'. I'd challenge this interpretation given that between 2016 and 2018 the annual average total went from 9 to 8.9- hardly a significant decrease and lacking enough to be highlighted as a trend. The main part of the report is focus on NO2, with only 4 pages on PM2.5 out of the whole report of 67 pages. [10]

### **What can we do?**

We face an air pollution emergency and need to tackle this. Every has the right to breathe clean air and there are a number of things that I think we could do as a council.

Therefore, I request that the ET&S Committee commissions a report to be received by the Air Quality Programme Board that considers the issues below and reports its findings back to the ET&S Committee and Health & Wellbeing Board:

- **Smoke Control Zones exist in 5 places in the local authority but there is a lack of enforcement in designated smoke zones? Can we ensure that there is more enforcement in these areas? Would there be any use in extending the concept of a smoke control zone to the whole city?**
- **Implement School Streets initiative in all schools in the local authority where it is feasible**
- **British Heart Foundation had a public awareness campaign called 'You're Full of It' which could be copied and promoted locally [11] as well as other information, such as from the group Burnright, to raise awareness of how people can mitigate the air pollution by using equipment etc. [12]**



- **Raise awareness of the effect of dirty chimneys on air quality and fire safety and promote cleaning them**
- **Ensure all council owned properties have an appropriate heating system that means they don't require to burn wood**
- **Review the Centre for Cities 'Cities Outlook 2020' and investigate recommendations which include 'levelling up' to London-style Clean Air Zones (CAZs), expand focus to tighter emissions standards for burning stoves and ban domestic burning in areas with high PM 2.5, restricting sale of polluting fuels and work on raising public awareness [13]**
- **Change the council's targets to the WHO guidelines and call for the government to accept them rather than EU standards- current the EU limits – which the UK comfortably meets – for fine particulate matter (PM2.5) pollution are  $25\mu\text{g}/\text{m}^3$  as an annual average. The WHO limits are tougher, at  $10\mu\text{g}/\text{m}^3$  as an annual average. Evidence from BMJ that can have effects well below the WHO guidelines but at least they are an improvement! [14]**
- **Install more monitors to measure what the particulate concentrations in a variety of Brighton and Hove residential areas are like and identify how often they exceed the WHO amounts every year.** Currently there is only one official monitor in a 'residential' setting in Preston Park, however, this area is surrounded by green space so likely to not reflect the actual numbers.
- **Explore the use of low-cost monitors such as provided by Purple Air and open data/citizen science concepts and consider whether this could be trialled in the city.** The advanced air quality sensors, PA-II-SD are \$259.00 each (just over £200) so perhaps installing 10 of these in residential areas of the city could be an option [16]

Yours sincerely,

*Mr Martin Osborne*

## **Links**

[1] <https://www.bhf.org.uk/what-we-do/our-research/risk-factor-research/air-pollution-research>

[2] <https://www.sciencedaily.com/releases/2019/03/190312075933.htm>

[3] <https://www.theguardian.com/environment/2020/jan/27/one-in-19-deaths-uk-cities-air-pollution>

[4] <https://www.independent.co.uk/environment/air-pollution-deaths-towns-cities-car-crash-particulate-matter-environment-a9302466.html>

[5] <https://www.mirror.co.uk/news/uk-news/wood-burning-stoves-could-damaging-13608649>

- [6] <https://airqualitynews.com/2019/11/26/turning-up-the-heat-on-indoor-air-quality/>
- [7] [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/517572/Summary results of the domestic wood use survey .pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/517572/Summary_results_of_the_domestic_wood_use_survey.pdf)
- [8] <https://airqualitynews.com/2020/06/04/lung-conditions-improve-for-millions-during-lockdown/>
- [9] <https://www.telegraph.co.uk/news/2019/01/07/four-ten-children-breathing-toxic-air-school-run/>
- [10] <https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/2019%20air%20quality%20status%20report%20-%205%20Sept%202019.pdf>
- [11] <https://www.bhf.org.uk/toxicair>
- [12] <https://www.burnright.co.uk/>
- [13] <https://www.centreforcities.org/air-quality/>
- [14] [https://amp.smh.com.au/national/no-safe-level-study-links-pm2-5-pollution-to-increased-risk-of-cardiac-arrest-20200128-p53v98.html?\\_twitter\\_impression=true](https://amp.smh.com.au/national/no-safe-level-study-links-pm2-5-pollution-to-increased-risk-of-cardiac-arrest-20200128-p53v98.html?_twitter_impression=true)
- [15] <https://www2.purpleair.com/collections/air-quality-sensors>

**NOTICE OF MOTION**

**TREE PLANTING AND BIODIVERSITY SITE ABOVE CARDEN PARK**

**CONSERVATIVE GROUP**

This Committee agrees to delegate authority to the Executive Director Economy, Environment & Culture to:-

1. Produce plans and details to enable and subsequently engage in local public consultation, proposals that include the planting of 8,000 trees, the extension of controlled grazing of chalk grassland and the creation of bee banks and biodiversity on the slopes above Carden Park.
2. Subject to the outcome of the public consultation and agreement of Patcham Ward councillors, procure and implement the necessary works and planting to deliver the scheme.

This Committee further agrees that points 1 and 2 to be carried out such that planting will commence and be complete within the 20/21 planting season.

Proposed by: Cllr. Lee Wares

Seconded by: Cllr. Vanessa Brown

**Supporting information**

Patcham Ward councillors have consulted with Cityparks and conservation officers and officers have already produced a preliminary scheme. This is detailed in the letter dated 7<sup>th</sup> February 2020 from Cllr. Lee Wares. The scheme has been welcomed by the Administration that also notes officers have already confirmed that the proposed location is suitable for the scheme. This is detailed in the Administration's letter dated 1<sup>st</sup> June 2020.

Covid-19 has it seems, impacted on the Administration's ability to consider other sites across the city and produce a report for ETS Committee on the 23<sup>rd</sup> June 2020. With other sites not yet being considered and no report being presented to ETS, the slope above Carden Park is the only scheme of this type under consideration and that has already been considered by officers, agreed in principle by officers and the Administration and been welcomed by residents and others with a keen interest to increase biodiversity and tackle climate change. Without a decision being taken in June 2020 to agree to this scheme, it will not be possible to complete the work in the 2020/21 planting season. The Administration have made carbon neutrality by 2030 a key priority and have been formally aware of these proposals since February 2020. A delay now will be a delay in tackling climate change and demonstrate a lack in seriousness to overcome the emergency.



**NOTICE OF MOTION**

**ENVIRONMENTAL IMPACT ASSESSMENT AND TRAFFIC MODELLING**

**CONSERVATIVE GROUP**

This Committee agrees to request the Executive Director Economy, Environment & Culture: -

1. To commission and undertake a full environmental impact assessment (including air quality assessment) and full comprehensive traffic modelling assessment (including traffic displacement and bus congestion impact analysis for North Street and Old Steine) over the project areas known as Valley Gardens 3 and Duke's Mound including the A259 and Madeira Drive. The assessments to consider the areas as if they were one; and
2. Report back the results of those assessments for further consideration by this Committee at the earliest opportunity.

Proposed by: Cllr. Lee Wares

Seconded by: Cllr. Vanessa Brown



**NOTICE OF MOTION****ACTIVE TRAVEL INFRASTRUCTURE****GREEN GROUP**

This committee notes that the Covid-19 pandemic has highlighted the importance of active travel and has emphasised the need to quickly improve infrastructure to allow for safe walking and cycling.

Walking and cycling have become popular and safe ways to travel during this period of social distancing. The other benefits of improving air quality, promoting health and wellbeing, and helping our city become carbon-neutral by 2030 highlight the urgency of building adequate infrastructure and re-allocating road space for the benefit of active travel users and for the climate.

Therefore, this committee;

- 1) Notes the importance of Brighton and Hove City council providing the infrastructure for active travel, in order to encourage walking and cycling
- 2) Requests that this committee begins the necessary processes to ensure all temporary measures taken as part of the Covid-19 emergency travel plan and with emergency funding from the Government will work to take these forward as permanent measures, subject to an Equality Impact Assessment. This work will refer to guidance such as DfT Achieving Equal Access for Disabled People [1] and RNIB Advice for Councils [2]; and with active engagement from key stakeholders such as Possability People

Further;

- 3) That in considering proposals, the council takes into consideration all necessary statutory consultation, particularly in order to ensure any changes to road layouts meet high accessibility standards, so that changes to the road layout are clearly identifiable to all users

Proposed by: Cllr. Heley

Seconded by: Cllr. Davis

[1][https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/728547/inclusive-transport-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728547/inclusive-transport-strategy.pdf)

[2] <https://www.rnib.org.uk/campaigning/priority-campaigns/inclusive-journeys>





<b>Subject:</b>	<b>Brighton Marina to River Adur, Flood and Coastal Erosion Risk Management (FCERM) Scheme – Detailed Design and Construction Contracts</b>		
<b>Date of Meeting:</b>	<b>23<sup>rd</sup> June 2020</b>		
<b>Report of:</b>	<b>Executive Director of Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Alistair Booton</b>	<b>Tel: 07900166313</b>
	<b>Email:</b>	<a href="mailto:Alistair.booton@brighton-hove.gov.uk">Alistair.booton@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 The purposed of this report is to provide an update and to seek delegated authority and agreement to proceed with the award of the detailed design contracts for the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management (FCERM) Scheme.
- 1.2 Brighton and Hove City Council (BHCC), in partnership with Shoreham Port Authority (SPA), Adur District Council (Adur DC) and the Environment Agency (EA), have developed a 100 year strategy to improve and maintain the coastal defences for the section of coast line between Brighton Marina and the River Adur. Approval for the adoption of the strategy by BHCC was granted at the Environment, Transport and Sustainability (ET&S) Committee on the 1<sup>st</sup> July 2014.
- 1.3 Technical and financial approval, through the submission of an Outline Business Case (OBC) for a FCERM) Scheme, is being sought from the Environment Agency (EA). The submission and approval of the OBC will support the bid for FCERM Grant in Aid funding from the Environment Agency. Approval for submission of the OBC by BHCC was granted at the ET&S committee on the 25<sup>th</sup> June 2019.

**2. RECOMMENDATIONS:**

That the Environment Transport & Sustainability Committee:

- 2.1 Delegates authority to the Executive Director for Economy, Environment & Culture to procure and award a contract for the detailed design of the Brighton Marina to River Adur FCERM scheme.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Annually around 8 million people visit Brighton, with about 6.5 million of these on day trips. A trip to the seaside and Brighton & Hove's famous shingle beaches is

a key draw of the City, as one of the top 20 destination for overseas visitors to the UK and among Britain's top 10 for visitor destinations overall.

- 3.2 The 13km of coastline within the City's boundaries, helps support Brighton & Hove's tourist industry, which contributes £380 million to the economy and employs c.20,000 people directly or indirectly.
- 3.3 BHCC's strategy for the management of its coast line has been led by The Beachy Head to Selsey Bill Shoreline Management Plan (2006) and the subsequent Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy (2014).
- 3.4 The strategy recommends a capital improvement scheme is undertaken for the Open Coast (Shoreham Port to Brighton Marina) to improve the coastal defences to reduce the long term (100 year) flood and erosion risk, taking account of long-term climate change predictions to sea level rise.
- 3.5 The recommended improvement scheme would protect **13** residential and **105** commercial properties (including Shoreham Sewage Pumping Station and Shoreham Power Station) which are predicted to be lost to erosion within the first 20 years under a No Active Intervention scenario. The scheme would also reduce the present-day flood risk to a further **6** residential and **8** commercial properties.
- 3.6 In total the scheme would provide protection to **19** residential properties and **113** commercial properties
- 3.7 The scheme will be undertaken as a collaboration agreement between BHCC, Adur District Council and Shoreham Port Authority.
- 3.8 BHCC acting as the project lead have submitted an Outline Business Case (OBC) to the Environment Agency (EA). The OBC supports the application for Flood and Coastal Risk Management - Grant in Aid (GiA) funding from the EA.
- 3.9 The approval and release of the GiA funding, requires formal support from each of the scheme partners through an agreed commitment to the delivery of the scheme.
- 3.10 This commitment will be supported by the development of a legal agreement between all scheme partners. This agreement will cover the contribution levels for each partner, payment mechanisms and liability.
- 3.11 The proposed procurement strategy for the appointment of a detailed design contractor and a construction contractor has been prepared and included as **Appendix A**. The procurement strategy was submitted to Procurement Advisory Board (PAB) on the 11<sup>th</sup> May and the recommendation made within the strategy were agreed.

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

- 4.1 Delivery of the detailed design and subsequent construction work will require the input of specific specialised professional services. These services are not currently available within the council.
- 4.2 The specialist services include the design of coastal protection assets, coastal modelling, the preparation and submission of a Marine Management Organisation (MMO) licence, site surveys and the preparation of construction and environment management plans

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

- 5.1 During the development of the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy, consultation with key representatives from local and national organisations was undertaken.
- 5.2 This consultation helped develop the objectives of the strategy and subsequently ensuring the development of the scheme would meet all the requirements provided by key stakeholders.
- 5.3 Extensive consultation is proposed during the development of the detailed design phase and would utilise the council's Community Engagement Framework.

#### **6. CONCLUSION**

- 6.1 The purpose of this report is to provide an update with the continued delivery of the Brighton Marina to River Adur Flood and Coastal Erosion risk management which will be ensure that the council exercise their function as a risk management authority in accordance with the Coast Protection Act 1949 and the Flood and Water Management Act 2010.
- 6.2 The report seeks that delegated authority is granted to the Executive Director for Economy, Environment & Culture to take all steps necessary to procure and award a contract for the detailed design.
- 6.3 The procurement and award of the detailed design contract will be through the Environment Agency's Collaborative Delivery Framework (Detailed Design).
- 6.4 It is expected that upon approval by this committee and additional approval granted by the Policy and Resources Committee, that the drafting and agreement of the contract documents to commence the detailed design work, would take approximately 8 weeks

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 A summary of the scheme costs, utilised for GiA (Grant in Aid) approval, are shown in Table 1. As per HM Treasury guidance, the scheme costs, utilised for GiA approval, includes a calculated risk budget (approx. **42%** of scheme costs) and inflation at **2.5% pa**.

**Table 1.** Breakdown of scheme costs including partner contribution and GiA contribution

Scheme Partner	Contribution value - Used for OBC calculations (includes capital and maintenance costs, risk and inflation)	FCRM-GiA
BHCC - Capital cost	£2,590,396	£4,414,813
BHCC - Maintenance cost	£3,729,924	-
Adur District Council	£6,489,366	£8,206,922
Shoreham Port Authority	£9,857,462	-
Western Esplanade Management company	£81,061.00	-
<b>Project Total</b>	<b>£22,748,209</b>	<b>£12,621,735</b>

- 7.2 The contribution value in the table above includes estimated values of the capital cost (including risk contingency at 42% and inflation) together with the ongoing estimated total maintenance over a 15 year period.
- 7.3 The maintenance values are to be met from existing annual revenue budgets with partners being expected to demonstrate that sufficient resources will be in place for the duration of the contract to support any maintenance liability.
- 7.4 The capital costs will initially be met from the GiA contribution with additional proportional contributions from each of the three partners. It is expected that the grant funding will fund the majority of the works and partner contributions will be required on a proportional basis as and when the GiA funding has been fully utilised. It is expected therefore that in the event that any match funding from partners is required this will not be until years 2023/24 and 2024/25 of the scheme development.
- 7.5 As part of the partnership agreement for the delivery of the scheme, Brighton and Hove City Council, as the project lead will use borrowing to fund the contribution values associated with capital works on behalf of Shoreham Port Authority and BHCC. Adur District Council will use their borrowing powers to support their portion of financial liabilities. BHCC's contribution (excluding SPA) is expected to be a maximum of £2.590m financed from existing budgets over a 30-50 year period (to be formalised). Repayments will be dependent on the interest rates at the time of borrowing.
- 7.6 The servicing of SPA's proportion of any borrowing will be undertaken by SPA will be formalised through the signing of the legal agreement, approved by all the scheme partners.

- 7.7 The detailed design costs will be met from the GiA grant award and will not require contributions from each of the partners.

*Finance Officer Consulted: Rob Allen*

*Date: 08/06/20*

Legal Implications:

- 7.8 In accordance with Part 4 of the Council's Constitution, the Environment, Transport & Sustainability Committee is the appropriate decision-making body in respect of the recommendations set out in paragraph 2 above.
- 7.9 The Public Contracts Regulations 2015 apply to the procurement and award of contracts above the relevant financial thresholds for services, supplies and works.
- 7.10 BHCC's legal officers will advise in relation to the collaboration agreement and the procurement process to ensure that compliance with Contract Standing Orders and procurement law.

*Lawyer Consulted: Wendy McRae-Smith*

*Date: 06/06/20*

Equalities Implications:

- 7.11 A copy of the Equality Analysis Screening, which is an Environment Agency document, that was undertaken as part of the submission of the OBC has been attached as Appendix B.
- 7.12 Additional Equalities Implication will be assessed and reviewed as part of the detailed design work. This work will ensure that the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when BHCC carry out activities associated with the delivery of the scheme (pursuant to the Public Sector Equality Duty, s149 Equalities Act 2010).

Sustainability Implications:

- 7.13 As per the proposed procurement strategy, utilising the Environment Agency (EA's) framework will ensure that the work undertaken during the delivery of the scheme will be in line with the Government's 'Green Government Commitment targets' policy paper and the EA's vision statement and corporate strategy.
- 7.14 The commitments, associated with sustainability, identified within these two EA documents, mirror the following areas identified within the councils Corporate Plan;
- 7.15 Helping the city become a carbon neutral city by 2020 through the reduction of construction waste.
- 7.16 To promote and protect biodiversity by maintaining the quality of our beaches and working with partners on marine conservation.

#### Brexit Implications:

- 7.17 It is considered that at present, the UK's exiting of the EU will not affect the continued delivery of the scheme.

#### Crime & Disorder Implications:

- 7.18 It is considered that the scheme is unlikely to have any negative implications to crime and disorder

#### Risk and Opportunity Management Implications:

- 7.19 As part of the project management of the scheme all risk and opportunity implications will be addressed utilising the PRINCE2 methodology. The identification of the key risks associated with the delivery of project are include within the OBC.
- 7.20 This work has relevance to Strategic Risk SR36 'Not taking all actions to address climate change and ecological change, and making our city carbon neutral by 2030'

#### Public Health Implications:

- 7.21 The delivery of the scheme will provide protection from flooding and coastal erosion. This protection includes the maintenance of the City's shingle beaches and providing protection to the City's promenades. These assets are key facilities to enable access to the City's coastline and to provide an area to undertake physical activity.

#### Corporate / Citywide Implications:

- 7.22 As part of the council's function as a risk management authority, the delivery of the scheme will provide flood and coastal erosion risk protection to the coast line between Brighton Marina and the River Adur.
- 7.23 The protection provided by the delivery of the scheme will support the City's tourist and industrial economy, namely through the ongoing maintenance of the shingle beaches and the erosion protection of Shoreham Port.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

- A. Brighton Marina to River Adur FCERM scheme – Procurement Strategy.
- B. Equality Analysis Screening form

#### **Background Documents**

- 1. Brighton Marina to River Adur FCERM scheme – Outline Business Case.



# **Brighton Marina to River Adur FCERM Scheme**

## **Procurement Strategy**

**May 2020**

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29/04/20	DRAFT	Chris Koster			Working Draft
05/05/20	1.0	Chris Koster	Emma Chadwick	Marc Bryan	For Client Review



## 1. Introduction

- 1.1. This Procurement Strategy identifies the most effective route to market for both the Design and Construction contracts for the Brighton Marina to River Adur Flood and Coastal Risk Management Scheme (the project).
- 1.2. It sets out the procurement and contracting options considered, the pros and cons of each, and the recommended route for each contract. The project team has worked with partners, including the Eastern Solent Coastal Partnership, to learn lessons from similar projects being delivered by Risk Management Authorities (RMAs) in the local area and to ensure the procurement strategy is appropriate for the project and takes into consideration the projects drivers and constraints.

## 2. Assessment of key project drivers

- 2.1. Building on the project objectives, the project's key drivers presented in Table 22 of the OBC Commercial Case have been used as a baseline for assessment of procurement options. These are shown in Table 1.
- 2.2. Additional project drivers, with specific relevance to procurement have also been identified when preparing this strategy and are shown in Table 2.

*Table 1 Showing the Key Drivers presented in Table 22 of the Commercial Case of the OBC*

Key Driver	Description
Quality	Defences sensitive to setting and resilient to provide 50 year design life. Experienced suppliers with proven ability on similar schemes and ability to demonstrate added value through experience to date.
Buildability	Buildability is important due to tidally restricted working areas and heavy tourism and recreational traffic along most of the frontage and site security.
Cost certainty	To support working within fixed budget from contribution and Grant in Aid
Value for money	To achieve best value for public spend. Identify and focus on efficient delivery supporting DEFRA's target for efficiency savings.
Optimum Programme	Programme of work that optimises construction and prioritises the improvement works to areas of greatest need. Considers working restrictions of tourism on annual working window. Experienced practitioners informing the licencing and consenting process for the works will support the delivery of an optimum programme.

Table 2 Additional drivers for the project that could shape the procurement route

Additional Driver	Description	Effect on Procurement Route
Time to engage with supplier	The project is under pressure to ensure the development of the design and subsequent construction is delivered as quickly as possible.	A procurement route that has a short procurement lead-in time would assist the project's progress and reduce programme pressure.
	Existing defences have a limited residual life and provide sub-optimal performance, increasing the risk of flooding within the flood cell within the next 15 years.	Reducing procurement time and commencing project delivery quicker will ensure project benefits are realised at the earliest opportunity.
	The project is supported by a significant contribution from the Council which has a set time period that it is to be spent in.	
Management of Procurement Process	These commissions are key in providing resource to the project for effective delivery, only a small project team is available during the procurement phase.	Streamlined or standard procurement options are preferred to reduce resource requirement during this initial phase.
		Ensure the procurement route is not overly complex or onerous; assess framework options where possible and utilise when deemed to be advantageous.
Risk	Council prefer to ensure risk is placed on the party best placed to manage the risk and will seek to transfer risk where appropriate to suppliers.	A Contracting model that reduces risk exposure to the Council is important. However, this also needs to be balanced with best placed risk management to avoid unnecessary risk pricing.
Sustainability	It is important for the Council to have suppliers with a strong emphasis of sustainability and circular economy where possible.	These items need to be tested during the selection process and measured during the contract.

2.3. Assessment of the the project drivers shown in Table 1 and Table 2 concludes that finding a simple and efficient procurement route that will deliver both value for money and programme benefits will be key to a successful procurement strategy for this project.

### 3. Contracting Models

- 3.1. This section assesses the suitability of contracting models used to engage with suppliers. High level assessments of using a Design and Build (D&B) commission have been compared to using a traditional route resulting in separate design and construction commissions.

#### Design and Build

- 3.2. A D&B option would look to engage with a single Tier 1 contractor. The contractor would be responsible for delivering both the detailed design and construction elements of the project.
- 3.3. Traditionally a D&B arrangement would be let through a single stage commission using a fixed or target cost contract. Two stage contracting models are also available that would split the design and construction into two separate phases, but would still be delivered under a single commission. The NEC4 Engineering and Construction Contract allows for two stage contracting through incorporation of the X22 Early Contractor Involvement clause.
- 3.4. The benefit of a D&B arrangement is that the Contractor is responsible for both the design and construction elements of the project and will undertake the design management duties on behalf of the client. It is normal for the Contractor to commission a design consultant through a sub-contract arrangement but for less complex projects the Contractor may also have the capability to undertake some design work in-house.
- 3.5. The Contractor would be responsible for the day to day management of the design and construction stages, and be able to offer buildability, sequencing and supply chain advice throughout the design process.
- 3.6. Successful single stage D&B contracts require a certain level of design maturity to have been reached prior to procurement, in order to allow the contractor to accurately price both the design and construction phases. Where the design is less mature a two stage contract may be more appropriate, however the procurement and contract management arrangements for a two stage contract are more complex.
- 3.7. A D&B contract will require the client's requirements and outputs to be clearly defined at the time of procurement. Additional requirements or changed decisions post award will lead to significant cost and time change during the contract.
- 3.8. The value in a D&B model is often seen to be that much of the risk is transferred to the Contractor, however, this may misplace the effective management for the risk. As such, this route tends to incorporate a high risk allowance from the Contractor consequently increasing costs.

- 3.9. Design and Build contracting models can often result in a fee on fee scenario, with the Client incurring additional cost from the Contractor for management of the design consultant. This can be substantial if significant design work is required but may be preferable for client organisations with little in-house resource to manage the design process.
- 3.10. Bringing a Contractor into the design process too early can also hinder development of the design. Contractors are often driven to move projects to site quickly, which may frustrate the design process if strategic level development is required. It is important to consider the appropriate timing for Early Contractor Involvement (ECI) and Early Supplier Engagement (ESE) input into a project when the design is sufficiently mature to gain best value from this process.

### **Separate Design and Construction**

- 3.11. Separate contracts for the design and construction elements of a project would see the client engage with each supplier independently. The Designer would be responsible for the development of the design whilst the Contractor would be solely responsible for the project delivery on site.
- 3.12. ECI/ESE can also be brought to the project if required, either through appropriately timing the construction commission or through another independent commission alongside the design process.
- 3.13. The design consultant will be commissioned directly to the client which will give greater control and input to the design process than is afforded through a D&B arrangement and can contribute to ensuring the client's objectives and broader outcomes are fully satisfied.
- 3.14. Progressing the design through a separate commission ahead of procuring the construction work will allow design changes or additional client requirements to be incorporated without impact on the construction proposals. This will generally lead to reduced change management requirements to the project overall and increase cost certainty.
- 3.15. The construction contract will be tendered at the point the design is sufficiently mature to allow accurate planning, programming and pricing of the work. This will generally result in greater cost certainty.
- 3.16. Separate commissions will ensure the client does not incur the fee on fee charges that could arise in a D&B model, but will require the client to resource the management of both contracts.

## Recommendation

- 3.17. The project is not considered to require specialist operations or highly complex work, with the design solutions being well understood by industry design suppliers. It is therefore not considered essential for contractor involvement early in the design process.
- 3.18. The current design maturity for the project is not considered sufficient to achieve best value from a single stage D&B procurement process.
- 3.19. A two stage D&B contract, while a valid option given the design currently available, is a more complex contract model that would result in higher client resource requirements and management costs.
- 3.20. Procuring a separate design contract independently of the construction contract will provide a quicker route to market and subsequent appointment of a design supplier than would be achievable via a D&B route. The project programme requires prompt commencement of the design phase, while construction works are not yet required.
- 3.21. It is therefore recommended that this project follows a traditional contracting model in commissioning the design and construction as two separate contracts.

## 4. Assessment of procurement options for the Design Supplier

- 4.1. To enable to the appointment of a design consultant to deliver the design and consultancy support elements of the project, procurement options utilising bespoke tendering and the use of established frameworks have been reviewed and assessed.
- 4.2. The procurement routes for the Design stage considered in this strategy are as follows:
- **Bespoke procurement procedure**
    - Restricted Tender
    - Open Tender
    - Negotiated Tender
    - Competitive Dialogue
    - Innovation Partnership
  - **Crown Commercial Services Framework** – Project Management and Full Design team Services – Lot 5  
(<https://www.crowncommercial.gov.uk/agreements/RM3741:5/lot-suppliers>)
  - **Environment Agency** - Collaborative Delivery Framework (CDF)
  - **FCERM, Consultancy Framework, Southern England: 2016-2020**  
(<https://www.escp.org.uk/fcerm-framework>)
  - **Scape** - Built Environment Consultancy Services Framework  
(<https://www.scapegroup.co.uk/services/procure/frameworks/built-environment-consultancy-services/perfect-circle>)

### Bespoke Tenders

- 4.3. The design commission will be above OJEU Procurement thresholds of £189k for Services, therefore any bespoke tender undertaken will need to select a procedure under the Public Contract Regulations 2015 (“the Regulations”) and run in full accordance with OJEU processes.
- 4.4. There are five types of contract award options under the Regulations:
- Open procedure
  - Restricted procedure
  - Competitive dialogue
  - Competitive with negotiation
  - Innovation partnership
- 4.5. There are no restrictions in the Regulations regarding the use of the open and restricted procedures. However, competitive dialogue, competitive with negotiation and innovation partnership procedures can only be used in specified circumstances and when the requirement is significantly more

complex or innovative than normal. This is not considered relevant or appropriate for use to this project and as such have been discounted, therefore only the Open and Restricted procedures are considered in detail in this strategy.

## Open procedure

- 4.6. The open procedure is most suited to simple procurements where the requirement is straight forward. Although suppliers will have to demonstrate that they meet certain minimum requirements as set out within the tender, there is no pre-qualification stage and therefore any supplier can submit a tender return, which may be many. It is often most appropriate when cost is the main driver. The Pros and Cons are shown in Table 3.

*Table 3 Pros and Cons of a bespoke open tender*

Open Tender	
Pros	Cons
Most simple process to follow and understood well by suppliers	Can be time consuming to evaluate due to the number of tender returns, especially if quality elements are significant
Maximum opportunity for competition	Can be off-putting to suppliers, as they are up against an unknown number of other bidders, especially for complex and costly bid preparation
Generally, the fastest tender turnaround period for bespoke tenders	No opportunity to discuss/refine bids post tender submission
Can be good to seek new suppliers in the market who may not have the experience to meet more robust pre-qualification experience requirements	
Allows Client to set own contacting mechanism and clauses best suited to the scheme	

## Restricted procedure

- 4.7. The restricted procedure enables the pre-selection of suppliers based on experience, such as financial standing and technical or professional ability, to reduce the number of suppliers invited to submit full tender returns. This procedure is often advantageous when a large quantity of suppliers are expected to bid against the requirement or when the requirement is more complex. Although timescales are longer due to the inclusion of a supplier

selection stage, this can be off set to a certain degree by potentially having less tenders to evaluate. The Pros and Cons are presented in Table 4.

*Table 4 Pros and Cons of a Bespoke Restricted Tender*

<b>Restricted procedure</b>	
<b>Pros</b>	<b>Cons</b>
Simple process to follow and generally understood well by suppliers	Longer timescales than Open procedure
Most likely to have fewer tender returns to evaluate than Open procedure, which can save time	Can restrict access to new suppliers in the market or innovation, as pre-selection is based on past experience
Can be more appealing to suppliers, as the number of competitors is reduced and gives each a greater chance of success	Can seem onerous if pre-selection requirements are simple and don't warrant the extra submission
Ensures all suppliers submitting tenders can meet certain eligibility criteria for entering into contract	No opportunity to discuss/refine bids post tender submission
Achieves good value for money through competitive tension	
Allows client to set own contacting mechanism and clauses best suited to the scheme	



## Crown Commercial Services Framework

4.8. The Project Management and Full Design Team Services Framework, procured and managed by Crown Commercial Services (CCS), is accessible until May 2021 and provides broad, strategic advice on primarily property projects across a range of disciplines and functions. The framework contains a specific Civil and Structural Engineering Services and Environmental Services Lot (Lot 5), which has been the focus for the assessment of this framework. The suppliers within this Lot are:

- Atkins Limited
- Building Design Partnership Limited
- CH2M HILL INTERNATIONAL NUCLEAR SERVICES LTD
- Mott MacDonald Limited
- PELL FRISCHMANN CONSULTANTS LIMITED
- Pick Everard
- WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS UK LIMITED
- WSP UK LIMITED
- WYG Engineering Limited

The assessed Pros and Cons of this option are shown below in Table 5.

*Table 5 Pro and Cons of the CCS framework – Lot 5*

<b>Crown Commercial Services Framework – Project Management and Full Design team Services – Lot 5</b>	
<b>Pro</b>	<b>Cons</b>
Ready to access framework with 11 suppliers	Mini competition will take longer to run as opposed to a single supplier / direct award option
NEC or JCT contract models available – Authorities choice	Broad range of suppliers to cover vast scope, many of which are not detailed design specialists or well known for their marine and coastal design capabilities
Mini competition will give good competitive tension between suppliers	Framework does not specifically consider coastal design work
Free to access for Local Authorities	Framework expires May 2021 with no further option for extension – timeframes could result in a significant legacy contract.

## Environment Agency- Collaborative Delivery Framework – Lot 1

4.9. The Collaborative Delivery Framework (CDF) was established by the Environment Agency (EA) in April 2019 to deliver its flood and coastal erosion risk management (FCERM) capital programme across England up to 2023. The CDF is accessible free of charge to Risk Management Authorities (RMAs) and may be extended for a further four-year period to 2027 after 2023. This Next Generation Supplier Arrangement (NGSA) replaces the Water and Environment Management (WEM) framework which expired in July 2019.

4.10. The nationwide framework is divided into six Integrated Delivery Team (IDT) Hubs, as demonstrated in the image below, and contains two single supplier Lots within each regional hub, which are:

- Lot 1 – Professional Services
- Lot 2 – Programme Delivery

4.11. Whilst the two Lots together could provide both contracts needed to deliver the entirety of the scheme from cradle to grave, there are no conditions mandating this must be the case. Whilst there may be merit in taking this approach due to the collaborative approach between the partners, each Lot can be accessed independently.

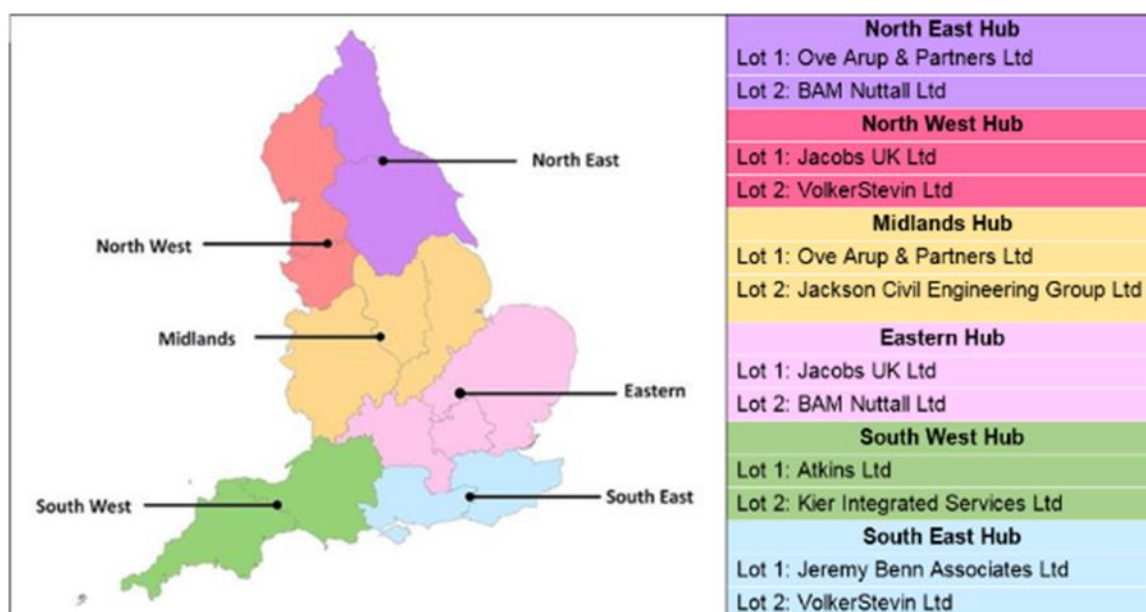


Figure 1: Environment Agency capital delivery hub and supplier geographies

4.12. As stated in the Figure 1, the Lot 1 delivery partner for the South East, which covers Brighton and Hove, is Jeremy Benn Associates Ltd (JBA). JBA work across the following key service streams, providing services to clients in core sectors including Government and Regulatory, Energy, Sustainable Development, Third Sector, Transport and Infrastructure and Utilities:

- Engineering
- Environmental Management

- Flood and Water Management
- Research and Development
- Software Development
- Training

4.13. This single supplier option relies on positive collaborating behaviours in its operating model. The mechanism for agreeing initial contract prices is Client led, through use of framework cost data and industry benchmarking, which may be unfamiliar for many Local Authorities. This process will be reliant on robust cost and commercial management, which may require additional specialist resource.

The Pros and Cons of the EA CDF are shown in Table 6

Table 6 Pros and Cons of the EA CDF

## Environment Agency - Collaborative Delivery Framework – Lot 1

### Pro

Single supplier removes need for a procurement exercise to be undertaken and therefore theoretically should be the fastest route to market

Framework is specific for the coastal and flooding sectors therefore delivery partners are known to have sufficient relevant skills and experience

Agreed framework rates to assist securing value for money

Aims to be delivered collaboratively, which provides better working relationships often resulting in better project outcomes

No access fee for RMAS and Local Authorities

No commitment to use CDF Lot 2 contractor but can be accessed, which may provide benefits

Collaborative approach will help shape design scope and provide strong relationship between parties

### Cons

Negotiated cost for works could be protracted and would likely increase time to agree costs. Agreed costs can be +15% / -10% of baseline which may not provide cost certainty

Client set baseline approach is reliant on robust cost and commercial management and is a relatively unfamiliar approach to cost setting. This would likely take time to understand the process and/or require additional cost consultancy support, which in turn may trigger the need for another procurement exercise to source that expertise.

Will require a well-formed design scope to ensure firm prices and low likelihood for change

Single supplier option does not allow for competitive tension when cost setting and unless managed robustly could be seen as not securing value for money

Tightly controlled contract clauses by the EA leaves little flexibility to adapt or personalise contract management approach

## FCERM Consultancy Framework

- 4.14. The FCERM, Consultancy Framework, Southern England: 2016-2020 (PSF) is hosted by Portsmouth City Council. The PSF is a pre-qualified framework of suppliers who have been tested for coastal defence and public realm specialisms. However, this framework is only available to a restricted number of Local Authorities who bought into the framework at its conception. BHCC are not on the access list, although project partner Adur and Worthing Council is a participating authority. If this was to be let through the PSF BHCC could not be the contracting authority.

The Pros and Cons of the framework are shown in Table 7.

*Table 7 Pros and Cons of the FCERM Consultancy Framework*

FCERM, Consultancy Framework, Southern England: 2016-2020	
Pro	Cons
Access to a range of coastal specific design supplier, with proven experience of similar projects and local to the South East	Mini-competition will increase procurement programme compared to a single supplier access
Mini-competition allows for further competitive tension.	BHCC are not part of this framework so Worthing DC would have to become the contracting authority changing proposed project governance/management structure.
Framework has a broad range of NEC3 contracting options which allow greater freedom than seen on other frameworks. For example, the NEC3 option G allows for flexibility to the Scope and subsequent change, which the EA CDF does not.	Framework expires in July 2020 and is due for a short extension until 2021. Timescales could lead to significant legacy contract.
Traditional cost formation	

## **SCAPE – Built Environment Consultancy Services Framework**

- 4.15. The SCAPE group is a publicly owned procurement group set up by six local authorities. SCAPE run and manage a suite of five infrastructure focused single supplier frameworks of which the Built Environment Consultancy Service (BECS) was assessed as being potentially suitable for the design development of this project.
- 4.16. The framework is designed to offer a comprehensive suite of design and construction consultancy framework services and is delivered by Perfect Circle, a joint venture formed by Pick Everard, Gleeds and AECOM, supported by local supply chain partners. AECOM have coastal and maritime capabilities.
- 4.17. The framework was established October 2016 for a four-year duration but has recently been extended to 4 January 2021.
- 4.18. After signing a free of charge Access Agreement, clients can engage with Perfect Circle on a Pre-Procurement Engagement exercise to meet and discuss details of the proposed commission in advance of a Delivery Agreement without any charge. This engagement assists in the development of a fee proposal, which is developed on a basis of pre-agreed framework percentage and hourly rates. At the point a Delivery Agreement is signed a fee of 3% of the commission value is payable to Scape by the consultant. Pros and cons are shown in Table 8

Table 8 Pros and Cons of the BECS

### Scape - Built Environment Consultancy Services Framework

#### Pro

Single supplier framework should allow quick access to the supplier without need for procurement exercise

Procurement tested to include coastal works

Agreed framework rates and free of charge pre-procurement engagement allows for simple process to agree work scope and price, which should enable quick access to design work commencing and demonstrate value for money

Although not a marine & coastal specific framework, AECOM are known to have coastal & port design experience

#### Cons

Although paid via the consultant, a framework access fee of 3% of the commission value is due and the cost will be passed to the client through the contract.

Will require a well-formed design scope to ensure firm prices and low likelihood for change

Modified Contractual models

Framework expires Jan 2021, which could cause tight timescales and significant legacy contract.

### Recommendation

- 4.19. The benefits of accessing a single supplier through the EA CDF meet key project drivers. Although a new method of agreeing commission costs will be experienced, the speed of market access to a specialist coastal consultant is seen a strong positive for the project. The collaboration delivered through the EA CDF is a strong benefit to the project and will support the Council as the project develops. The EA CDF is strongly aligned with EA process and governance arrangements that will be required on this project and sits alongside a number of other NGSa framework arrangements that could be used for other requirements on this project.

## 5. Assessment of procurement options for Construction Supplier

5.1. Procurement options have been considered to appoint a contractor separately to the designer for the construction aspect of the project only. Alongside an assessment of bespoke tendering options, there are several pre-existing frameworks available for marine civil and infrastructure work of this nature, a selection of the most appropriate have been reviewed.

5.2. The procurement routes considered for Construction are as follows:

- **Bespoke procurement procedure**
  - Restricted Tender
  - Open Tender
  - Negotiated Tender
  - Competitive Dialogue
  - Innovation Partnership
- **Crown Commercial Services** – Construction Works and Associated Services Framework – Lot 8  
(<https://www.crowncommercial.gov.uk/agreements/RM6088:8/lot-suppliers>)
- **Environment Agency** - Collaborative Delivery Framework – Lot 2
- **Environment Agency** – Marine and Coastal Framework – Lot 1
- **Hampshire County Council Gen4 Framework**  
(<https://www.hants.gov.uk/business/property/services/construction-frameworks>)
- **Scape** – National Construction Framework  
(<https://www.scapegroup.co.uk/south-east>)

### Bespoke tender

5.3. The EU threshold for Works is £4.7m. The Scheme construction value is over this threshold and therefore a full OJEU process will need to be followed.

5.4. The pros and cons of the five bespoke tender options have been reviewed in Section 4 above and are equally applicable to the appointment of a construction contractor and are therefore not repeated here.



## **CCS – Construction Works and Associated Services Framework – Lot 8**

- 5.5. The seven-year framework enables public sector organisations to access all types of building and civil engineering works free of charge until October 2026.
- 5.6. The flexible contract structure is designed to include advanced, innovative contract arrangements, allowing customers to procure programmes of work as self-managed sub-alliances.
- 5.7. The framework is arranged in 11 lots, of which the national accessible Maritime Lot (Lot 8) was considered as having the potential to deliver the construction element of the project and is the basis of this assessment. The suppliers included in this Lot are:
- Balfour Beatty Construction Limited
  - Costain Limited
  - Graham
  - Kier Construction Limited
  - McLaughlin & Harvey Limited
  - Volkerstevin Limited
- 5.8. The framework is designed to broadly support the implementation of government policies and strategies:
- building information modelling (BIM)
  - life cycle cost
  - prompt payment
  - project bank accounts
  - early contractor involvement
  - social value
- 5.9. It also aligns suppliers and customers in achieving agreed success measures for each lot. Advanced alliance facilities are included to increase the potential for consistency, efficiency, improved value and lessons learned by integrating or connecting:
- a programme of work comprising more than one project to be awarded to one or more suppliers
  - the design, capital and operational phases of any one or more projects, to be awarded to one or more suppliers

The Pros and Cons are shown in Table 9.

Table 9 Pros and Cons of CCS - Lot 8

## Crown Commercial Services – Construction Works and Associated Services – Lot 8

### Pro

Broad range of quality construction suppliers

Quick access to 6 suppliers via mini competition, allowing for a good level of competition

NEC4 and JCT contracts available, which can be amended to suit specific project

Expires Oct 2026

Free of charge to access

### Cons

Limited number of suppliers are coastal specialists, which may result in low interest

Framework has not been tested for coastal but aimed more at maritime (ports, quays, harbours etc), meaning that mini competition will need to be robust in assessing experience and capabilities and less focused on details/added value

Mini-competition slower route than single supplier framework

Suppliers are more general and less coastal specific which may increase risk to Client in Coastal application

Inferred maximum project values of up to £50m

## **Hampshire County Council - GEN4: Southern Construction Framework (SCF)**

- 5.10. The SCF is the fourth generation framework Hampshire County Council has procured for the South of England for construction, and succeeds not only previous generations of the framework but also the South East and London Framework (SEaL), Construction Framework South West (CSFW), Improvement and Efficiency South East (iESE) and South East Centre of Excellence Construction Framework (SECE).
- 5.11. The SCF looks to support projects or programmes for new build work, extensions, improvements, renovations, repairs and associated site infrastructure works for a full range of building types including education, health, sport and leisure, offices, emergency services, fire and police.
- 5.12. Lot 2 covers the south east for projects over £4m with no upper limit. Public sector organisations in southern England and London that are named on the framework can access it. Contractors are selected via a two-part mini competition. The Contractors on the framework are:
- GallifordTry
  - ISG
  - Kier
  - Mace
  - Midas
  - Morgan Sindall
  - Wates
  - Willmott Dixon

The Pros and Cons are shown in Table 10

Table 10 Pros and Cons of the HCC GEN4 SCF

## Hampshire County Council - GEN4: Southern Construction Framework (SCF)

### Pro

Broad range of quality construction suppliers

Mini competition increases competitive tension

### Cons

Very Limited suppliers are coastal specialists

Framework has not been tested for coastal

Nature of specific coastal works may result in low supplier uptake

Suppliers are more general and less coastal specific which may increase risk to Client in Coastal application

Two-stage mini competition is time consuming than single stage

## Environment Agency - Collaborative Delivery Framework (CDF) – Lot 2

- 5.13. The Environment Agency's Collaborative Delivery Framework (CDF) Lot 2, is the sister Lot to Lot 1 that was assessed for the appointment of a consultant to deliver the design element of the scheme under section 4. The principles of the CDF remain the same as previously described and are not repeated here.
- 5.14. The Lot 2 Construction supplier for the South East is VolkerStevin Ltd. VolkerStevin are an experienced contractor who provide complex engineering solutions across a wide range of sectors, including:
- Marine
  - Defence
  - Flood risk management
  - Water and utilities
  - Energy
  - Remediation and regeneration

The Pros and Cons of the MCF are shown in Table 11

*Table 11 Pros and Cons of EA CDF Lot 2*

Environment Agency - Collaborative Delivery Framework (CDF) – Lot 2	
Pro	Cons
Single supplier removes need for a procurement exercise to be undertaken and therefore theoretically should be the fastest route to market	Negotiated cost for works could be protracted and would likely increase time to agree costs. Agreed costs can be +15% / -10% of baseline which may not provide cost certainty
Framework specific for the coastal and flooding sectors therefore delivery partners are known to have sufficient relevant skills and experience	Client set baseline approach is reliant on robust cost and commercial management and is a relatively unfamiliar approach to cost setting. This would likely take time to understand the process and/or require additional cost consultancy support, which in turn may trigger the need for another procurement exercise to source that expertise.
Agreed framework rates to assist securing value for money	Will require a well-formed design scope to ensure firm prices and low likelihood for change

Aims to be delivered collaboratively, which provides better working relationships often resulting in better project outcomes

No access fee for RMAs and Local Authorities

Does not mandate use of CDF Lot 1 supplier to have provided the design

Collaborative approach will help shape design scope and provide strong relationship between parties

Collaboration could add time to delivery programme and increase cost

Framework modifies the NEC4 contract and is tightly controlled by the EA leaving little flexibility to adapt or personalise contract management approach

Single supplier option does not allow for competitive tension when cost setting and unless managed robustly could be seen as not securing value for money

## **Environment Agency – Marine and Coastal Framework (MCF) – Lot 1**

5.15. The Marine and Coastal Framework (MCF) is a specialist national multi-supplier framework for the delivery of coastal and marine construction work. Formalised by the Environment Agency in June 2019, the framework forms part of the Next Generation Supplier Arrangement (NGSA) strategy that replace the Water and Environment Management (WEM) framework, which expired in July 2019. The framework expires in 2023 with no provision to extend.

5.16. Lot 1 of the framework is for projects with a total value of between £5m and £50m. The selected suppliers are:

- BAM New Wave Solutions Joint Venture
- Van Oord
- VBA Joint Venture (Volkerstevin, Boskalis Westminster and Atkins)

5.17. The framework is primarily to provide for construction works only but if tested during mini-competition, users of the framework can award on a design & build if required on a full or partial basis. The framework can also be accessed for Early Supplier Engagement purposes to enable contractor insight during the design phase of the scheme.

5.18. This framework will allow quick access to the leading construction suppliers in the coastal defence sector. As the MCF is a multi-supplier framework, a mini-competition procedure will be required to award a contract. Direct award is permitted under this framework but for emergency works only.

- 5.19. Unlike the client target price setting under the EA CDF, costs of the works are tendered for in a traditional manner.
- 5.20. This framework is free to use for Risk Management Authorities (RMAs) and can provide additional support from EA local teams if required.

The pros and cons of the MCF are shown in Table 12.

*Table 12 Pros and Cons of the EA MCF*

<b>Environment Agency – Marine and Coastal Framework (MCF) – Lot 1</b>	
<b>Pro</b>	<b>Cons</b>
Coastal construction specific framework with three highly qualified coastal suppliers available, allowing mini competition to focus on delivery rather than supplier suitability	Mini competition may be a slower route to market than single supplier framework.
Mini competition will suit construction stage and provides competitive tension to support attaining value for money	Expiry 2023 with no room for extension could cause pressured timescales or contracting mechanism
No access fee to RMAs and Local Authorities	Framework modifies the NEC4 contract and is tightly controlled by the EA leaving little flexibility to adapt or personalise contract management approach
Faster route to market compared to bespoke OJEU Restricted Tender	
Standard framework structure and call-off procedures – well understood and unlikely to require additional consultancy support to set pricing and award contract	

## SCAPE – Civil Engineering Framework (CEF)

- 5.21. Further to the detail of the SCAPE BECS presented in Section 4, the Civil Engineering Framework (CEF) is a national single supplier framework designed to deliver a variety of project types, from single commissions to programmes of work across England, Northern Ireland and Wales. It was awarded in 2019 and expires January 2023.
- 5.22. Delivered by Balfour Beatty Ltd, an international infrastructure group with more than 100 years of experience in complex infrastructure projects, works under the CEF are valued from £50,000 to £100m and above.
- 5.23. The framework covers a wide scope and enables civil engineering and infrastructure works in sectors such as environmental, transportation, leisure, recycling and waste, defence, ports, harbours and marine, flood defence and coastal protection, energy, education, commercial and other public sector assets.

The Pros and Cons are shown in Table 13

Table 13 Pros and Cons of CEF

Scape – National Construction Framework	
Pro	Cons
Single supplier framework removes need for a procurement exercise to be undertaken and therefore theoretically should be the fastest route to market	Access fee required
Framework tested for coastal and marine works	Framework modifies the NEC4 contract
Expires Jan 2023	Supplier has been selected across a wide-ranging scope and may not be the most suitable coastal contractor on the market
Agreed framework rates to assist securing value for money	Single supplier option does not allow for competitive tension and unless managed robustly could be seen as not securing value for money



## Recommendation

- 5.24. The EA's MCF is the leading option. The MCF does not require an access fee and has three pre-qualified coastal construction specialists. All three suppliers have Early Contractor Involvement (ECI) experience and would be able to support the design development once it reaches the appropriate level of maturity.
- 5.25. The mini competition required between the three suppliers will provide the client with competitive pricing for the works. However, the framework is flexible to allow a direct award if emergency works are required due to failing structures. The MCF does not require the designer to be on the EA's frameworks but benefits are visible if the CDF route for design was utilised.

## 6. Procurement Plan

### Design

6.1. The recommended procurement route to secure design services for the project is to engage with the Lot 1 supplier of the Environment Agency Collaborative Delivery Framework. The CDF has a clear route to engaging with the Lot 1 supplier once the Client has signed the framework access agreement:

- Develop the Scope for the project. The CDF has a standard scope that can be developed in collaboration with stakeholders or the Client can draft their own.
- Ensure risk allocation and any assumptions agreed within the procurement strategy are clearly articulated.
- Use the CDF Contract Template to provide the information needed by Client and Contractor/Consultant including Activity Schedule which is aligned to the Scope
- The contract must reflect previous approved Business Case, Project Sponsor and Senior User needs and approved procurement strategy
- Contract paper copy with a full set of “wet” signatures shall be used for contract award.
- The Contract Date is the date of signature of the Contract by the last party (i.e. EA signature date). Start dates cannot be before contract signature dates.
- Contract documents are formally issued to the Lot 1 supplier who in turn accepts or declines.

6.2. A high-level programme describing the route to engagement is set out in Table 14

Table 14 High level programme for route to supplier via the CDF

	Action	Estimated timescales (calendar days/weeks)	Notes
1	Brighton governance approval to go down this route	1 week	<i>Starting point. Can be signed at PM level but BHCC legal dept may want to review and could extend time period</i>
2	Brighton to sign & return access agreement	1 day	
3	EA issue of framework documentation to Brighton	1 day	
4	Contact made with EA for introduction to right people at JBA	1 day	
5	Liaise directly with JBA	N/A	
6	Scope development	2-4 weeks	
7	Agreement with JBA of what is in and out of Scope of standard CDF arrangement for design works	2-4 weeks?	<i>Assumes existing Scope is developed, but longer end of scale may be required if not</i> <i>Negotiations over commercial terms can be sensitive and an estimate for this period is given</i>
8	Possible Brighton governance needed to make this offer (like when getting approval to accept a contractor's offer and move into contract award)	2 weeks	
9	Client set price offered to consultant – consultant to decline or agree with signed contract	2 weeks	
10	Contract award - Brighton to sign and return contract to JBA	1 week	
11	Mobilisation	1-2 weeks, if not immediate	<i>Estimate based on previous experience</i>  <i>Start date as agreed between parties</i>
12	Design contract commencement	N/A	

## Construction

- 6.3. To use the MCF framework the Council signs the access agreements. The MCF user pack gives detail on how tenders should be undertaken using the framework. It is anticipated given the construction stage costs, that Lot 1 (major marine and coastal works) will be used. It is envisaged that primary construction works only will be utilised, but there is possibility of extending this to include Early Supplier Engagement (ESE) once the design is in a suitable stage.
- 6.4. The MCF stipulates is that works are to be tendered through mini competition. All suppliers will be invited to tender. The MCF does not use an expression of interest (EOI) stage, and so suppliers must confirm or decline the invitation to tender within one week of issue. All suppliers will be issued the standard MCF tender pack via Brighton and Hove City Council's standard procurement system or The EA's Bravo system as appropriate. The tender pack will include:
- Instruction to Tenders
  - NEC4 ECC contract data part one and two
  - Scope
  - Pre-Construction Information
  - Site Information
  - Project Proposal proforma
  - Evaluation model
- 6.5. The MCF requires the tender period to be a minimum of 4 weeks as although a longer tender period will be required for more complex construction requirements, and here a 6-week tender period is recommended. A high-level programme describing the route to engagement is set out in Table 15

Table 15 High level programme showing the route to engagement through the MCF

	Action	Estimated timescales (calendar days/weeks)	Notes
1	Early engagement with suppliers on framework to warn them it's coming	As early as possible – no specific timescales and not mandatory	<i>Courtesy call to suppliers with dates for release will result in a smoother tender period</i>
2	Mini-competition documentation completed by Brighton	2 weeks	
3	Mini-competition documentation disseminated to all suppliers on framework and time allowed for bid completion	6 weeks	
5	Evaluation of tenders	2-3 weeks	<i>Depends on availability of staff May not be applicable to MCF but can be a good indicator for staff quality. Delete if unappropriated BHCC to advise on internal governance</i>
6	Interviews, if applicable	1 week	
7	Brighton governance for award recommendation	2-4 weeks	
8	Award decision notified to suppliers and feedback to unsuccessful suppliers	1 days	<i>Not mandatory, but good practice</i>
9	Voluntary standstill period	10 days	
11	Contract award and signing	2 Weeks	
12	Mobilisation	As agreed with contractor	
13	Start of contract	As agreed with contractor	

6.6. During the tender period request of and answers to clarification questions from suppliers will be made in a timely manner. Final submissions will then be evaluated using the stated model, which will state criteria and weightings for the most economically advantageous tender (MEAT).

6.7. Initially the MCF starting point is that the evaluation model for the project be a 50/50 cost / quality split, although the Client does withhold the right to revise this ahead of the tender being issued. Figure 2 shows an example of criteria that could be used in the quality requirements:

Criteria	Sub Weight		Sub-criteria
Quality Return 1: Methodology	20%	8	QR1.1- Site set-up and Logistics
		8	QR1.2 - Reinforced Concrete Evaluation Criteria - Wall Construction
		4	QR1.3 - Landscaping
Please see the ITT for a breakdown of the Evaluation Criteria			
Criteria	Sub Weight		Sub-criteria
Quality Return 2: Programme of Works	10%	10	QR 2.1 - Programme of Works
Please see the ITT for a breakdown of the Evaluation Criteria			
Criteria	Sub Weight		Sub-criteria
Quality Return 3: Resourcing	20%	7	QR 3.1- Key Staff
		7	QR 3.2 - Subcontracting and supply chain
		6	QR 3.3 - Social Value Inclusion
Please see the ITT for a breakdown of the Evaluation Criteria			

Figure 2 Example of quality criteria for assessing construction bids, assuming 50% quality weighting

- 6.8. Once the preferred supplier has been selected and notified, the form of agreement must be signed by both parties. Unsuccessful bidders will be contracted in writing to provide feedback on their submissions.

## 7. Contract Selection

- 7.1. The project will utilise the NEC4 suite of contracts for the delivery of all primary works and service commissions. Wherever possible primary suppliers will be encouraged to use the NEC4 contract suit in their sub-contract engagements to promote fair and equitable commercial terms throughout the supply chain.

### Design Consultancy Services

- 7.2. Design consultancy services will be delivered under the NEC4 Professional Services Contract (PSC), the main option and secondary option clauses recommended are set out in the Table 16.

*Table 16 recommended Main and Secondary options clauses for NEC4 PSC*

Clause	Selection	Rational
<b>Core Clauses</b>	All apply unamended	Core clauses apply to all contracts unless amended through 'Z' clauses. No amendments are proposed for this commission.
<b>Main Option Clause</b>	<b>C</b> – Target Contract with Activity Schedule	CDF allows Option A, C and E contracts to be let.  Under Option C the financial risk is shared between client and contractor through pain/gain share.  Option C reduces the contract risk pricing compared to Option A and provides more cost certainty to client than Option E.
	<b>W2</b> – Dispute Resolution	W2 must be the selected dispute resolution option in the UK where the Housing Grants, Construction and Regeneration Act 1996 applies.
<b>Secondary Option Clauses</b>	<b>X2</b> – Changes in the law	Current market uncertainty from Brexit and Coronavirus will yield higher risk pricing from suppliers unless X2 is selected so the Client take the risk of changes to the law impacting the services.
	<b>X5</b> – Sectional Completion	The services are multifaceted and sectional delivery of design work will allow phased packaging of consenting and construction work.

	<b>X7 – Delay Damages</b>	Provides the Client with financial cover for additional Client costs incurred in managing the project if the supplier is delayed in delivery due to a matter that is their risk.
	<b>X8 - Undertakings to the Client or others</b>	Where some of the services may be sub-contracted, the Client can seek collateral warranties with the supply chain.
	<b>X9 – Transfer of rights</b>	Provides the Client with ownership of the rights for material prepared under the contract.
	<b>X10 – Information Modelling</b>	Introduces contract mechanisms for the management of information systems and information modelling such as the projects BIM requirements.
	<b>X11 – Termination by the Client</b>	Provides the Client with ability to terminate the contract for any reason, subject to prescribed fee.
	<b>X18 – Limitation of liability</b>	Allows suppliers liability for stated matters to be limited by value in the contract. Without X18 supplier's liability is unlimited and many suppliers will either be unable to enter into contract on this basis or include significant risk pricing.
	<b>X20 – Key Performance Indicators</b>	Allows performance targets and optional incentivisation to be set within the contract.
	<b>Y(UK)2 – The Housing Grants, Construction and Regeneration Act 1996</b>	Y(UK)2 must be selected where the Housing Grants, Construction and Regeneration Act 1996 applies.



- 7.3. The additional clauses shown in Table 17 are incorporated in the Collaborative Delivery Framework, at this stage of project development it is anticipated that all clauses listed below, excluding those struck through, will be incorporated into the contract. This will be reviewed prior to commencement of the procurement process to align with project specific requirements and risk profile.

Table 17 Additional clauses incorporated for the NEC4 PSC

<b>Z Clauses</b>					
<b>Z1 Disputes</b>					
Delete existing clause W2.1					
<b>Z2 Prevention</b>					
<p>The text of clause 18 Prevention is deleted.</p> <p>Delete the text of clause 60.1(12) and replaced by:</p> <p>The service is affected by any of the following events</p> <ul style="list-style-type: none"> <li>• War, civil war, rebellion, revolution, insurrection, military or usurped power;</li> <li>• Strikes, riots and civil commotion not confined to the employees of the <i>Consultant</i> and sub consultants,</li> <li>• Ionising radiation or radioactive contamination from nuclear fuel or nuclear waste resulting from the combustion of nuclear fuel,</li> <li>• Radioactive, toxic, explosive or other hazardous properties of an explosive nuclear device,</li> <li>• Natural disaster,</li> <li>• Fire and explosion,</li> <li>• Impact by aircraft or other aerial device or thing dropped from them.</li> </ul>					
<b>Z3 Disallowed Costs</b>					
<p>Add the following in second bullet of 11.2 (18) add:</p> <p>(including compensation events with the Subcontractor, i.e. payment for work that should not have been undertaken).</p> <p>Add the following additional bullets after 'and the cost of ' :</p> <ul style="list-style-type: none"> <li>• Mistakes or delays caused by the <i>Consultant's</i> failure to follow standards in Scopes/quality plans</li> <li>• Reorganisation of the <i>Consultant's</i> project team</li> <li>• Additional costs or delays incurred due to <i>Consultant's</i> failure to comply with published and known guidance or document formats</li> <li>• Exceeding the Scope without prior instruction that leads to abortive cost</li> <li>• Re-working of documents due to inadequate QA prior to submission, i.e. grammatical, factual arithmetical or design errors</li> <li>• Production or preparation of self-promotional material</li> <li>• Excessive charges for project management time on a commission for secondments or full time appointments (greater than 5% of commission value)</li> <li>• Any hours exceeding 8 per day unless with prior written agreement of the <i>Service Manager</i></li> <li>• Any hours for travel beyond the location of the nearest consultant office to the project unless previously agreed with the <i>Service Manager</i></li> <li>• Attendance of additional individuals to meetings/ workshops etc who have not been previously invited by the <i>Service Manager</i></li> <li>• Costs associated with the attendance at additional meetings after programmed Completion, if delay is due to <i>Consultant</i> performance</li> </ul>					

- Costs associated with rectifications that are due to *Consultant* error or omission
- Costs associated with the identification of opportunities to improve our processes and procedures for project delivery through the *Consultant's* involvement
- Was incurred due to a breach of safety requirements, or due additional work to comply with safety requirements
- Was incurred as a result of the *Client* issuing a Yellow or Red Card to prepare a Performance Improvement Plan
- Was incurred as a resulting of rectifying a non-compliance with the Framework Agreement and/or any call off contracts following an audit

#### **Z4 Share on termination**

Delete existing clause 93.3 and 93.4 and replace with:

93.3 In the event of termination in respect of a contract relating to services there is no *Consultant's* share'

#### **Z5 Secondments**

~~When appointing *Consultants* on a secondment basis only:~~

~~Add clause 19~~

~~19.1 The *Client* will from the *starting date* to the *completion date* indemnify the *Consultant* against any and all liabilities, proceedings, costs, losses, claims and demands whatsoever arising directly or indirectly out of the activities of the *Consultant* in providing the services save where such claims, in the reasonable opinion of the *Client*, arise from or are contributed to by:~~

~~19.1.1 Misrepresentation or negligence by or on behalf of the *Consultant*;~~

~~or~~

~~19.1.2 The *Consultant* has acted contrary to the *Service Manager's* reasonable instructions or wholly outside the scope of the *Consultant's* duties as defined by the *Service Manager*.~~

#### **Z6 The Schedule of Cost Components**

The Schedule of Cost Components are as detailed in the Framework Schedule 9.

#### **Z7 Aggregated Contractor's share**

Delete existing clauses 54 and 93.3 and replace with:

54.1 The *Service Manager* assess the *Consultant's* share of the difference between the Aggregated Total of the Prices and the Aggregated Price for Service Provided to Date.

The difference is divided into increments falling within each of the *share ranges*. The limits of a share range are the Aggregated Price for Service Provided to Date divided by the Aggregated Total of the Prices, expressed as a percentage. The *Consultant's* share equals the sum of the products of the increment within each share range and the corresponding *Consultant's share percentage*.

54.2 If the Aggregated Price for Service Provided to Date is less than the Aggregated Total of the Prices, the *Consultant* is paid its share of the saving. If the Aggregated Price for Service Provided to Date is greater than the Aggregated Total of the Prices, the *Consultant* pays its share of the excess.

54.3 If, prior to the Completion Date, the Price for Service Provided to Date exceeds 110% of the total of the Prices, the amount in excess of 110% of the total of the Prices is retained from the *Consultant*.

54.4 The *Service Manager* makes a preliminary assessment of the *Consultant's* share at Completion of the Whole of the *service* using forecasts of the final Aggregated Price for Service Provided to Date and the final Aggregated Total of Prices. This share is included in the amount due following Completion of the whole of the *services*.

54.5 The *Service Manager* makes a final assessment of the *Consultant's* share, using the final Aggregated Price for Service Provided to Date and the final Aggregated Total of the Prices. This share is included in the final amount due.

93.3 If there is a termination except if Z4 applies, the *Service Manager* assesses the *Consultant's* share after certifying termination. The assessment uses as the Aggregated Price for Service Provided to Date the sum of

- the total of
  - the Defined Cost which the *Consultant* has paid and
  - which it is committed to pay for work done before termination
- and
- the total of
  - the Defined Cost which the *Consultant* or *Contractor* has paid and
  - which it is committed to pay

in the *partner contract* before the date the termination certificate is issued under this contract. The assessment uses as the Aggregated Total of the Prices the sum of

- the total of
  - the lump sum price for each activity which has been completed and
  - a proportion of the lump sum price for each incomplete activity which is the proportion of the work in the activity which has been completed
- and
- the total of
  - the lump sum price for each activity which has been completed and
  - a proportion of the lump sum price for each incomplete activity which is the proportion of the work in the activity which has been completed

in the *partner contract* before the date the termination certificate is issued under this contract.

Add:

11.2(25) The Aggregated Total of the Prices is sum of

- the total of the Prices and
- the total of the Prices in the partner contract

11.2(26 ) The Aggregated Price for Service Provided to Date is the sum of

- the Price for Service Provided to Date and
- the Price for Service Provided to Date or the Price for Work Done to Date in the partner contract.

### **Z23 Linked contracts**

Issues requiring redesign or rework on this contract due to a fault or error of the *Consultant* will neither be an allowable cost under this contract or any subsequent contract, nor will it be a Compensation event under this contract or any subsequent contract under this project or programme.

### **Z24 Requirement for Invoice**

Add the following sentence to the end of clause 51.1:

The Party to which payment is due submits an invoice to the other Party for the amount to be paid within one week of the *Service Manager's* certificate.

Delete existing clause 51.2 and replace with:

51.2 Each certified payment is made by the later of

- one week after the paying Party receives an invoice from the other Party and
- three weeks after the assessment date, or, if a different period is stated in the Contract Data, within the period stated.

If a certified payment is late, or if a payment is late because the *Service Manager* has not issued a certificate which should be issued, interest is paid on the late payment. Interest is assessed from the date by which the late payment should have been made until the date when the late payment is made, and is included in the first assessment after the late payment is made

### **Z25 Risks and insurance**

The *Consultant* is required to submit insurances annually as Clause Z4 of the Framework Agreement

## Construction Work

- 7.4. The construction work will be delivered under the NEC4 Engineering and Construction Contract (ECC), the main option and secondary option clauses recommended for use are set out in the Table 18. These clauses are in accordance with the Marine and Coastal Framework.

Table 18 Main and Secondary option clauses recommended for use in the NEC4 ECC

Clause	Selection	Rational
<b>Core Clauses</b>	All apply	Core clauses apply to all contracts unless amended through 'Z' clauses.
<b>Main Option Clause</b>	<b>C</b> – Target Contract with Activity Schedule	MCF allows Option A, C and E contracts to be let.  Under Option C the financial risk is shared between client and contractor through pain/gain share.  Option C reduces the contract risk pricing compared to Option A and provides more cost certainty to client than Option E.
	<b>W2</b> – Dispute Resolution	W2 must be the selected dispute resolution option in the UK where the Housing Grants, Construction and Regeneration Act 1996 applies.
<b>Secondary Option Clauses</b>	<b>X2</b> – Changes in the law	Current market uncertainty from Brexit and Coronavirus will yield higher risk pricing from suppliers unless X2 is selected so the Client take the risk of changes to the law impacting the works.
	<b>X5</b> – Sectional Completion	The works are multifaceted and sectional completion will allow contractual control on programme and completion dates for individual sections of the work.

	<b>X7 – Delay Damages</b>	Provides the Client with financial cover for additional Client costs incurred in managing the project if the supplier is delayed in delivery due to a matter that is their risk.
	<b>X8 - Undertakings to the Client or others</b>	Where some of the works may be sub-contracted, the Client can seek collateral warranties with the supply chain.
	<b>X9 – Transfer of rights</b>	Provides the Client with ownership of the rights for material prepared under the contract.
	<b>X10 – Information Modelling</b>	Introduces contract mechanisms for the management of information systems and information modelling such as the projects BIM requirements.
	<b>X11 – Termination by the Client</b>	Provides the Client with ability to terminate the contract for any reason, subject to prescribed fee.
	<b>X15 – The Contractors Design</b>	Specific elements or specialist parts of the works may be passed to the Contractor to design. This clause provides clarity on the Contractors responsibilities and liabilities for design work they undertake.
	<b>X16 – Retention</b>	Used to retain a small percentage of payment from the supplier until the end of the defects period as a performance guarantee to the client.
	<b>X18 – Limitation of liability</b>	Allows suppliers liability for stated matters to be limited by value in the contract. Without X18 supplier's liability is unlimited and many suppliers will either be unable to enter into contract on this basis or include significant risk pricing.

	<b>X20 – Key Performance Indicators</b>	Allows performance targets and optional incentivisation to be set within the contract.
	<b>Y(UK)2 – The Housing Grants, Construction and Regeneration Act 1996</b>	Y(UK)2 must be selected where the Housing Grants, Construction and Regeneration Act 1996 applies.

7.5. The additional clauses shown in Table 19 are incorporated in the Marine and Coastal Framework, at this stage of project development it is anticipated that all clauses listed below, excluding those struck through, will be incorporated into the contract. This will be reviewed prior to commencement of the procurement process to align with project specific requirements and risk profile.

Table 19 Additional clauses incorporated in to the MCF for the use in the NEC4 ECC

<b>Z Clauses</b>					
<b>Z1 Correctness of Site Information and other documents</b>					
<p>Z1.1 Site Information about the ground, subsoil, ducts, cables, pipes and structures is provided in good faith by the <i>Client</i> but is not warranted correct. Clause 60.3 does not apply to such site information and the <i>Contractor</i> is responsible for checking the correctness of any such Site Information they rely on for the purpose of pricing for or providing the works.</p> <p>Z1.2 Information regarding construction methods or processes referred to in pre contract health and safety plans are provided in good faith by the <i>Client</i> but are not warranted correct (except for the purpose of promoting high standards of health and safety) and the <i>Contractor</i> is responsible for checking the correctness of any such information he relies on for the purpose of pricing for, or providing the <i>works</i>.</p>					
<b><del>Z 2A: Risk transfer: Physical conditions within the Site</del></b>					
Clause 60.1 (12) is deleted from this contract					
<b>Z 2B: Water levels: <i>Contractor's</i> risk</b>					
Clause 60.1 (12) second bullet point is amended to: "are not weather conditions or floods and"					
<b>Z3 Prevention: No change to prices</b>					

Delete first sentence of clause 62.2 and replace with:  
 "Quotations for compensation events except for the compensation event described in 60.1(19) comprise proposed changes to the Prices and any delay to the Completion Date and Key Dates assessed by the *Contractor*. Quotations for the compensation event described in 60.1(19) comprise any delay to the Completion Date and Key Dates assessed by the *Contractor*.  
 Delete 'The' At start of clause 63.1 and replace with:  
 "For the compensation event described in 60.1(19) the Prices are not changed. For other compensation events the....."

#### **Z 4 The Schedule of Cost Components**

Delete the Schedule of Cost Components and Short Schedule of Cost Components replace with the Schedule of Cost Components as detailed in the Framework Schedule 9.

#### **Z 6 Payment for Work Done to Date**

Delete existing clause 11.2 (31) and replace with:  
 "11.2 (31) The Price for Work Done to Date is the total Defined Cost which the *Project Manager* forecasts will have been paid by the *Contractor* before the next assessment date plus the Fee, not exceeding the forecast provided under clause 20.4 and accepted by the *Client*."

#### **Z7 Aggregated Contractor's share**

Delete existing clauses 54 and 93.3:  
 54.7 The *Project Manager* assess the *Contractor's* share of the difference between the Aggregated Total of the Prices and the Aggregated Price for Work Done to Date. The difference is divided into increments falling within each of the *share ranges*. The limits of a *share range* are the Aggregated Price for Work Done to Date divided by the Aggregated Total of the Prices, expressed as a percentage. The *Contractor's* share equals the sum of the products of the increment within each *share range* and the corresponding *Contractor's share percentage*.  
 54.8 If the Aggregated Price for Work Done to Date is less than the Aggregated Total of the Prices, the *Contractor* is paid its share of the saving. If the Aggregated Price for Work Done to Date is greater than the Aggregated Total of the Prices, the *Contractor* pays its share of the excess.  
 54.9 If, prior to the Completion Date, the Aggregated Price for Work Done to Date exceeds 110% of the Aggregated Total of the Prices, the amount in excess of 110% of the Aggregated Total of the Prices is retained from the *Contractor*.  
 54.10 The *Project Manager* makes a preliminary assessment of the *Contractor's* share at Completion of the Whole of the works using forecasts of the final Aggregated Price for Work Done to Date and the final Aggregated Total of Prices. This share is included in the amount due following Completion of the whole of the *works*.  
 54.11 The *Project Manager* makes a final assessment of the *Contractor's* share, using the final Aggregated Price for Work Done to Date and the final Aggregated Total of the Prices. This share is included in the final amount due.  
 93.3 If there is a termination, the *Project Manager* assesses the *Contractor's* share after certifying termination. The assessment uses as the Aggregated Price for Work Done to Date the sum of  
 • the total of  
 o the Defined Cost which the *Contractor* has paid and  
 o which it is committed to pay for work done before termination  
 and  
 • the total of  
 o the Defined Cost which the *Consultant* has paid and  
 o which it is committed to pay  
 in the *partner contract* before the date the termination certificate is issued under this contract.  
 The assessment uses as the Aggregated Total of the Prices the sum of  
 • the total of  
 – the lump sum price for each activity which has been completed and

– a proportion of the lump sum price for each incomplete activity which is the proportion of the work in the activity which has been completed  
and

- the total of

– the lump sum price for each activity which has been completed and

– a proportion of the lump sum price for each incomplete activity which is the proportion of the work in the activity which has been completed  
in the *partner contract* before the date the termination certificate is issued under this contract.

Add:

11.2(37 ) The Aggregated Total of the Prices is sum of

- the total of the Prices and
- the total of the Prices in the partner contract

11.2(38 ) The Aggregated Price for Work Done to Date is the sum of

- the Price for Work Done to Date and
- the Price for Service Provided to Date in the *partner contract*.

## **Z10 Payments to subcontractors, sub consultants and suppliers**

### **Subcontractors**

The *Contractor* will use the NEC4 contract on all subcontracts for works. Payment to subcontractors will be 28 days from the assessment date.

If the *Contractor* does not achieve payments within these time scales then the *Client* reserves the right to delay payments to the *Contractor* in respect of subcontracted work, services and supplies.

Failure to pay subcontractors and suppliers within contracted times scales will also adversely affect the *Contractor's* opportunities to work on framework contracts.

## **Z11Y(UK) 3 The Contracts (Rights of Third Parties) Act 1999**

The design consultant employed by the *Contractor* is required to fulfil the obligations of the warrantor under the primary contract for design works that they complete. This includes: Transfer of rights clause Z11 Professional indemnity insurance cover to same cover as that specified for the *Contractor* Z11.1 The *Client* ('the third Party') may in its own right enforce the provisions of this clause, subject to and in accordance with the provisions of the Contracts (Right of Third Parties) Act 1999 and the following provisions: Z11.1.1 the Parties may not rescind or vary any provision(s) of this agreement, including this clause, at any time without the consent of the third party; and Z11.1.2 each third Party's rights against Party A under this agreement shall be subject to the same conditions, limitations and exclusions as apply to Party B's rights against Party A under this agreement. Z11.2 Except as provided in clause Z1.1, this agreement does not create any right enforceable by any person who is not a Party to it (Other Party') under the Contracts (Rights of Third Parties) Act 1999, but this clause does not affect any right or remedy of a other Party which exists or is available apart from that Act.

## **Z16 Disallowed Costs**

Add the following bullet to clause 11.2 (26) Disallowed costs

- was incurred due to a breach of safety requirements, or due additional work to comply with safety requirements.
- was incurred as a result of the Client issuing a Yellow or Red Card to prepare a Performance Improvement Plan
- was incurred as a result of rectifying a non-compliance with the Framework Agreement and/or any call off contracts following an audit.



<b>Z18 Payment of pain/gainshare</b>					
<p>Delete existing clause 54.3 and replace with:</p> <p>54.3 The <i>Project Manager</i> makes regular assessments of the <i>Contractor's</i> share until the Completion Date using forecasts of the final Price for Work Done to Date and the final total of the Prices. This share is included in the amount due in the following assessment. The <i>Project Manager</i> shall be entitled to take the <i>Contractor's share</i> percentage into account when assessing amounts in clause 50 and clause 51 due for payment at each assessment date thereafter. The <i>Project Manager</i> shall not pay any amount greater than the amount due when the forecast reaches the top <i>share range</i> in the Contract Data Part 1 (120% of the total of the Prices).</p> <p>Delete existing clause 54.4 and replace with:</p> <p>54.4 If clause 54.3 does not occur during the <i>works</i>, the <i>Project Manager</i> makes a preliminary assessment of the <i>Contractor's</i> share at Completion of the Whole of the <i>works</i> using forecasts of the final Price for Work Done to Date and the final total of Prices. This share is included in the amount due following Completion of the whole of the <i>works</i>.</p> <p>Insert the following new clause 54.5:</p> <p>54.5 If clause 54.3 does not occur during the <i>works</i>, the <i>Project Manager</i> makes a final assessment of the <i>Contractor's</i> share, using the final Price for Work Done to Date and the final total of the Prices. This share is included in the final amount due.</p>					
<b>Z19 Linked contracts</b>					
<p>Delays and additional cost on this contract resulting from the <i>Contractor's</i> fault or error on a previous contract on this project or programme will be a Disallowable cost under this contract and not be a Compensation event under this contract.</p>					
<b>Z20 Defect Dates for Sections</b>					
<p>Where a section of the <i>works</i> is defined and is located in a separate area of the Site, the time to the <i>defects date</i> for that section is the defined period after the Completion of that <i>section</i> and is defined in the Contract Data.</p>					
<b>Z21 Requirement for Invoice</b>					
<p>Add the following sentence to the end of clause 51.1:</p> <p>The Party to which payment is due submits an invoice to the other Party for the amount to be paid within one week of the <i>Project Manager's</i> certificate.</p> <p>Delete existing clause 51.2 and insert the following:</p> <p>51.2 Each certified payment is made by the later of</p> <ul style="list-style-type: none"> <li>• one week after the paying Party receives an invoice from the other Party and</li> <li>• three weeks after the assessment date, or, if a different period is stated in the Contract Data, within the period stated.</li> </ul> <p>If a certified payment is late, or if a payment is late because the <i>Project Manager</i> has not issued a certificate which should be issued, interest is paid on the late payment. Interest is assessed from the date by which the late payment should have been made until the date when the late payment is made, and is included in the first assessment after the late payment is made</p>					
<b>Z22 Resolving Disputes</b>					
Delete W2.1					

<b>Z23 Risks and insurance</b>					
Replace clause 84.1 with the following Insurance certificates are to be submitted to the <i>Client</i> on an annual basis.					
<b>Z24 Acceptance of nourishment works</b>					
Delete existing clause 35.1 and replace with: "The <i>Client</i> takes over a part of the nourished beach when the Supervisor issues an acceptance certificate. Any change in the accepted beach profile due to natural causes following the issue of the acceptance certificate is not a Defect."					
<b>Z25 Weather risk</b>					
Clause 60.1 (13) is deleted.					
<b>Z26 Breakdown of dredgers and other marine equipment</b>					
Breakdowns of dredgers and other marine equipment are not compensation events. Breakdowns of dredgers and other marine equipment are included in Defined Cost as follows:					
<ul style="list-style-type: none"> <li>• First 24 hours at Idle Rate.</li> <li>• Second 24 hours at half of Idle Rate.</li> <li>• After 48 hours there is no charge for the dredger or other marine equipment.</li> <li>• After 48 hours fixed site establishment costs and the <i>Contractor's</i> Project Manager's time costs only are included.</li> <li>• If the dredger or other marine equipment immediately leaves the site for repair following the breakdown, then there is no charge for the offsite period.</li> </ul>					
<b>Z27 Fisheries Liaison Officer</b>					
The responsibility for the employment and management of the Fisheries Liaison Officer (FLO) shall lie with the Contractor. Agreement to third party compensation payments can only be made by the Environment Agency's Estates Department.					
<b>Z28 Fee</b>					
No Fee is to be added to the following items: Crown Estate Fee Material Licence Holder Fee Approval costs (e.g. fees for Planning Applications and FEPA licences) Taxes (including Aggregate Taxes)					
<b>Z29 Payment of annual pain and gain shares</b>					
The pain and gain share will be determined and paid on an annual basis following the sectional completion date and assessment of the final account for each section. The payment will be in line with the process as set out in the Deed of Agreement.					

**Z30 Change in Quantity of Material**

The *Client* is not bound to undertake any or all of the sections xxx and may cancel one or more of these sections of the works.

The *Contractor* is to keep the *Project Manager* informed of the forecast of any potential Defined Costs associated with the cancellation of any or all of these sections of Works. In the event of the using this clause, payment will only be able to be recovered on the basis of the Defined Cost which has been incurred and those cancellation costs which have been notified by the *Contractor* in his accepted forecast.

The *Client* will advise the *Contractor* of whether a section is to be removed at the Price Setting Meeting of calendar year of that particular campaign.

If the quantity of beach material fall below 200,000m<sup>3</sup> or above 500,000m<sup>3</sup> for a campaign, the *Project Manager* will reassess the rate for that years target.

**Z31 Changes to fuel prices and exchange rate**

A change in Price due to change in fuel price and exchange rates will be those printed in the Financial Times on the *starting date*.

**Contract Management**

- 7.6. The accountability for commercial and contract management on the project will sit with BHCC as the lead authority for the project. BHCC has internal resource with experience of managing the NEC forms of contract that will be used on the project, this internal resource can be supplemented where required with experienced resource from existing BHCC partners or third-party consultancy support.



# Equality Analysis Screening Form

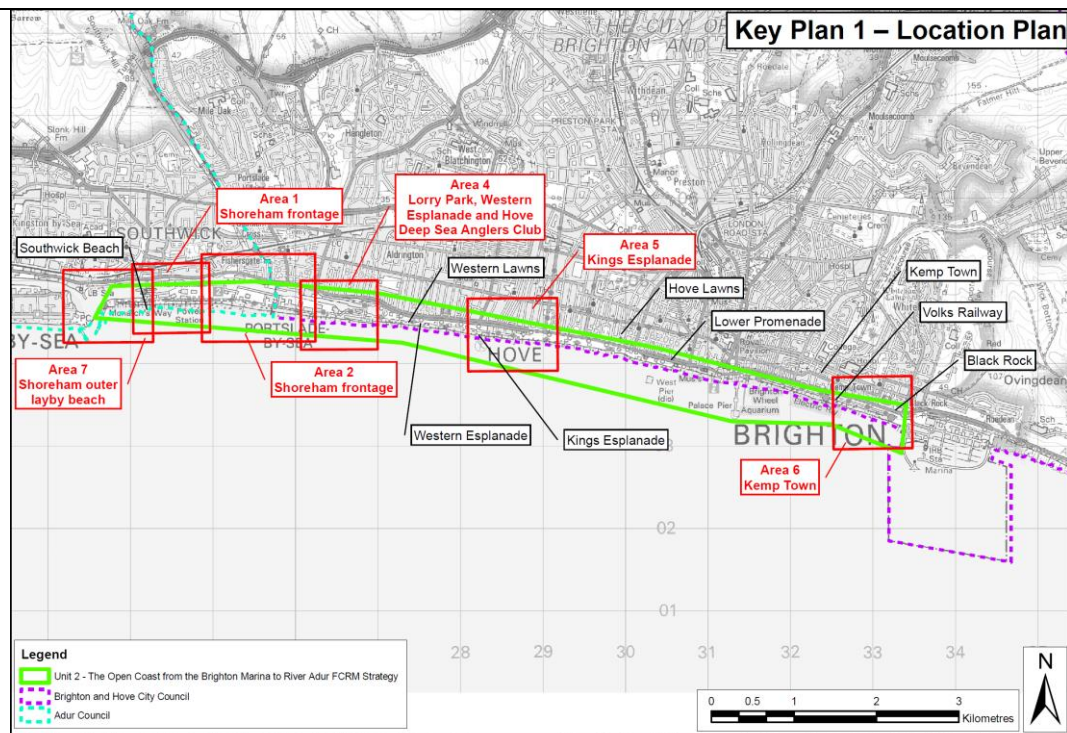
This form is to help you decide how in depth your Equality Analysis needs to be. Equality Analysis is how we gather information about the equality impacts of our activities, allowing us to make informed decisions that give due consideration to Equality, Diversity and Inclusion. This is a legal requirement under the Equality Act 2010. Please overwrite the embedded guidance to complete this form.

<b>Owner</b>	Louise Oldfield-Trim (JACOBS)
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<b>Team Members</b>	Alistair Booton (Brighton and Hove City Council)
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<b>Date</b>	25/10/2019
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<b>Activity</b> This could be anything from small projects to delivering our Flood Warning service. For example a; Policy, Programme, Project, Process, Procedure, Strategy, Service.	<p>Brighton Marina to River Adur FCRM OBC: the aim of this project is to improve the standard of service to 0.5% (1 in 200). The Outline Business Case seeks approval for Phase 1 which covers the first 15 years of the 100 year strategy programme.</p> <p>The preferred approach to achieve this is:</p> <ul style="list-style-type: none"><li>• Beach monitoring and maintenance including allowance for recycling of 5,000 m<sup>3</sup>/year of shingle to feed the Shoreham Port frontage and Brighton beaches sourced from Kemp Town beaches.</li><li>• Biennial bypassing and recycling of 32,000 m<sup>3</sup> and 10,000 m<sup>3</sup>, respectively under year 10 reducing to 32,000 m<sup>3</sup> in total thereafter, of shingle to feed the Shoreham Port frontage and Brighton beaches sourced from west of the Adur river mouth and Kemp Town beaches.</li><li>• New works required:<ul style="list-style-type: none"><li>• Movement of beach material from Kemp Town to Shoreham Outer Layby to widen beach in Year 2;</li><li>• New upstand flood wall (574/3703) in Area 1 Shoreham in Year 10</li><li>• New rock revetment at 574/3702 in Year 3</li><li>• Temporary rock revetment at 574/3814 in Year 3</li><li>• New upstand flood wall (574/3811) in Area 4 in Year 2</li><li>• Construction of new groyne field in Area 5 in Year 2.</li></ul></li></ul> <p>Figure 1 below shows the location plan.</p>
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The supply of natural beach material to the open coast frontage from the west is impeded by the mouth of the River Adur and the associated training walls. Limited sediment supply coupled with the natural attempt of the coast at Shoreham to orientate itself into a position normal to the prevalent south south-west wave direction, has resulted in significant erosive forces at the Shoreham end of the frontage. The residual life of the assets along the Shoreham Port frontage range from 15-30 years to <1 year.

The open coast frontage is also at risk of flooding from wave overtopping. Significant variations in defence heights and beach widths along the frontage have resulted in a number of weak points susceptible to flooding. Deteriorated and aged assets along the Southwick to Hove frontage have resulted in a poorly controlled beach susceptible to significant storm draw down and breach risk. A low crest level at the Hove Deep Sea Anglers' building which is exposed to wave overtopping can result in flooding of Western Esplanade and Basin Road. The poor beach alignment at Kings Esplanade has resulted in a promontory at this section of the frontage with a narrow steep beach susceptible to wave overtopping. The SoP of the current defences ranges from >100% AEP to 0.5% AEP. However, some of those assets that provide a 0.5% AEP are in poor condition with residual life of <1 year.

The project is currently being progressed to Outline Business Case. This is a Local Authority flood and coastal risk scheme.

### Establishing relevance

Engage with [protected groups](#) (plus others) to gather information to answer these questions. Where different aspects of the activity would lead to different answers, the aspect that would lead to a 'yes' answer should be the overriding factor. Use the comments box to explain your answer and the evidence box to document where this information came from, this can be qualitative information as well as quantitative.

Questions	Yes	No
1. Are there any particular groups who do not or cannot access the service / participate in the activity?		X

<b>Comments</b>	<p>The works will address levels of erosion risk and low flood standard to ensure a 0.5% (1 in 200) standard of protection for the entire frontage between Brighton Marina to the River Adur. No community division would be resulting from the proposed works.</p> <p>At detailed design stage, Brighton and Hove City Council are proposing to undertake a public consultation exercise to ensure all individuals and groups can participate in the development of the scheme.</p>		
<b>Evidence</b>	No action from public is required for flood defences to be functioning.		
<b>2. Does your information suggest that some groups of people are more dissatisfied than others in this area?</b>			X
<b>Comments</b>	<p>Consultation was carried out throughout the Strategy development with relevant stakeholders and the public. The public were consulted on the short-listed options in 2013. The public consultation for the proposed Strategy in 2014 included an exhibition of static displays at four locations (Hove Town Hall, Brighton Library, the King Alfred Leisure Centre and Adur Civic Centre) for a week each time. In 2014, 28 consultation responses were received from local residents and interested parties on the proposed Strategy. Natural England and English Heritage stated their support for the Strategy, whilst the Environment Agency and the Marine Management Organisation confirmed that they had no specific comments on the Strategy. Further support was provided by Brighton and Hove City Council Sustainability Officer, Brighton Marina and Shoreham Port. Shoreham Harbour Regeneration partnership also provided general support, but raised concerns about the effect on a local business along the open coastal frontage. Other consultees had no objections to the Strategy but some concerns were raised regarding the effect on Basin Road South Site of Nature Conservation Interest, views from a local café and the potential for improving provisions for cyclists.</p>		
<b>Evidence</b>	Strategy (2014) consultation responses.		

<b>Questions</b>		<b>Yes</b>	<b>No</b>
<b>3. Are there any issues relating to discrimination, harassment or victimisation that need to be addressed?</b>			X
<b>Comments</b>	There are no known issues of discrimination/harassment or victimisation.		
<b>Evidence</b>	Brighton and Hove City Council Coastal Engineer confirmed that there are no known issues.		
<b>4. Does this service provide opportunities to foster better relations between different groups of people?</b>			X
<b>Comments</b>	<p>This a flood risk management project involving asset repair and improvement. All residents in the Shoreham and Brighton area will benefit from improved coastal flood protection. Within the next 15 years, we do not envisage any opportunities for fostering better relationships between groups (no new green areas or public space being created, no public activities proposed).</p>		
<b>Evidence</b>	No new amenities created as part of the project.		
<b>5. Does this activity link to our strategic objectives?</b>		X	
<b>Comments</b>	<p>The project meets the objectives set in The Beachy Head to Selsey Bill Shoreline Management Plan 2006 (SMP2) which recommended a Hold the Line (HTL) policy for the three epochs 0-20, 20-50 and 50-100 years for Brighton Marina to Portslade by Sea policy unit (4d12) and Shoreham Harbour (Southwick) policy unit (4d13).</p>		

	<p>The project also meets the objectives set in the Brighton Marina to River Adur FCERM Strategy Review (Brighton and Hove City Council, 2014) to Improve the standard of flood protection to 0.5% (1 in 200).</p> <p>6 OM2s will be provided by the scheme contributing to the Environment Agency's OM2s objectives.</p>		
Evidence	<p>The Beachy Head to Selsey Bill Shoreline Management Plan 2006 (SMP2) and the Brighton Marina to River Adur FCERM Strategy Review (Brighton and Hove City Council, 2014)</p>		
6. Are there any barriers that stop or limit how successful different groups of people are in this activity?			X
Comments	<p>Project offers flood protection across the Shoreham and Brighton area. No barriers present.</p>		
Evidence	<p>Confirmed with Brighton and Hove City Council Coastal Engineer.</p>		



<b>Relevance</b> Questions above answered "Yes"	<b>Next steps</b>
<b>1 - 2 questions - Low</b>	<b>Actions:</b> <ul style="list-style-type: none"> <li>- Ensure communication strategy is up-to-date;</li> <li>- Ensure communication officer is in place prior to prelims commencing</li> <li>- Share any feedback from general public into project reviews.</li> </ul>
<b>3 - 4 questions - Medium</b>	Complete the <a href="#">full analysis</a> using a light touch approach
<b>5 - 6 questions - High</b>	Complete the <a href="#">full analysis</a> using an in depth approach

<b>Sign off</b> Project Sponsor, Non-Financial Scheme of Delegation Approver or Grade 7 or above as appropriate	
<b>Name</b>	Alistair Booton
<b>Role</b>	Brighton and Hove City Council Coastal Engineer
I am aware of the equality issues affecting this activity. I am comfortable that all proportional actions are being taken to eliminate discrimination, advance equality and foster good relations. These actions are evidenced by the information gathered through consultation.	
<b>Sign and date</b>	<i>APBooton</i> 08/06/20

Please send the form to the [Diversity mailbox](#)



<b>Subject:</b>	<b>Bikeshare reprocurement and In-house options</b>		
<b>Date of Meeting:</b>	<b>23 June 2020</b>		
<b>Report of:</b>	<b>Executive Director Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Matthew Thompson</b>	<b>Tel: 01273 290235</b>
	<b>Email:</b>	<b>Matthew.thompson@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 The Urgency Environment, Transport and Sustainability (ETS) Committee of 24 March 2020 approved a proposal for officers to explore Bikeshare reprocurement options in a report to the 23 June 2020 ETS Committee.

**2. RECOMMENDATIONS:**

That the committee:

- 2.1 Grants delegated authority to the Executive Director to procure and award a new concession contract to operate a mixed fleet of pedal, pedalec (e-bikes) and e-scooters in the city from March 2022.
- 2.2 Notes that if following the preparation of a financial model prior to the commencement of the procurement, Council funding is required to subsidise the contract, a further report will be brought to this Committee.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 It is not possible to add e-bikes or expand beyond the authority borders in partnership with other authorities under the current arrangements.
- 3.2 The 24 March ETS Committee Part 1 Report sets out the background and history of the scheme. (See Background documents item 1). All recommendations were approved and the committee specified an in-house or directly owned company structure should also be considered.
- 3.3 The report announced the withdrawal of the previous sponsor, and the Part 2 report set out the financial background to the scheme. It specified a level of subsidy for the coming financial year (assuming normal trading conditions) which would be needed if a new sponsor was not recruited. No new sponsor has been recruited to date.
- 3.4 Acquisition of the Scheme Operator  
On 8 May 2020 Hourbike was sold to the owner of locally based company South Coast Bikes Ltd., previously the main subcontractor to Hourbike, providing fleet

servicing, repair and redistribution. The change in ownership of Hourbike Ltd does not breach the Contract. All risks from previous Hourbike operated schemes in the UK were eliminated prior to the sale.

### 3.5 Neighbouring authorities

- 3.5.1 The 2011 census data shows that just under 36% of journeys for work by Brighton & Hove residents were by car, but this figure was between 54 and 57% for residents of Worthing, Adur and Lewes District Coastal areas (see Map Appendix 1). These urban areas together with Brighton and Hove had a combined population at the 2011 census of 496,538.
- 3.5.2 In 2014, 29% of journeys for work into Brighton city centre by Brighton & Hove residents were by car. This compares with 61 % of Adur residents making this same journey by car, 58% of Worthing residents, and 56% of Peacehaven and Newhaven residents. The figures indicate there is a large potential benefit for Brighton City centre from reducing car journeys from these areas.
- 3.5.3 Preliminary discussions that have taken place with senior officers from Adur & Worthing Boroughs and Lewes District Council, Mid Sussex. Adur & Worthing Boroughs and Lewes District Council have previously enquired about extending the BTN Bikeshare scheme into their areas. Officers in both authorities have yet to raise a joint procurement proposal with elected members. Appendix 2 sets out the position in each authority and at Transport for the South East.

### 3.6 Current pedal fleet

The BTN Bikeshare fleet consists of 450 pedal bikes originally deployed in September 2017, 120 further newer bikes (sold as 'e-bike ready' but not convertible due to a change of manufacturing policy) were deployed in 2019, and 30 additional unused, refurbished pedal bikes were added in early 2020, purchased from the Krakow (Poland Scheme). These bikes have a predicted street life of 5 years, and the original 450 bikes will be at the end of their fourth year of operation by September 2021.

### 3.7 Electric Bikes

E-bikes with swappable batteries avoid the need for high cost power connections to hubs. 'Smart' Bikes equipped with GPS can notify the operating system when their swappable batteries are running low and can be easily replaced with a recharged unit by a mobile team. Small service bases for recharging in key locations avoid moving batteries too far from the bikes and this servicing is possible by e-cargo bikes rather than vans. Some charging points could also be located at key transport interchanges such as railway stations, bus interchanges or other destinations such as Universities or Business centres. This may feed into a wider strategic policy of creating multi modal mobility hubs.

### 3.8 E-scooters

The Department for Transport has decided to bring forward e-scooter trials in response to the COVID19 crisis. The proposal is to allow e-scooters to be ridden by driving licence holders and over 16s only on cycle infrastructure and in the carriageway, but not on the footway. The Council has been approached by ten different providers from around the world seeking to run trials in the City. At present there are no plans to take part in the trials, but the Council has

responded to the DfT consultation and will assess trial outcomes. E-scooter providers have been invited to present an overview of their system in June. The Council's response made it clear that docked and semi docked systems for the avoidance of street clutter, geofencing e-scooter range, restricting speeds, safety and potential conflicts with pedestrians and other road users are all of interest. Each company has also been asked about its willingness to work in partnership with a Bikeshare operator.

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

##### Procurement route – Concession contracts.

- 4.1 Many UK cities have struggled to procure Bikeshare systems in recent years. COMO UK published procurement guidance in May 2020 for UK Bikeshare, acknowledging the recent challenges for UK cities, many of which have experienced problems procuring a Bikeshare scheme. Drawing on extensive interviews with UK operators, it considers the influencing factors behind the strongest schemes and identifies minimum and priority areas where Local Authority support is required. (See Supporting Documents Item 2).
- 4.2 The COMO procurement guidance recommends, amongst standard protocols, associated with viability checks on potential suppliers, tailoring the scheme to available funding, realistic specifications and specifically ongoing revenue funding, a dense network of hubs and exclusivity in Cities to ensure viability. Other important considerations such as inclusion of BikeShare in Transport Strategies and a contract period coterminous with equipment lifespan are also recommended.
- 4.3 COMO emphasise that rider revenue alone is seldom enough to cover costs, as the BTN Bikeshare experience has shown. A recent tariff increase has lifted revenue by 8% but has subsequently been offset by poor weather and COVID19. COMO emphasize that local authority capital and revenue funding are needed to ensure Bikeshare viability. They further advise that Sponsorship needs to be treated with caution as the sole route to making up funding shortfalls due to the considerable extra effort associated with PR and Marketing to support the agreement.
- 4.4 The current BTN Bikeshare fleet of 600 pedal bikes is in line with COMO requirements for a medium sized city the size of Brighton & Hove. COMO estimate costs of circa £2.5m for a new pedal fleet scheme of this size and £4.5 to £11.25M for an e-bike scheme. A mixed offer of 70% pedal and 30% electric bikes would cost £2M to £4.7M. A summary proposal setting out a scheme adding 265 e-bikes to the existing Brighton BikeShare scheme that creates a 30% e-bike provision alongside a phased replacement of the existing pedal fleet is set out in Appendix 3.
- 4.5 Procurement experience elsewhere in the UK relating to recent Bikeshare schemes in Transport for Greater Manchester and Transport for the West Midlands is set out in Appendix 4. Both have chosen to procure concession contracts and will own the assets using capital funding from successful bids to the DfT's Transforming Cities Funding. Derby, Leeds and Nottingham have all

seen their Bikeshare schemes decline or close and are seeking to implement new schemes using the procurement/ contract management model.

- 4.6 Many other transport and local authorities in the UK are adopting traditional concession contract routes with private sector operators because they recognise that the model encourages industry expertise and innovation. Ownership of the assets gives the local authority control which they can use to help deliver wider policy objectives, and that if hire and sponsorship revenue is not sufficient, capital and revenue funding from local authorities, LEPs and developer contributions could be justified on these wider policy grounds.

4.7 Original business case and subsequent adopted business plan.

Officers have explored options to commission a detailed financial and technical review of the original 2014 Business Case and the existing business plan in light of technology and emerging transport policy objectives. The cost of a full analysis in the timescales available between Committees Reports, did not offer good value, therefore officers will be commissioning the necessary expertise over the summer.

- 4.8 The overarching objective of the new study will be to review the existing assumptions and findings of the 2014 Business Case and evaluate their relevance to current context. The key output of the review will be a set of recommendations on how the existing Business Plan can be updated for implementation in 2021, such that the scheme remains attractive and financially viable in the following four year period. An analysis of the main points for review can be found at Appendix 5

4.9 In House option

Decisions about what aspects of the business to bring in house and what should be contracted externally will govern what an in-house option looks like. A full in house option including servicing, redistribution and maintenance, PR & Marketing, IT, Finance, and Customer service would require the recruitment and training of at least 10 FTE officer posts plus various part time customer call centre roles. At present there is no current spare capacity in the Council's Transport, Communications, Finance or Fleet Servicing teams to absorb these functions and no suitable premises space for these functions on the council estates to accommodate the staff and service a fleet of 6-900 bikes. The operating system would still need to be outsourced as it will be specific to the bikes in the fleet.

- 4.10 For this option it is therefore assumed that two officer posts would be created to directly manage a variety of contracts. All the functions mentioned above will be contracted out, but service vehicle and premises costs will be assumed by the council. Appendix 6 details a similar arrangement currently run by Liverpool City Council.

- 4.11 Officers have calculated the preliminary cost of bringing the service in house from September 2021, excluding legal costs, of £1.575M (capital and revenue) for the first year of an in- house operation and includes the capital figures discussed under Section 4.5. A revenue breakdown has not been provided as this would have necessitated a Part 2 report as it is based on actual operating costs which

are subject to current contractual obligations. Members are requested that this should be avoided.

- 4.12 Revenue costs assume new and larger premises to service a larger fleet, two FTE council officer posts to manage contracts, website hosting and maintenance contracted out, and increases in operations, PR and Marketing and Admin costs to reflect the expansion of the scheme.

The in-house option would not deliver good value for money over other models and may not attract the industry expertise and innovation necessary to drive the scheme forward. Without substantial delegated powers officers would need to refer to the committee process and this is unlikely to deliver timely decisions on business matters. The in-house model also leaves the scheme exposed to annual budget setting and demands for future savings across the wider organisation.

4.14 Alternative Delivery vehicles: Arm's length company structures.

Officers have been tasked with examining the option of creating an arm's length structure to deliver the Bikeshare scheme. Appendix 7 explains the following company structures as options:

- Community Interest Company (CIC)
- Co-operative – Brighton Energy Co-operative Model.
- Limited Liability Partnership

- 4.15 The cost of setting up such structures for Bikeshare cannot be met from existing budgets.

- 4.17 Whilst there may be limited benefits for these models as set out in Appendix 7 they do not justify the significant costs associated with setting up and running them. There are significant start-up costs in terms of IT, Finance and premises as well as HR issues for existing staff including contracts and pensions. They may be better placed than the Council to secure external funding. If the Council was going to run the service itself as a commercial venture, it might need to consider setting up a company. If a Council is doing something 'for a commercial purpose' it must do those activities through a company as this is required by the Localism Act 2000.

4.18 Other External Funding sources

It is not clear that there would be a major advantage to an arms' length structure when it comes to accessing other sources of funding, though specific projects aimed at technical innovation, inclusion and public health may receive funding which otherwise wouldn't if they were Local Authority led projects. These include grant funding from Sport England, the Department for Business, Innovation and Industrial strategy and various Grant giving Trusts. Those bidding in a procurement might be able to access this funding and this could be evaluated as part of their bids.

4.19 Greater Brighton Economic Board, Coast to Capital (C2C) LEP Region

The Greater Brighton Economic Board (GBEB) region includes Crawley, Worthing and Adur Boroughs, Brighton & Hove City Council, and Arun, Lewes

and Mid Sussex District councils. As a Unitary Authority, Brighton & Hove is the sole member with highway responsibility. GBEB could be open to supporting a joint bid to C2C LEP or other funding body which was consistent with its strategic goals.

- 4.20. GBEB's January 2019 Five Year Strategy project summary includes a goal on transport connectivity, aiming for efficient travel networks with effective regional, national and international connections, suggesting the Board may welcome an extension of the Bikeshare scheme as support for sustainable travel modes. It proposes a project to "...lobby for a sustainable, healthy, accessible, safe and integrated transport offer for the City Region" including EV charging and new schemes developed from LCWIPS.

4.21 Council & Internal funding sources

On current timescales, the new Local Transport Plan 5 (LTP) will probably not be in place in full until autumn 2021, midway through the 2021/22 financial year. The council will have already identified and allocated funding to projects in the associated LTP capital programme for the 21-22 financial year in March 2021. No funding allocation has been estimated for any LTP project or programme in that year or any subsequent year as yet, as we do not know the likely level of grant funding that we will receive from the Government beyond the current 2020/21 allocation

- 4.22 If it is assumed that if future, total LTP annual allocations will mirror previous allocations, the Council might expect about £5m/year. Given the significance of future workstreams that could stem from The 2030 Carbon Neutral Programme, ULEZ or Car Free City Centre projects future LTP allocations have not as yet considered funding for other schemes such as Bikeshare. However, based on Budget decisions made this year, it is possible that there could be an additional £3.9m available for projects via the SCRIF in 21/22 if additional parking surplus, following the significant underachievement of income, can be achieved following the Covid Pandemic, if they meet the agreed criteria.
- 4.23 A system of tiered tariffs according to mode (pedal, pedal electric and e-scooter) will offer residents and visitors a choice to suit their needs and will incentivise the use of pedal bikes which delivers the greatest health benefits for short journeys. A new operator may choose to introduce a separate operating system for e-bikes and e-scooters, depending on the bikes and scooters chosen. The predicted street life of these new modes needs to be factored into contract and financial planning.
- 4.24 The system could accommodate a mechanism to allow funded social inclusion and social prescribing interventions to help those seeking work or improvements to their health and fitness via Active and Sustainable travel, preferably with the involvement and support of the CCG. Other community needs identified could be supported by specific structures and procedures to ensure they remain the focus. It is not clear a CIC or Trust mechanism is necessary to achieve this.
- 4.25 A partnership with neighbouring City Region authorities would directly benefit the city centre by reducing commuting traffic by residents from those areas and could support jobs, recovery and growth. A joint approach to bidding for capital funding



is likely to be more successful than a bid by a single authority. Brighton & Hove as the sole Highway authority is best placed to lead on joint bids and should ensure that any extension of the scheme area beyond our boundaries does not impact on the fleet availability, servicing and redistribution within the city. Further partnership work at County level would also be necessary and the support of the GBEB is crucial.

- 4.26 If no initial capital grant funding is secured and individual authorities cannot identify initial and ongoing capital investment and revenue income streams for Bikeshare, it is unlikely our neighbouring authorities will seek a model which gives councils much control over operational priorities. Such schemes are less likely to be governed by strategic goals for authorities and will be led by demand and potential profit.
- 4.27 A 12 month lead in time will be necessary to re-procure a scheme extension arrangement by September 2021. If the council retains the current model of owning the fleet and infrastructure, the introduction of e-bikes and e-scooters by spring 2022 should be achievable. This is the ideal time in terms of seasonal demand for a launch of new modes.
- 4.28 If an alternative structure or arrangement to a concession contract is chosen, a longer mobilisation phase may be necessary to establish a legal structure and governance, recruit staff, engage with key stakeholders, procure new fleet and support systems, and find new premises and to plan and build the additional infrastructure. A minimum 9 month lead in time from September 2021 could push the introduction of new modes back to late Summer or Autumn 2022. By this point other providers will have stepped into the E-scooter market and the opportunity to control e-scooter hire will be lost.

## **5 COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Transport Partnership stakeholders were asked to comment on the issues discussed in this report. (see Appendix 8 for questions). Responses to date have all supported the existing scheme, noting its importance for equal access to cycling, support for active travel, air quality improvement contributions and congestion reduction. Support for expansion was more qualified but responses noted topography to the west and e-bikes would support this. All were concerned about the need for more general cycling infrastructure to provide safer routes. Electric bikes were supported particularly for encouraging more non-leisure cycle journeys and in more hilly areas. Further investment was broadly supported because of the transport equity benefits Bikeshare delivers for those who cannot afford or store bikes. It is also recognised as an important public transport service in its own right. Not all saw the need for e-bikes but some agreed it was good to cater for a mix of cycling abilities with a proportion of the fleet electric. Trials were suggested to establish demand. There were misgivings about e-scooters using cycle lanes because of their speed and weight. A survey of their existing private use was suggested.
- 5.2 Transport for the Southeast (TfSE) is not currently a statutory body and therefore cannot lead on any Bikeshare proposal for the wider city region. TfSE is developing a Future Mobility Strategy and Action Plan by the end of 2020 which will identify areas of the TfSE geography where shared mobility schemes are

likely to be viable. Further technical work on Walking and Cycling will be dependent on DfT funding and the outcome of a proposal being considered by Parliament to become a statutory body. (See also Appendix 2).

- 5.3 Active Sussex's is one of the 43 Active Partnerships across England. Their main aim is to increase participation in sport and physical activity at a local level. Funding comes from Sussex Local Authorities including Brighton & Hove as well as corporate partners such as Freedom Leisure and Sport England. The Partnership would support a Bikeshare CIC or Trust, as they believe such a scheme would be primarily for public benefit. They point out that a CIC or LLP would provide the possibility of a controlling interest, but they are not sure that is true of a Trust. They do not believe a private LLP would be looked upon favourably by external funders and believe CIC or Trust is preferable. They would support this type of partnership approach to the Bikeshare scheme, and given that the outcome is to increase physical activity and address local inequalities, they believe the funding hierarchy should not be a consideration if a clear demand has been established and the scheme is based on robust community insight.

## **6. CONCLUSION**

- 6.1 The in-house option would require significant levels of resource and additional time to implement that may not allow sufficient control over emerging new markets and innovation within the electrification of pedal bikes, operating systems and e-scooters and may not also provide the commercial flexibility and private sector skills required to sustain BikeShare, therefore a Concession Contract model utilising findings from the work to be commissioned over the summer will determine the appropriate model.
- 6.2 COMO UK recommends Bikeshare schemes need initial capital investment and ongoing capital and revenue support from existing budgets or external grants and contributions.
- 6.3 Subject to further work on a financial model prior to a procurement, a mixed fleet is recommended which retains pedal bikes while introducing a 30% e-bike provision and potentially e-scooters, would focus connections between distant and hilly locations and transport hubs including the seafront. The addition of e-bikes and e-scooters followed by a programme of gradual phasing out and replacement of the oldest pedal bikes in the fleet would allow the scheme to maximise the return on the current assets and ensure service continuity for existing customers.
- 6.4 E-scooter provision within the scheme for seafront leisure areas and inner city commuting will ensure the council owned assets retain their viability. This will give the operator the exclusivity recommended by COMO UK to maximise overall viability.

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 The procurement process and the new financial model, when completed, will quantify the potential ongoing revenue and capital investment costs and these costs and options for funding them may need to be brought back to Members for decision and/or considered in the context of the council's annual budget setting process.

*Finance Officer Consulted: Jessica Laing*

*Date: 15/06/20*

### Legal Implications:

- 7.2 The Council is required to comply with its Contract Standing Orders and the public procurement regime when procuring this contract. Legal services will continue to advise as the project progresses.

*Lawyer Consulted: Alice Rowland*

*Date: 15/06/20*

### Equalities Implications:

- 7.3 Projects relevant to social inclusion will be an ambition for the future iteration of the scheme. Density of hubs will take account of health and general indices of deprivation

### Homelessness Implications:

- 7.4 None

### Sustainability Implications:

- 7.5 The scheme will be a key factor in both the Carbon Neutral 2030 and Car Free City agendas by enabling more people over a wider area of the city to have the choice of a sustainable option.

### Brexit Implications:

- 7.6 The outcome of EU/UK talks will impact on procurement rules once the UK's transition period ends.

### Crime & Disorder Implications:

- 7.7 The Council will need to agree a joint approach with the Operator chosen and other agencies including Sussex Police to tackling vandalism impacting on the scheme.

### Risk and Opportunity Management Implications:

- 7.8 The safety implications for scheme and other road users will need to be fully investigated.

#### Public Health Implications:

- 7.9 Public health impacts of active travel through the scheme should be evaluated where possible. A methodology needs to be built into the new agreement and the principle of funding such projects should be tested.

#### Corporate / Citywide Implications:

- 7.10 The density of the scheme across the whole service area should follow an agreed formula to be determined by the business case and should be set out in the full policy context of Local, regional and national policy priorities for transport and sustainability.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Potential area for enlarged Bikeshare scheme.
2. Neighbouring Authorities and TfSE position on Bikeshare
3. Projected Capital costs over 4 years
4. Recent UK Bikeshare Procurement experiences
5. Analysis of 2014 Business case
6. Case Study – Liverpool City Council In-house scheme
7. Company Structures – chief characteristics
8. Questions and responses – Transport Partnership members.

#### **Background Documents**

1. BTN Bikeshare Contract. Part 1 report to Urgency ETS 24 March 2020.
2. COMO UK Success Factors for Sustainable Bikeshare May 2020.

## Appendix 1. Potential area for enlarged Bikeshare scheme.

2011 census combined population: 496,538





## **Appendix 2. Neighbouring Authorities and TfSE - Positions on Bikeshare**

Adur & Worthing Boroughs' existing Bike Share scheme is seasonal with a fleet of 30 'Donkey Bikes' operated on a franchise managed by a local provider. The scheme is part of Worthing Borough Council's tourism offer, but may move to a Sustainability and Economy & Place brief for Adur & Worthing Councils. Work around active, sustainable transport is increasingly seen as crucial to deliver Adur & Worthing's Carbon Neutral objectives, alongside objectives for communities to thrive and the economy to prosper. Adur and Worthing has developed an ambitious Local Walking and Cycling infrastructure plan (LCWIP) and would like to see an expansion of their Bikeshare scheme coverage and an increase in hubs around key transport and business trip generating locations. Officers are considering the best way to achieve this.

Lewes District Council use a variety of models for the services they provide from in house services (e.g. for waste management) to concession contracts and arm's length company structures. Officers would like to explore a range of options including company structures such as a Community Interest Companies (CICs), Co-operatives funded by subscription, and wholly owned Limited companies. Officers envisage a phased approach to a Bikeshare scheme in their area, prioritising access to jobs and the wider visitor economy. East Sussex County Council is also considering a county wide Bikeshare procurement.

Mid Sussex District Council is considering a Bikeshare scheme and will be commissioning feasibility work in the current financial year. No decisions will be made as to whether to not to proceed with a scheme until 2021. Should a scheme go ahead it is likely that any first phase would be implemented in Burgess Hill as part of the Place and Connectivity Programme.

### **Transport for the Southeast (TfSE) position**

As TfSE is not currently a statutory body, they are unable to lead on a wider regional Bikeshare scheme. However TfSE is currently developing a Future Mobility Strategy and Action Plan which recognises the role of shared mobility in reducing car use and increasing sustainable travel. The Strategy and Action Plan is due to be complete by the end of 2020, and will identify areas of the TfSE geography where shared mobility schemes are likely to be viable. This will then feed into wider Area Studies over the next three years, which will identify the schemes and investment required to reach the 2050 vision set out in the TfSE Transport Strategy. Further technical work focusing on Cycling and Walking may be developed over the coming years, which would be dependent on sufficient funding from DfT, and also agreement on this approach with the TfSE Shadow Partnership Board, and the agreement of local transport authorities. TfSE will be submitting a proposal to Government in the summer to become a statutory body, which once progressed through parliament, would facilitate devolved funding to Transport for the South East as a statutory Sub national Transport Body.





### **Appendix 3. Projected capital costs over 4 years**

<b>Item</b>	<b>Cost</b>	<b>Year</b>	<b>Notes</b>
<b>Redistribution vehicle</b>	£48,000	1	Current vehicle is owned by operator. Cost of new EV flatbed to lease to subcontractor. EV van leased by operator will need lease switch over.
<b>E-bike fleet procurement</b>	£662,500	1	265 additional e-bikes @ £2500 each.
<b>E-Scooter fleet procurement</b>	£135,000	1	300 Scooters at £450 each
<b>E-cargo service bikes for e-bike battery swaps</b>	£10,000	1	2 E-cargo bikes at £5000 each.
<b>Infrastructure costs</b>	£175,000	1	New scooter additions to existing hubs and new e-bike hubs; Battery charging locations for service crew. 25 locations at £7000 per site.
<b>Pedal bike replacement phase 1</b>	£675,000	2	450 new pedal bikes at £1500 each
<b>Pedal Bike replacement phase 2</b>	£180,000	3	120 new pedal bikes
<b>Pedal Bike replacement phase 3</b>	£45,000	4	30 new pedal bikes
<b>Contingency – 20% (ongoing refurbishment, damage repair, vandalism etc.)</b>	£386,100	1-4	
<b>TOTAL Capital costs</b>	£2,316,600		



## **Appendix 4 – Recent Procurement experiences**

### **Transport for Greater Manchester; Transport for the West Midlands.**

Transport for Greater Manchester and Transport for the West Midlands are both city region transport authorities with funding for directly elected mayors. Both had successful bids for the Dept. for Transport's Transforming Cities fund. (The 2018 bid for the Greater Brighton region was not successful).

Manchester had a Mobike dockless pedal scheme which has closed but has provided some useful data on likely bikeshare demand.

TfWM had previously signed a contract with a provider which collapsed. Both authorities were in the midst of a re-procurement process when the Covid-19 crisis began.

#### **1. TfGM**

TfGM is using Transforming Cities funding to buy assets (fleet and infrastructure) and plan to pay an annual flat fee to service operator for a 5 year period. They have a procurement process due to start this summer. The first phase of the scheme will launch in Manchester, Salford and Trafford. The agreed fee will be offset by any revenue generated. The service operator is incentivised by sharing revenue from trips.

They acknowledge ongoing revenue funding is challenging but have accepted there will be a cost, and the project has strong support from the Metro Mayor. They recognise good practice is to take the risk because of the wider strategic considerations around public health, air quality, congestion and social distancing.

The contract allows them to establish a cost and framework agreement with a service provider to expand the scheme to other areas of GM but will not be part of first iteration of the business plan.

The scheme will have just 10% E-bikes to start. Some operators think it should be all e-bike and others advise starting with pedal and phasing in. They acknowledge that the 10% figure is a best guess, and that other UK schemes have struggled where a ratio of 10% of e-bikes has been used. (COMO UK is suggesting a minimum ratio in mixed schemes of 30%).

Having looked at the e-bike options, battery swappable e-bikes with servicing on site are the most likely model they will procure but they have not ruled out other options. They are also looking at how they can use their EV charging programme to piggy back Bikeshare charging hubs, either for service crew access or the general public. Their target for phase 1 is 1500 bikes covering a defined area.

TfGM held an open day for suppliers held last August. Six operators attended, but none were dockless electric providers. One provider who did attend runs mixed

schemes elsewhere and may have charging docks rather than swappable batteries as an option.

TfGM conducted a survey post Covid-19 lockdown with 25 providers via COMO UK and got 13 responses. All respondents said they were keen to keep going with procurement activity and all seemed to be positive about carrying bidding process forward. Some expressed concerns about the high demand for Bikeshare across the UK once lockdown eases and the economy reopens.

TfGM are hoping to start shortlisting soon and to make further decisions on negotiations with shortlisted bidders. The plan is to sign this year and start next summer with a six month inception period.

## **2. TfWM**

TfWM includes England's second largest city Birmingham and several other towns and cities, so the population is much bigger than Greater Brighton and density is more varied. Birmingham does not currently have a Bikeshare scheme though residents can hire bikes for the day from leisure centres.

A Concession contract was signed with a provider but TfWM struggled to get buy in from some of their local authorities, particularly over hub sites. There were issues over ticketing systems and sponsorship proved harder to secure than envisaged.

The original business case suggested a scheme of 5000 bikes. The first phase was planned to cover Wolverhampton, Birmingham and Coventry.

TfWM's research suggests E-bikes double the ride rate but also double capital costs. However there is a real public desire in the region for them. They are in the specification for now but it may need to be part of a later phase.

As with Greater Manchester, TfWM will own the scheme's assets. They will use their Transforming Cities fund for capital investments. Management will be in house but contracts will be tendered for maintenance, redistribution, repair and security. The capability for bikes to integrate with the existing SWIFT cross modal ticketing platform (sometimes known as 'Mobility as a Service' or MAAS) will be part of the service agreement.

The first procurement round got 12 responses. Following the withdrawal of the original provider, it was decided to postpone further procurement for a year. The plan now is to get the new scheme up and running before the Mayoral elections in May 2021. All seven local authorities in the region are on board but TfWM acknowledge that the Transforming Cities funding being in place has made this much easier than the previous procurement exercise.

The new scheme has taken securing sponsorship out of the equation. The view now is that with the mix of authorities in a region with such varying population sizes and densities, one scheme was never going to work without direct subsidy.

The scheme will be a commissioned service managed in house by a team at TfWM. Customer service will go through TfGM's call centre to start with. They estimate 70% of enquiries can be dealt with by the call centre. More complex issues will be passed to officers.

The scheme will focus on a ride distance of 2-3 miles rather than last mile commutes. Universities and hospitals will be big trip generators and key partners in the scheme.

In terms of ticketing, the plan is for no annual memberships with 'Pay as you Go' only for a fixed minimum fee e.g. £1 every 30 mins via the Swift ticketing platform.

All bikes will be docked. The scheme will have the capability to geofence areas temporarily so they can create temporary hubs for a weekend festival.

A marketing strategy is required as part of their provider's contract.

TfWM have not looked at the arm's length option but agree that sources could be interesting. A strategy for dealing with vandalism will be written into the contract. They are looking for bikes built to resist criminal damage wherever possible but acknowledge that the Transport Authority will need to support costs around this and the onus cannot be solely on the operator.

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## **Appendix 5 – Analysis of 2014 Business case.**

An officer analysis of the 2014 business case has identified the following points for review.

- The system adopted in the actual business plan used smart bike technology rather than smart hubs, which significantly reduced capital costs (technology not available to the market at the time of the bid which emerged during the procurement process).
- The lifespan of the bikes in a maritime climate is 5 years, not 10 as the original case assumed. The Benefits to Cost Ratio calculations need to reflect the actual predicted lifespan of the fleet from day one of the contract.
- Demand forecasting should give weight to the the actual experience of the scheme to date and consider any contrast with standard industry methods of prediction, erring on the side of caution.
- Predicted trip figures per bike per day should reflect actual figures to date and include a large seasonal variation. They require benchmarking against comparable areas in terms of area, population and visitor numbers, data which was not readily available in 2014.
- Revenue forecasting must take account of trip figures and assume a large optimism bias to any calculations.
- Ongoing capital and revenue income streams need to be identified alongside sponsorship revenue.
- Mode shift claims away from car use – claims for mode shift from pedal bikes need to reflect recent UK survey data; the E-bike and E-scooter experience in EU countries and the UK should be used to predict further mode shift benefits on cautious estimates
- A method for the evaluation of Air Quality, carbon reduction and noise reduction benefits in terms of cost benefits should be included.
- Careful consideration is needed of the most useful structures for facilitating ongoing participation by the CCG to ensure that social inclusion and public health goals are not lost during the lifespan of the project.
- Realistic expectations of sponsorship revenues should take account of Treasury and LGA assessments of the impacts of both Covid19 and Brexit on the wider economy.

### **Social and Health benefits.**

Market analysis in the 2014 Business case carefully considered indices of multiple deprivation overall and specifically for physical and mental health outcomes across the proposed scheme area to the level of 500m2 hexagons. It noted that some areas of Brighton & Hove were in the top 5% in the UK in terms of deprivation on both measures.

A recommendation for social inclusion measures and social prescribing funding was made in the 2014 business case but this was not specified in the final business plan or in governance structures. The 2014 case recommended a CIC structure as a way of enshrining CCG and Charitable participation. The scheme has not delivered on social inequalities. Many disadvantaged people may not own a smartphone to support the SOBI app but can still access it via the website. the main barrier being that a bank card is required as a

guarantee against scheme membership when becoming a 'pay as you go' or annual member. The current operator has not been able to suggest a work around for this problem and reprocurement will need to address this issue with the membership protocols.

Social prescribing enables a GP to offer specific patients (at risk of developing Type 2 diabetes and other chronic illnesses associated with poor cardiovascular health) the option of an exercise plan to improve overall health. At present Public Health contract out an advisory service for patients that offers appointments in Libraries. GPs refer patients to this service offering fitness plan options to patients. Gym membership is offered but take up is low and attrition rates high. Cycling is an activity option offered by a specific service for families, but free Bikeshare membership for both leisure and travel is not currently offered for those without a bike.

### **Case Study: Glasgow Bikeshare Social inclusion project**

Glasgow's Bikeshare scheme ran a social inclusion project called 'Bikes for all'. This joint grant funded project included the council, the operator (Nextbike), local cycling charities, Cycle trainer providers and the University. Participant recruitment targeted those on low incomes and those under-represented in cycling. All participants were referrals from health and social care with long term physical or mental health problems.

Between July 2017 and July 2019, 414 people joined. They received an annual membership of the Nextbike scheme for £3. The first 60 mins on any ride were free with a cost of 50p/hour after the first hour. Free cycling lessons and orientation rides were provided. Weekly sign-ups were required in person to retain the benefits. No bank account or phone app was needed.

A baseline survey had 189 responses, and the three month follow up just 81. 90% of Respondents after three months felt that the impact of participation had been positive on their cycling confidence. 95% reported positive impacts on their physical wellbeing, and 95% on their mental wellbeing.

Other impacts on modal shift or barriers to continuing cycling were less clear.



## **Appendix 6 – Case Study – Liverpool City Council In House Bikeshare service**

After an initial period with an external operator, Liverpool City Council brought the operational side of its Bikeshare scheme in house. The scheme was struggling during 2019 and was down to 350 bikes. No ongoing capital input was in place so the fleet was gradually reducing.

The in house model adopted was not cost neutral and has been losing money for the city. Two officers (one technician and a Walking & Cycling officer) are expected to cover the workload. Additional costs include storage and maintenance leases.

The operating system provider is contracted directly to the council. Repair, maintenance and redistribution functions are contracted out with Hourbike, which is also the operator of the BTN Bikeshare.

There is no dedicated customer help desk but the council's general Help desk deals with general enquiries. All the work around refunds and charges goes through to the officer contacts. On one occasion, glitches with the system triggered a deluge of enquiries which took officers who have other tasks three days to clear.

The Council's finance team supports the payment of invoices and accounting records with a further staff cost implication. The scheme has no sponsor and no promotion or marketing takes place as the Council's Communications team has no spare capacity. Officers estimate this would require one FTE post at least.

Liverpool launched a procurement exercise in January 2020 with partner authorities across the City region for a concession contract arrangement. The council recognises that any new operator will expect the council to provide an initial capital outlay. The city was successful in a bid for the Transforming Cities fund. Officers say this is a possible route for new capital investment but there are many calls on this fund.

However, following the Covid-19 crisis the Council has made the decision to keep the scheme in house for another year and are hoping to add a further 100 bikes to the current fleet.



**1. COMMUNITY INTEREST COMPANY (CIC)**

CIC's are seen as being better placed to access grant funding because of the limitations on the use of the grants only for the benefit of the community. A CIC:

- must be a limited company
- cannot have charitable status
- cannot transfer its assets for less than market value (unless to another specified CIC or charity)
- has to be more transparent than other limited companies (it has to file an annual community interest company report giving details of its activities, including assets transferred for less than market value, dividends paid and the remuneration of directors)

**2. CO-OPERATIVE AND COMMUNITY BENEFIT SOCIETIES (CCB)**

A CCB operates and is structured in much the same way as a limited company. Legal liabilities will be its own liabilities rather than those of its members. Members' liabilities are limited to the share capital they hold and the amount of any unpaid share capital.

A CCB must have a minimum of three members.

The fundamental difference between a CCB and a limited company is that a CCB must carry on an "industry, business or trade" (not just be a holding company) and this is a continuing requirement.

**3. LIMITED LIABILITY PARTNERSHIP (LLP)**

Key features of an LLP are:

- an LLP is a body corporate with a legal entity separate from its members;
- an LLP has unlimited capacity and can do anything that a legal person can do;
- members have limited liability;
- an LLP is taxed as a partnership;
- it has the organisational flexibility of a partnership (e.g. the members are free to agree how to share profits, who is responsible for management, how decisions are made, how new members are appointed or existing members retire);
- it has no share capital;
- its accounting and filing requirements are broadly similar to those of a limited company.



## **Appendix 8. Questions put to Transport Partnership stakeholders:**

The Bikeshare scheme must (due to contract regulations) be re-procured in order to expand. The proposal is to provide e-bikes and e-scooters and to cover a geographical area beyond the local authority boundary.

- Do you see Bikeshare as a priority for the city? Why or why not?
- Would you like to see its use expanded into our neighbouring authorities in the 'Greater Brighton' urban area? Why or why not?
- Would you support a mixed fleet provision which continues to offer a majority (two thirds) of pedal bikes, but expands to provide e-scooters and e-bikes at different tariffs? Why or why not?
- If further investment of public funds in terms of capital for infrastructure and/ or an ongoing revenue subsidy (in the absence of a sponsor) was necessary, would you support this? Why or why not?
- Do you believe the introduction of e-bikes (Pedalecs) should be a priority? Would you support an all-electric fleet? Should these be deployed and/ or geo-fenced to limit their range for use in particular locations, or just be generally available?
- The Dept. for Transport is fast tracking UK trials of E-scooters this summer. E-scooters are likely to be licensed for use on the UK public highway (but not pavements) by Summer 2021. Would you support the introduction of e-scooters into the scheme, and what sort of controls or parameters would you like to see on rental E-scooters if so?



<b>Subject:</b>	<b>Parking Fees &amp; Charges 20/21 Traffic Regulation Order</b>		
<b>Date of Meeting:</b>	<b>23<sup>rd</sup> June 2020</b>		
<b>Report of:</b>	<b>Executive Director of 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 Wards</b>		

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

- 1.1 The council in its capacity as traffic authority under the Road Traffic Regulation Act 1984 proposes to make changes and additions to the parking fees & charges. This was under a number of Traffic Regulation Orders which were advertised on 27<sup>th</sup> March 2020.
- 1.2 The Council have received 30 written objections from residents (summarised in Appendix A) specifically to the proposal to set a new charge of £50 for the annual resident visitor permit (guest permit) in event / matchday parking schemes (Moulsecoombe and Coldean).

**2. RECOMMENDATIONS:**

That the Committee approves the following Traffic Regulation amendment Orders (as outlined in more detail in para 3.3);

- 2.1 Brighton & Hove (Off-Street Parking Places) Consolidation Order 2019 Amendment No.\* 202\* (TRO-4a-2020)
- 2.2 Brighton & Hove Various Controlled Parking Zones Consolidation Order 2018 Amendment Order No.\* 202\* (TRO-4b-2020)
- 2.3 Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2018 Amendment No.\* 202\* (TRO-4c-2020)
- 2.4 Brighton & Hove Seafront (Various Restrictions) Consolidation Order 2018 Amendment No.\* 202\* (TRO-4d-2020)
- 2.5 Brighton & Hove (Coldean & Moulsecoombe) (Event Days) Parking Order 2013 Amendment Order No\* 202\* (TRO-4e-2020)

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The Parking fees & charges 20/21 were discussed at the Environment, Transport & Sustainability Committee on January 21st 2020 and agreed at the Policy &

Resources Committee on February 13<sup>th</sup> 2020 and at Budget Council on February 27<sup>th</sup> 2020. The latter report included a number of additional amendments and these have all been reflected in Appendix B. It is important to note how complex the different permit types are now within Controlled Parking Zones (not including event / match day schemes) as it includes a number of length periods, exemptions, discounts and surcharges as illustrated in Appendix C.

- 3.2 To take these changes forward a notice of intention was advertised on 20<sup>th</sup> March 2020 which included existing on and off-street fees & charges that required an increase without changing the structure or basis. This was implemented and began operation on 14<sup>th</sup> April 2020 as it is not a consultation process but simply notifies the fees & charges that are increasing.
- 3.3 Those fees & charges which required more complex changes to the structure and basis or new fees & charges were advertised through Traffic Regulation Orders on 27<sup>th</sup> March 2020. This included the following;

**Brighton & Hove (Off-Street Parking Places) Consolidation Order 2019 Amendment No.\* 202\* (TRO-4a-2020)**

- Black Rock Car Park –revoke the 9 hour tariff and introduce an 11 hour tariff
- Rottingdean Marine Cliffs- introduce a 4 hour tariff
- Norton Road Car Park –introduce a staff annual permit
- Regency Square – introduce a Brighton Centre Conference Delegate rate

**Brighton & Hove Various Controlled Parking Zones Consolidation Order 2018 Amendment Order No.\* 202\* (TRO-4b-2020)**

- Zone Y – delete the Exclusive pay & display places ,Monday to Sunday 9am to 6pm, Short Term 2 hours (No return within 4 hours) low tariff for Dyke Road and replace with Exclusive pay & display places ,Monday to Sunday 9am to 6pm, Short Term 2 hours (No return within 4 hours) Medium Tariff.
- Introduce an additional charge for second, third and additional resident's permits in both full and light touch schemes
- Increases the High Emission surcharge for permits from 25% to 50%
- Changes Professional Carer's Badges to Permits and increases allowance to park from 1 hour to 2 hours.
- Removes Waivers and creates 1 day, 1 week and 1 month Traders Permits (with Low/high emission reduction/surcharge for the 1 month, 3 month and annual Traders Permits).

**Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2018 Amendment No.\* 202\* (TRO-4c-2020)**

- Changes Professional Carer's Badges to Permits and increases allowance to park from 1 hour to 2 hours.
- Removes Waivers and creates 1 day, 1 week and 1 month Traders Permits (with Low/high emission reduction/surcharge for the 1 month, 3 month and annual Traders Permits).

**Brighton & Hove Seafront (Various Restrictions) Consolidation Order 2018 Amendment No.\* 202\* (TRO-4d-2020)**



- Changes Professional Carer's Badges to Permits and increases allowance to park from 1 hour to 2 hours.
- Removes Waivers and creates 1 day, 1 week and 1 month Traders Permits (with Low/high emission reduction/surcharge for the 1 month, 3 month and annual Traders Permits).

### **Brighton & Hove (Coldean & Moulsecoomb) (Event Days) Parking Order 2013 Amendment Order No\* 202\* (TRO-4e-2020)**

- The resident annual visitor permit will have a charge of £50.
- 3.4 The Notice of Intention (already advertised and implemented) and the Traffic Regulation Orders included all the fees & charges outlined and agreed in Appendix B.

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

- 4.1 The option of not proceeding with the proposed new charge for the annual resident visitor permit (guest permit) in the event / matchday parking schemes was considered but it is recommended by officers that this is taken forward for the reasons outlined in this Committee report (para 5.4).

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

- 5.1 The order was advertised from 27<sup>th</sup> March 2020 to the 17<sup>th</sup> April 2020. The notice was published in the Brighton & Hove Independent newspaper on 27<sup>th</sup> March 2020 and was available on the Council website and the relevant notices were displayed within off-street car parks.
- 5.2 All Councillors were consulted as were the statutory consultees including the Emergency Services, the Freight Transport Association and the Road Haulage Association
- 5.3 30 written objections were received to the Brighton & Hove (Coldean & Moulsecoomb) (Event Days) Parking Order 2013 Amendment Order No\* 202\* (TRO-4e-2020). These were all objections to the new charge for the resident annual visitor permit (guest permit) of £50. These are all summarised in Appendix A.
- 5.4 This new charge is in response to the consultation in the area reported to the ETS Committee on 21<sup>st</sup> January 2020. It was outlined that some of the wider issues such as the use of permits was being considered as part of the current parking permit review alongside fees & charges. In particular there were concerns from residents that some permits were being sold / passed on to non-residents to use on event / matchdays. The charge of £50 for this annual permit represents great value for a potential 20+ event / matchdays for those that wish to have guests on these days. There is also the ability to purchase daily visitor permits for more infrequent visits on any particular day.
- 5.5 No other objections were received to any of the other proposals in the other Traffic Regulation Orders.

- 5.6 It is proposed to implement these new fees & charges in July 2020.

## **6. CONCLUSION**

- 6.1 The proposed new charge to an annual resident visitor permit (guest permit) will ensure residents have the ability to have guests on event / matchdays but also ensures these permits are issued correctly for the benefit of all residents in these areas.

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

### Financial Implications:

- 7.1 The estimated net impact of the proposed new charge for the annual resident visitor permit (guest permit) in event / matchday parking schemes will be £0.015m over a full financial year. It is assumed any costs associated with implementing the new charge will be contained within existing budgets.
- 7.2 Parking charges are subject to the 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: Jess Laing*

*Date: 11/05/2020*

### Legal Implications:

- 7.1 When considering making a traffic regulation order (TRO), local traffic authorities are required under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to consult with a number of specified bodies including any other organisations likely to be affected by any provision in the proposed TRO. A proper consultation process requires the consultation to be undertaken when the proposals are still at a formative stage so that the results of the consultation can be taken into account when deciding whether to make or what provisions to include in the proposed TRO.
- 7.2 Before making the TRO the traffic authority must consider all objections made and not withdrawn. Under the council's scheme of delegation to committees, the Environment, Transport & Sustainability Committee considers and makes decisions on proposed TROs where objections have been received and not withdrawn or otherwise resolved. The Committee can decide to make the TRO unchanged, make it with modifications or not to proceed with it.

*Lawyer Consulted: Stephanie Stammers*

*Date: 12/05/2020*

### Equalities Implications:

- 7.3 Engagement with the residents who will be affected by the Brighton & Hove (Coldean & Moulsecomb) (Event Days) Parking Order 2013 Amendment Order No\* 202\* has been part of the process from the start. The responses received have been all been considered and analysed to ensure that the proposed amendment meets the needs of the local population.

Sustainability Implications:

- 7.4 No sustainability implications

Brexit Implications:

- 7.5 No Brexit Implications

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A – Summary of objections to the Traffic Regulation order advertised.
2. Appendix B – Full list of parking fees & charges proposals 20/21.
3. Appendix C – List of various permit and dispensation charges.

**Background Documents**

1. Budget Council (Item 77) – 27<sup>th</sup> February 2020
2. Policy & Resources Committee (Item 133) – 13<sup>th</sup> February 2020
3. Environment, Transport & Sustainability Committee (Item's 60 & 64) – 21<sup>st</sup> January 2020



## Appendix A - comments to TRO-4e-2020 (annual resident visitor permit)

	Who	Road	Support/ Object	Reasons
1	Resident	Hawkhurst Road	Object	Unhappy with the cost when pay council tax and other charges.
2	Resident	Hawkhurst Road	Object	Introduced to help B&H Albion get a stadium, not fair for residents to pay for something they didn't want.
3	Resident	Hawkhurst Road	Object	Shouldn't have to pay for friends or family to visit, particularly in an unregulated area.
				Infringes on civil liberties by essentially banning visitors.
				Many would struggle to afford to pay for the permit
				Is there a limit? as it would stop people from being able to have lots of people visiting (parties, family get-togethers) when football is on.
4	Resident	Saunders Hill	Object	No shortage of parking space in Coldean.
				Puts pressure on people who can't afford to convert gardens into parking.
				Should not encourage front gardens being made into parking.
5	Resident	Nanson Road	Object	Choose to live in area as parking is relatively easy and free.
				Object to having to pay to park outside of house when it's only for a few days a year.
				Its purpose is only to make money
				HMO houses should be charged for parking more than two vehicles on the road.
6	Resident	Ingham Drive	Object	Assured that there would be no charge for residents.
				Amex was forced on residents so parking issues should be funded by them.
				Feel there should have been postal communication to residents.
7	Resident	Saunders Hill	Object	Will adversely affect residents more than help match day parking and use of public transport.
				Unhappy with the cost when pay council tax and other charges.
				Park and Ride facilities to the stadium should be improved.
8	Resident	Saunders Hill	Object	Residents should not be penalised for living near Amex.
				Its purpose is only to make money
				Residents should not be penalised for living near Amex.

9	Resident	Nanson Road	Object	Most residents have no off-street parking, will have to pay and deal with the procedure to leave their car in the road even when events not on.
				Would prefer to abolish the scheme and allow match goers to park in area than to allow the cost to the permit.
				Benefits of the Albion should be sufficient to allow the scheme to be free.
10	Resident	Standean Close	Object	Shouldn't have to pay for friends or family to visit.
				Live a distance away from stadium and fans do not park there.
11	Resident	Coldean Lane	Object	Assured that there would be no charge for residents.
				Brighton & Hove City Council are reneging on this agreement.
				Unhappy with the cost when didn't want stadium.
12	Resident	Hawkhurst Road	Object	Issue is with Coldean's roads being used for parking by Varley Hall of Residence.
				Residents should not be penalised for living near Amex.
				Shouldn't have to pay for friends or family to visit.
				More enforcement needed on match days to stop persistent parking by those going to matches rather than making residents pay.
13	Resident	Ashurst Road	Object	Or costs should be met by Football Club
				Unhappy with cost
14	Resident	Standean Close	Object	Shouldn't have to pay for friends or family to visit.
				Would struggle to afford to pay for the permit
				Unhappy with the cost when didn't want stadium.
15	Resident	Staplefield Drive	Object	Disabled parent lives in area and will have to pay if need to visit.
				Introduced to help B&H Albion get a stadium, not fair for residents to pay for something they didn't want.
				More enforcement needed on match days to stop people parking in disabled bays.
16	Resident	Shortgate Road	Object	Shouldn't have to pay for friends or family to visit.
				Assured that there would be no charge for residents.
17	Resident	Selba Drive	Object	Many people would not be able to have friends and family visit on days which coincide with a match, particularly elderly.
				Would not be able to have friends and family visit on days which coincide with a match.
				Would struggle to afford to pay for the permit
				Live a distance away from stadium and fans do not park there.

				Have seen very little enforcement on match days.
18	Resident	Selba Drive	Object	Wrong and immoral to enforce charges on two of the most impoverished estates in Brighton.
19	Resident	Egginton Road	Object	Assured that there would be no charge for residents.
				Residents should not be penalised for living near Amex.
				People who misuse permits should be penalised, should be traceable to address issued.
20	Resident	Hawkhurst Road	Object	Shouldn't have to pay for family to visit.
				Unhappy with cost and it should be met by Football Club
				No parking issue in the area without the club.
21	Resident	Egginton Road	Object	Assured that there would be no charge for residents.
				Zone D is too big and over issuing of permits is main problem
				Most of Zone D is not effected by football parking.
22	Resident	Roundway	Object	Don't feel they should pay for permits
23	Resident	Egginton Road	Object	Fail to manage parking on match days, needs smaller zones
				Shouldn't have to pay for family to visit.
24	Resident	The Crescent	Object	Shouldn't have to pay for family to visit.
				Unhappy with cost and it should be met by Football Club
25	Resident	The Crescent	Object	Don't feel they should pay for permits
26	Resident	The Crescent	Object	Shouldn't have to pay for family to visit.
				Unhappy with cost and it should be met by Football Club
27	Resident	Hillside	Object	Unhappy with cost and it should be met by Football Club
				Parking is bad due to the students they should be charged too.
28	Resident	Taunton Road	Object	Shouldn't have to pay for family to visit.
				Unhappy with the cost when pay council tax, road tax, insurance and MOT.
				Assured that there would be no charge for residents.
				Universities shouldn't charge for parking, then these roads would be clear.
29	Resident	The Crescent	Object	Shouldn't have to pay for family to visit.
				Unhappy with cost and it should be met by Football Club
				Its purpose is only to make money
30	Resident	Wolseley Road, Brighton	Object	Shouldn't have to pay for family to visit.
				Unhappy with cost and it should be met by Football Club





Appendix B - City Transport (Parking) Fees and Charges 2020/21			
	2019/20	2020/21	
	Charge	Proposed Charge	Change %
<b>Car parks</b>			
<b>Black Rock Car Park</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.20	10.0%
3 hours	£4.00	£4.40	10.0%
4 hours	£5.00	£5.50	10.0%
9 hours	£6.00	Delete	N/A
11 Hours	New	£7.20	N/A
<b>King Alfred Car Park</b>			
1 hour	£1.60	£1.80	12.5%
2 hours	£2.00	£2.50	25.0%
3 hours	£3.00	£3.50	16.7%
4 hours	£4.00	£4.50	12.5%
Annual season ticket	£780.00	£800.00	2.6%
<b>Rottingdean Marine Cliffs Car Park</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.20	10.0%
4 hours	New	£4.00	N/A
11 hours	£3.00	£5.00	66.7%
Quarterly season ticket	£52.00	£60.00	15.4%
<b>Norton Road Car Park</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.20	10.0%
4 hours	£3.50	£3.80	8.6%
5 hours	£4.50	£4.90	8.9%
9 hours	£5.50	£6.00	9.1%
12 hours	£6.50	£7.10	9.2%
Annual season ticket	£780.00	£800.00	2.6%
Staff annual permit	New	£400.00	N/A
<b>Oxford Court Car Park</b>			
2 hours	£3.00	£3.00	0.0%
4 hours	£8.00	£8.00	0.0%
9 hours	£10.00	£10.00	0.0%
24 hours	£18.00	£18.00	0.0%
Annual season ticket	£780.00	£780.00	0.0%
<b>Rottingdean West Street Car Park</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.20	10.0%
3 hours	£3.00	£3.30	10.0%
<b>The Lanes Car Park</b>			
1 hour	£2.00	£3.50	75.0%
2 hours	£6.00	£7.00	16.7%
4 hours	£14.00	£15.00	7.1%
9 hours	£20.00	£21.00	5.0%
24 hours	£25.00	£25.00	0.0%
Lost ticket	£25.00	£25.00	0.0%
Weekend - 1 hour	£4.00	£4.00	0.0%
Weekend - 2 hours	£8.00	£8.50	6.3%
Weekend - 4 hours	£15.00	£16.00	6.7%
Weekend - 9 hours	£20.00	£21.00	5.0%
Weekend - 24 hours / Lost ticket	£25.00	£25.00	0.0%
Evenings 18.00 – 24.00	£4.50	£4.50	0.0%
Night 24.00 – 11.00	£5.00	£5.00	0.0%
Annual season ticket	£2,500.00	£2,500.00	0.0%
Reduced charge annual season ticket - residents permit waiting list 16.00 -11.00 Mon-Fri (Zone Z only)	£1,500.00	£1,500.00	0.0%

Appendix B - City Transport (Parking) Fees and Charges 2020/21			
	2019/20	2020/21	
	Charge	Proposed Charge	Change %
<b>London Road Car Park</b>			
1 hour	£1.50	£1.60	6.7%
2 hours	£3.00	£3.30	10.0%
4 hours	£6.00	£6.50	8.3%
9 hours	£9.00	£10.00	11.1%
24 hours	£15.00	£15.00	0.0%
Lost ticket	£15.00	£15.00	0.0%
Evenings 18.00 - 24.00	£4.50	£4.50	0.0%
Night 24.00 – 11.00	£5.00	£5.00	0.0%
Lost ticket administration fee	£5.00	£5.00	0.0%
Weekly	£55.00	£55.00	0.0%
Annual season ticket	£1,200.00	£1,200.00	0.0%
Annual season ticket - Reduced Rate for Area Y permit holders and businesses of New England House, City Point or One Brighton	£800.00	£800.00	0.0%
Reduced charge Annual season ticket - Residents permit waiting list (Zone Y) 16.00-11.00 Mon-Fri	£420.00	£420.00	0.0%
Quarterly season ticket	£400.00	£400.00	0.0%
<b>Regency Square Car Park</b>			
1 hour	£2.00	£3.00	50.0%
2 hours	£4.50	£5.50	22.2%
4 hours	£10.00	£10.50	5.0%
9 hours	£13.00	£14.00	7.7%
24 hours / Lost ticket	£18.00	£20.00	11.1%
Brighton Centre conference delegates discounted rate (24hrs)	NEW	£15.00	N/A
Evenings 1800 - 2400	£4.50	£4.50	0.0%
Night 24.00 – 11.00	£5.00	£5.00	0.0%
Lost ticket administration fee	£5.00	£5.00	0.0%
Weekly season ticket	£60.00	£60.00	0.0%
Quarterly season ticket	£300.00	£330.00	10.0%
Annual season ticket	£1,000.00	£1,100.00	10.0%
Commercial season ticket annual	£1,200.00	£1,200.00	0.0%
Reduced Annual Season ticket - Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	£750.00	£750.00	0.0%
<b>Trafalgar Street Car Park</b>			
1 hour	£3.00	£3.30	10.0%
2 hours	£6.00	£6.40	6.7%
4 hours	£9.00	£10.00	11.1%
6 hours	£10.00	£11.00	10.0%
9 hours	£12.00	£13.00	8.3%
24 hours/Lost ticket	£16.00	£16.00	0.0%
Weekend - 1 hour	£2.50	£2.50	0.0%
Weekend - 2 hours	£4.50	£4.50	0.0%
Weekend - 4 hours	£8.00	£8.00	0.0%
Weekend - 6 hours	£10.00	£10.00	0.0%
Weekend - 9 hours	£12.00	£12.00	0.0%
Weekend - 24 hours / Lost ticket	£18.00	£18.00	0.0%
Evenings 18.00 - 24.00	£4.50	£4.50	0.0%
Night 24.00 – 11.00	£5.00	£5.00	0.0%
Lost ticket administration fee	£5.00	£5.00	0.0%
Quarterly season ticket	£400.00	£400.00	0.0%
Annual season ticket	£1,200.00	£1,200.00	0.0%
Reduced Annual Season Ticket - Residents permit waiting list (Zone Y) 16.00-11.00 Mon-Fri	£750.00	£750.00	0.0%

Appendix B - City Transport (Parking) Fees and Charges 2020/21			
	2019/20	2020/21	
	Charge	Proposed Charge	Change %
<b>On-street Pay &amp; Display</b>			
<b>HIGH TARIFF</b>			
<b>Zone Y - Central Brighton North</b>			
1 hour	£3.60	£3.80	5.6%
2 hours	£6.20	£6.60	6.5%
4 hours	£10.40	£11.00	5.8%
<b>Zone Z - Central Brighton South</b>			
1 hour	£3.60	£3.80	5.6%
2 hours	£7.00	£7.40	5.7%
4 hours	£11.00	£11.70	6.4%
<b>MEDIUM TARIFF</b>			
<b>Zone Y - Central Brighton North (Cheapside, The Level, Dyke Road)</b>			
1 hour	£2.00	£2.10	5.0%
2 hours	£4.50	£4.80	6.7%
4 hours	£6.50	£6.90	6.2%
<b>Zone M</b>			
1 hour	£2.00	£2.10	5.0%
2 hours	£4.50	£4.80	6.7%
4 hours	£6.50	£6.90	6.2%
11 hours	£10.40	£11.00	5.8%
<b>Zone N (Seafront section)</b>			
1 hour	£2.00	£2.10	5.0%
2 hours	£4.50	£4.80	6.7%
4 hours	£6.50	£6.90	6.2%
11 hours	£10.40	£11.00	5.8%
<b>LOW TARIFF</b>			
<b>Zone A - Preston Park Station</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone C - Queen's Park</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone E - Preston Park Station North</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone F - Fiveways</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone G - Hollingbury Road &amp; Ditchling Gardens</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone H - Kemp Town</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%

Appendix B - City Transport (Parking) Fees and Charges 2020/21			
	2019/20	2020/21	
	Charge	Proposed Charge	Change %
11 hours	£5.50	£5.80	5.5%
<b>Zone I - Craven Vale</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone J - London Road Station</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone K- Preston Village</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone N - Central Hove</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone O - Goldsmid</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone Q - Prestonville</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone R - Westbourne</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone T - Hove Station Area</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone W - Westbourne West / Wish park</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.00	£4.20	5.0%
11 hours	£5.50	£5.80	5.5%
<b>Zone Y- Central Brighton North (Dyke Road)</b>			
1 hour	£1.00	Delete	
2 hours	£2.00	Delete	

Appendix B - City Transport (Parking) Fees and Charges 2020/21			
	2019/20	2020/21	
	Charge	Proposed Charge	Change %
<b>Seafront Pay &amp; Display</b>			
<b>HIGH TARIFF</b>			
<b>Seafront Inner - Madeira Drive (1 March - 31 October) (West of Arch 83/84)</b>			
1 hour	£3.50	£3.70	5.7%
2 hours	£6.00	£7.00	16.7%
4 hours	£11.00	£11.70	6.4%
11 hours	£16.00	£17.00	6.3%
<b>Seafront Inner - Marine Parade [West of Burlington Street]</b>			
1 hour	£3.50	£3.70	5.7%
2 hours	£6.00	£7.00	16.7%
4 hours	£11.00	£11.70	6.4%
11 hours	£16.00	£17.00	6.3%
<b>Seafront Inner - King's Road</b>			
1 hour	£3.50	£3.70	5.7%
2 hours	£6.00	£7.00	16.7%
4 hours	£11.00	£11.70	6.4%
11 hours	£16.00	£17.00	6.3%
<b>MEDIUM TARIFF</b>			
<b>Seafront Inner - New Steine</b>			
1 hour	£2.00	£2.10	5.0%
2 hours	£4.50	£4.80	6.7%
4 hours	£6.20	£6.60	6.5%
11 hours	£10.40	£11.00	5.8%
<b>LOW TARIFF</b>			
<b>Seafront Outer - Madeira Drive [East of Arch 83/84]</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.20	£4.50	7.1%
11 hours	£7.20	£7.60	5.6%
<b>Seafront Inner - Madeira Drive (1 Nov - 28/29 Feb) [West of 83/84]</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.20	£4.50	7.1%
11 hours	£7.20	£7.60	5.6%
<b>Rottingdean High Street</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
3 hours	£3.20	£3.40	6.3%
<b>Roedean Road</b>			
1 hour	£1.00	£1.10	10.0%
2 hours	£2.00	£2.10	5.0%
4 hours	£4.20	£4.50	7.1%
<b>Madeira Drive Coach Park</b>			
4 hours	£9.00	£9.50	5.6%
8 hours	£16.00	£17.00	6.3%

Appendix B - City Transport (Parking) Fees and Charges 2020/21			
	2019/20	2020/21	
	Charge	Proposed Charge	Change %
<b>Permits and Other</b>			
<b>Residents permits - Full scheme (Zones A,C,E,F,G,H,I,J,K, M,N,O,Q,R,T,V,Y,Z)</b>			
Resident permit per household - 3 months (full scheme) (50% discount for low emission/50% increase for high emission)	£45.00	£45.00	0.0%
Second resident permit per household - 3 months (full scheme) (£20 surcharge)	New	£65.00	N/A
Additional resident permit per household - 3 months (full scheme) (£40 surcharge)	New	£85.00	N/A
Resident permit per household - 1 year (full scheme) (50% discount for low emission/50% increase for high emission)	£130.00	£165.00	26.9%
Exemption for all low-income families / households who are in receipt of Council tax reduction and / or Universal credit	New	£150.00	N/A
Second resident permit per household - 1 year (full scheme) (£80 Surcharge)	New	£245.00	N/A
Additional (second and third +) resident permit per household - 1 year (full scheme) (£80 Surcharge) - <b>Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.</b>	New	£230.00	N/A
Additional (third +) resident permit per household - 1 year (full scheme) (£160 Surcharge)	New	£325.00	N/A
25% discount to households who share a car and need to buy permits in 2 or more CPZ's (Currently under Review)			
Visitor permit (full schemes apart from zones M,Y,Z)	£3.50	£3.50	0.0%
Visitor permit (zones M,Y,Z)	£4.50	£4.50	0.0%
<b>Residents permits - Light touch (Zones L,S,P,W)</b>			
Resident permit per household - 6 months (full scheme) (50% discount for low emission/50% increase for high emission)	£60.00	£60.00	0.0%
Second resident permit per household - 6 months (full scheme) (£35 surcharge)	New	£95.00	N/A
Additional (third +) resident permit per household - 6 months (full scheme) (£70 surcharge)	New	£130.00	N/A
Resident permit per household - 1 year (full scheme) (50% discount for low emission/50% increase for high emission)	£100.00	£110.00	10.0%
Second resident permit per household - 1 year (£70 Surcharge)	New	£180.00	N/A
Additional (third +) resident permit per household - 1 year (full scheme) (£70 Surcharge) - <b>Exemption for low income families who are in receipt of Council tax reduction and / or Universal credit.</b>	New	£180.00	N/A
Additional (third+) resident permit per household - 1 year (£140 Surcharge)	New	£250.00	N/A
Visitor permit	£2.20	£2.50	13.6%
<b>Business Permits</b>			
One year (50% discount for low emission/50% increase for high emission)	£350.00	£400.00	14.3%
3 months (50% discount for low emission/50% increase for high emission)	£100.00	£115.00	15.0%
<b>Traders Permits</b>			
One year (50% discount for low emission/50% increase for high emission)	£700.00	£760.00	8.6%
3 months (50% discount for low emission/50% increase for high emission)	£200.00	£235.00	17.5%
1 month (50% discount for low emission/50% increase for high emission)	New	£150.00	N/A
1 week (50% discount for low emission/50% increase for high emission)	New	£50.00	N/A
<b>Waivers (1 day) (To become 1 day Trader permit)</b>	£10.00	£10.00	0.0%
<b>Hotel Permits</b>			
Area C (24 hours)	£8.00	£8.00	0.0%
Area N (1 day)	£3.50	£3.50	0.0%
<b>School Permits</b>			
3 months	£50.00	£50.00	0.0%
One year	£150.00	£150.00	0.0%

Appendix B - City Transport (Parking) Fees and Charges 2020/21			
	2019/20	2020/21	
	Charge	Proposed Charge	Change %
<b>Doctors Permits (new rules that allow them flexibility to park in any bay as businesses)</b>	£100.00	£100.00	0.0%
<b>Car Club (1 year) (any vehicle)</b>	£25.00	£25.00	0.0%
<b>Professional Carers (1 year)</b>	£52.00	£52.00	0.0%
<b>Carers Permits (not professional)</b>	£10.00	£10.00	0.0%
<b>Dispensations (1 year)</b>	£40.00	£40.00	0.0%
<b>Suspensions</b>			
Suspensions - daily charge for non utilities	£40.00	£40.00	0.0%
Suspensions - Community Events (daily charge for attendance 15k or less)	£20.00	£20.00	0.0%
Suspensions - Utilities in zones M,Y,Z (longer than 4 weeks increases to £80)	£60.00	£60.00	0.0%
Suspensions - Utilities in all zones except M,Y,Z (longer than 4 weeks increases to £60)	£50.00	£50.00	0.0%
Suspensions - administrative charge (50% reduction for residents)	£30.00	£30.00	0.0%
Suspensions - amendment / cancellation fee	£25.00	£25.00	0.0%
Suspensions - daily charge for skips (longer than 4 weeks £25)	£20.00	£20.00	0.0%
Suspensions - daily charge for building works (longer than 4 weeks £50)	£40.00	£40.00	0.0%
<b>Administration fees</b>			
Change of CPZ	£10.00	£10.00	0.0%
Surrender of Permit (remove)	£10.00	£10.00	0.0%
Change of Vehicle	£10.00	£10.00	0.0%
Replacement Permit	£10.00	£10.00	0.0%
Issue of resident permit to Blue Badge holder	£15.00	£15.00	0.0%
Issue of resident permit to Blue Badge holder (low emission)	£10.00	£10.00	0.0%
Issue of Blue Badge	£10.00	£10.00	0.0%
Blue Badge Bay Application fee	£11.00	£11.00	0.0%
Blue Badge Bay - Individual disabled bay	£102.00	£102.00	0.0%
<b>Zone B &amp; D Permits (Event parking)</b>			
Resident permit	£0.00	£0.00	0.0%
Business permit	£0.00	£0.00	0.0%
Carer	£0.00	£0.00	0.0%
School permit	£0.00	£0.00	0.0%
Resident annual visitor (transferable) (guest)	£0.00	£50.00	N/A
Resident visitor (one day)	£2.60	£3.50	34.6%
Change of vehicle	£10.00	£10.00	0.0%
Replacement permit	£10.00	£10.00	0.0%
<b>Lining</b>			
Access Protection White Lines (per metre)	£12.00	£12.00	0.0%
Replacing lining after crossover work (per metre)	£12.00	£12.00	0.0%
<b>Traffic Regulation Order for new parking restriction outside Controlled Parking Zones</b>			
Administration, advertising costs, officer site visits, signing and lining costs	£2,000.00	£2,000.00	0.0%
<b>Additional Search Enquiries</b>			
Solicitors and other agency queries per question	£40.00	£40.00	0.0%





**Schedule 2**  
**Part 1 - Permit and Dispensation Charges**

Permit Type and other descriptions	Period	Controlled Parking Zone (CPZ)																					Item		
		A	C	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	V	W	Y		Z	
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		£	£
Resident Permit	3 months	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	n/a	45.00	45.00	45.00	n/a	45.00	45.00	n/a	45.00	45.00	n/a	45.00	45.00	1	
	6 months	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	60.00	n/a	n/a	n/a	60.00	n/a	n/a	60.00	n/a	n/a	60.00	n/a	n/a	2	
	12 months	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	110.00	165.00	165.00	165.00	110.00	165.00	165.00	110.00	165.00	165.00	110.00	165.00	165.00	3	
Exemption for households in receipt of Council Tax reduction and/or Universal Credit	12 months	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	n/a	150.00	150.00	150.00	n/a	150.00	150.00	n/a	150.00	150.00	n/a	150.00	150.00	4	
Resident Permit (50 % reduction - Low Emission Vehicle)	3 months	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	n/a	22.50	22.50	22.50	n/a	22.50	22.50	n/a	22.50	22.50	n/a	22.50	22.50	5	
	6 months	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	30.00	n/a	n/a	n/a	30.00	n/a	n/a	30.00	n/a	n/a	30.00	n/a	n/a	6	
	12 months	82.50	82.50	82.50	82.50	82.50	82.50	82.50	82.50	82.50	55.00	82.50	82.50	82.50	55.00	82.50	82.50	55.00	82.50	82.50	55.00	82.50	82.50	7	
Exemption for households in receipt of Council Tax reduction and/or Universal Credit	12 months	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	n/a	75.00	75.00	75.00	n/a	75.00	75.00	n/a	75.00	75.00	n/a	75.00	75.00	8	
Resident Permit (50% increase - High Emission Vehicle)	3 months	67.50	67.50	67.50	67.50	67.50	67.50	67.50	67.50	67.50	n/a	67.50	67.50	67.50	n/a	67.50	67.50	n/a	67.50	67.50	n/a	67.50	67.50	9	
	6 months	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	90.00	n/a	n/a	n/a	90.00	n/a	n/a	90.00	n/a	n/a		90.00	n/a	n/a	11
	12 months	247.50	247.50	247.50	247.50	247.50	247.50	247.50	247.50	247.50	165.00	247.50	247.50	247.50	165.00	247.50	247.50	165.00	247.50	247.50		165.00	247.50	247.50	12
Exemption for households in receipt of Council Tax reduction and/or Universal Credit	12 months	225.00	225.00	225.00	225.00	225.00	225.00	225.00	225.00	225.00	n/a	225.00	225.00	225.00	n/a	225.00	225.00	n/a	225.00	225.00	n/a	225.00	225.00	13	
Resident Permit (2nd Permit per household )	3 months (£20 surcharge)	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	n/a	65.00	65.00	65.00	n/a	65.00	65.00	n/a	65.00	65.00	n/a	65.00	65.00	14	
	6 months (£35 surcharge)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	95.00	n/a	n/a	n/a	95.00	n/a	n/a	95.00	n/a	n/a	95.00	n/a	n/a	15	
	12 months (£80 full scheme /£70 light touch - surcharge)	245.00	245.00	245.00	245.00	245.00	245.00	245.00	245.00	245.00	180.00	245.00	245.00	245.00	180.00	245.00	245.00	180.00	245.00	245.00	180.00	245.00	245.00	16	
Resident Permit (2nd permit per household & 50 % reduction - Low Emission Vehicle	3 months (£20 surcharge)	42.50	42.50	42.50	42.50	42.50	42.50	42.50	42.50	42.50	n/a	42.50	42.50	42.50	n/a	42.50	42.50	n/a	42.50	42.50	n/a	42.50	42.50	17	
	6 months (£35 surcharge)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	65.00	n/a	n/a	n/a	65.00	n/a	n/a	65.00	n/a	n/a	65.00	n/a	n/a	18	
	12 months (£80 full scheme /£70 light touch - surcharge)	162.50	162.50	162.50	162.50	162.50	162.50	162.50	162.50	162.50	125.00	162.50	162.50	162.50	125.00	162.50	162.50	125.00	162.50	162.50	125.00	162.50	162.50	19	
Resident Permit (2nd permit per household & 50% increase - High Emission Vehicle	3 months (£20 surcharge)	87.50	87.50	87.50	87.50	87.50	87.50	87.50	87.50	87.50	n/a	87.50	87.50	87.50	n/a	87.50	87.50	n/a	87.50	87.50	n/a	87.50	87.50	20	
	6 months (£35 surcharge)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	125.00	n/a	n/a	n/a	125.00	n/a	n/a	125.00	n/a	n/a	125.00	n/a	n/a	21	
	12 months (£80 full scheme /£70 light touch - surcharge)	327.50	327.50	327.50	327.50	327.50	327.50	327.50	327.50	327.50	235.00	327.50	327.50	327.50	235.00	327.50	327.50	235.00	327.50	327.50	235.00	327.50	327.50	22	



Visitor Permit	12 months	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	53
Resident Visitor Permit	1 day	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	2.50	4.50	3.50	3.50	2.50	3.50	3.50	2.50	3.50	3.50	2.50	4.50	4.50	54
Hotel Guest Permit (CPZ "C")	24 hours	n/a	8.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	55
Hotel Guest Permit (CPZ "N")	1 day	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	3.50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	56
Professional Carer Permit	12 months	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	57
Dispensation	12 months	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	58

**NOTES:**  
n/a = not authorized in that CPZ



<b>Subject:</b>	<b>Parking Scheme Update Report</b>		
<b>Date of Meeting:</b>	<b>23rd June 2020</b>		
<b>Report of:</b>	<b>Executive Director, Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Catherine Dignan</b>	<b>Tel: 01273 292235</b>
	<b>Email:</b>	<b>catherine.dignan@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Hollingbury &amp; Stanmer, Moulsecoomb &amp; Bevendean, Preston Park, Patcham and Hove Park.</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to update Committee on the progress of recent resident parking scheme consultations.
- 1.2 This report outlines the findings of the recent consultation with residents in the Surrenden area and reports on the review of a small part of Zone D (event day scheme).
- 1.3 It also asks Committee for approval on recent Traffic Regulation Orders for the Coombe Road area in regard to resident parking scheme and an area outside the recently introduced Hove Park resident parking scheme in relation to parking restrictions.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage of the detailed design for the Surrenden Road Area Parking Consultation. This will consist of a consultation to the whole area on a light touch parking scheme Monday to Friday.
- 2.2 That the Committee having taken account of all duly made representations and comments, agrees that the following Traffic Regulation Orders are approved and the Coombe Road area (Zone U) proceeds to the implementation stage:-

BRIGHTON & HOVE VARIOUS CONTROLLED PARKING ZONES  
CONSOLIDATION ORDER 2018 AMENDMENT ORDER 202\* (TRO-6A-2020)

BRIGHTON & HOVE OUTER AREAS (WAITING, LOADING AND PARKING)  
AND CYCLE LANES CONSOLIDATION ORDER 2018 AMENDMENT ORDER  
NO.\* 202\* (TRO-6B-2020)

- 2.3 That the Committee having taken account of all duly made representations and comments, agrees that the following Traffic Regulation Order is approved on the

displacement of vehicles from the Hove Park scheme proceeds to the implementation stage:-

**BRIGHTON AND HOVE OUTER AREAS (WAITING, LOADING AND PARKING) AND CYCLE LANES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO.\*202\* (TRO – 1 – 2020)**

- 2.4 To note that no changes are being proposed to Zones B (Coldean) & D (Moulsecoomb).

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

#### **Surrenden Area**

- 3.1 Following Environment, Transport & Sustainability (ETS) on 27th November 2018, it was agreed to write to all residents and businesses in the Surrenden Road area in January 2020 to find out if there is general support for a resident parking scheme and if so, what days and hours of operation may be preferred.
- 3.2 Brighton & Hove City Council Land and Property Gazetteer was used to provide 1704 property addresses in the Surrenden area. A questionnaire, frequently asked questions sheet 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. 686 (74.6%) responses received were by mail and 233 (25.3%) online and 1 response by email. The consultation ran from 7<sup>th</sup> January to 15<sup>th</sup> February 2020.
- 3.3 The results outlined that 69.2% of respondents support the idea of a resident parking scheme in the area based on a 54% response rate.
- 3.4 63.6% of respondents wanted a light touch scheme while 36.4% preferred a full scheme. 62.2% of respondents supported a Monday – Friday scheme while 37.8% supported a Monday – Sunday scheme.
- 3.5 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a road by road results plan is outlined in detail in Appendix A, including the main comments.
- 3.6 Therefore it is recommended that further detailed design consultation takes place in the Surrenden area (Appendix B), on a light touch resident parking scheme Monday – Friday.
- 3.7 The Surrenden Ward Councillors have outlined that they were happy to support the recommendations.

#### **Match Day Parking Area**

- 3.8 Following the implementation of Zones B & D in June 2013 it was agreed in the Parking Scheme Priority Timetable set in 2017 to review both these areas.

#### *Zone B (Coldean area)*

A consultation was held with residents in August/September 2019. The results outlined that 78% were satisfied or very satisfied with the current Zone B parking scheme and 91.7% are happy for the scheme to remain the same. A wider issue of misuse of visitor permits is being addressed in the Fees and Charges report to this Committee and double yellow lines will be considered on a future TRO.

It is therefore, proposed that no additional changes should be made to Zone B.

#### *Zone D (Moulsecoomb area)*

A consultation was held with residents in August/September 2019. The results outlined that 55.8% were satisfied or very satisfied with the current Zone D parking scheme and 70.5% are happy for the scheme to remain the same.

An error in the address database identified a small number of roads were missed from the initial consultation. These were Home Farm Road, Highbrook Close, Highway Close, Lewes Road, Ryelands Drive, Selsfield Drive, The Highway, Thorndean Road and Wild Park Close. The households of these roads were consulted in January/February 2020.

- 3.9 Brighton & Hove City Council Land and Property Gazetteer was used to provide 471 property addresses in the Zone D area. A questionnaire, frequently asked questions sheet 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. 40 (93%) responses received were by mail and 3 (7.0%) online. The consultation ran from 31 January to 28 February 2020.
- 3.10 The headline figures indicate that 30% are satisfied or very satisfied with the current Zone D parking scheme and 51.4% are happy for the scheme to remain the same. Residents were asked to indicate their satisfaction with the current scheme. Only 30% of residents said they were satisfied or very satisfied. However, of the 471 properties we wrote to only 43 valid responses were received of which 40 responded to this question.
- 3.11 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a road by road results is outlined in detail in Appendix C including the comments. The main concern was around enforcement and this will be reviewed although this did increase over the 19/20 football season.
- 3.12 In the initial consultation a small section wanted changes but it was not practical to split the Zone, therefore with the results of both consultations it is recommended that no changes are made to the Zone with the exception of the change being made to the visitor permits and being discussed in the Fees and Charges report to this committee.

### **Traffic Regulation Orders**

#### **Coombe Road Area (Zone U)**

- 3.13 Following ETS Committee on 21<sup>st</sup> January 2020 it was agreed to advertise the Traffic Regulation Order for the introduction of a light touch parking scheme.
- 3.14 The draft Traffic Regulation Order was advertised on 17 April 2020 with a closing date for comments and objections on the 15 May 2020. The Ward Councillors for the area were consulted, as were the statutory consultees such as the emergency services.
- 3.15 The notice was published in The Argus newspaper on 17 April 2020. The documents were available to view and to respond to directly on the Council website. A plan showing the proposals is shown in Appendix D.
- 3.16 We received 30 items of correspondence objecting to the proposals from residents who live within the zone and 10 from residents who live outside the zone. 15 items of correspondence were objecting to the specifics of the scheme and 15 were opposed to the scheme in general. There were 11 items of correspondence supporting the proposals from residents who live within the proposed zone due to the parking problems.
- 3.17 The comments/objections are listed in Appendix E.
- 3.18 Following the Traffic Regulation Order consultation, and after responding to the objections, it is proposed to proceed with the implementation of the Coombe Road Area (Zone U) which will begin operation on 1<sup>st</sup> November 2020.

**Parking restriction proposals outside of newly introduced Zone P (Hove Park area)**

- 3.19 Following the implementation of the Zone P controlled parking zone, the Parking Infrastructure Team received a number of requests for changes to parking restrictions just outside the new zone. These were in the following roads: Dyke Road Place, Goldstone Crescent, Withdean Road, Woodland Avenue and Woodland Close, all with proposals for double yellow lines. The draft Traffic Regulation Order was advertised on 28 February 2020 with the closing date for comments on 20 March 2020. The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 3.20 Notices with the information about the proposals were erected within the roads with proposed parking restrictions on 27 February 2020. The notice was also published in the Brighton & Hove Independent newspaper on 28 February 2020. Detailed plans and the draft Traffic Regulation Order were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall. A plan showing the proposals is shown in Appendix F.
- 3.21 There were 14 comments regarding Goldstone Crescent mainly objecting that the proposals didn't go far enough. The resident concerns have been considered although the proposed no waiting at any time is recommended to ensure that junctions are kept clear for safety reasons and not to control parking outside of residents' properties. There was 1 comment supporting the proposals.
- 3.22 There were 30 items of correspondence from residents of the areas objecting to



the proposals in Dyke Road Place, Withdean Road, Woodland Avenue and Woodland Close. The comments/objections are listed in Appendix G.

- 3.23 Following the Traffic Regulation Order consultation, and after responding to the objections, it is proposed to proceed with the implementation of this Traffic Regulation Order.

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

- 4.1 The main alternative options are doing nothing which would mean that the various parking scheme consultations would not be taken forward or consulting on a different option.
- 4.2 It is, however, the recommendation of officers to proceed for the reasons that are outlined within the report.

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

- 5.1 As set out in the body of the report.

#### **6. CONCLUSION**

- 6.1 As set out in the body of the report and within the recommendations.

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

##### Financial Implications:

- 7.1 The detailed financial implications of the proposed scheme in the Surrenden area will be included in a future committee report once the final design of the scheme has been determined. It is expected that any additional costs associated with the recommendation of this report are absorbed within existing Parking Services budgets. This will be monitored as part of budget monitoring and setting.
- 7.2 The costs associated with the implementation of parking restrictions in the Hove Park area are funded from existing Parking Infrastructure team revenue budgets
- 7.3 The capital costs of the Coombe Road area (Zone U) resident parking scheme will be funded from borrowing, with repayments made over a seven-year period funded from the revenue income generated. The additional annual income from this resident parking scheme is estimated £0.300m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments.
- 7.4 Additional enforcement costs for this scheme is estimated to be £0.040m. There are also other additional ongoing revenue costs for bank charges, staff time, repairs and maintenance. These costs are not included in current revenue budgets but will be funded from the income generated by the new scheme.
- 7.5 Use of surplus income from parking charges and penalty charges is governed by section 55 of the Road Traffic Regulation Act 1984. Once the need for provision of off-street parking facilities and to make good deficits to central funding has

been met, use of surpluses is currently confined to the provision of public transport services or to road, air quality or environmental improvements.

- 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: Jess Laing*

*Date: 10<sup>th</sup> June 2020*

Legal Implications:

- 8.1. With regard to the consultations for the Surrenden Road Area, the Council is not under a statutory duty to consult the public. However once the Council has decided to do so (even if the consultation is voluntary) it must carry out the consultation in a fair way. The consultation must take place when the relevant proposals are still at a formative stage, adequate information must be given to consultees to enable them properly to respond to the consultation exercise and they must be allowed enough time within which to respond to the consultation exercise. The Council, as decision maker, must give conscientious consideration to consultees' responses and objections. The recommendations in this report are based on the responses to those consultations and the consideration given to them.
- 8.2 The Council is under a duty to consider any objections received following the advertising of a traffic regulation order. Any unresolved objections are referred to the ETS Committee. The implementation of the Traffic Regulation Orders as recommended in this report will demonstrate that the Council is complying with its duty as traffic authority to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient and safe movement of traffic.

*Lawyer Consulted: Stephanie Stammers*

*Date: 03/06/2020*

Equalities Implications:

- 7.7 Consultation took place and the comments and wishes of the respondents were taken into account when considering what changes would best meet the needs of those local populations. The proposed measures will be of benefit to many road users.

Sustainability Implications:

- 7.8 No sustainability implications identified.

Brexit Implications:

- 7.9 No Brexit implications identified.

Any Other Significant Implications:

- 7.6 None

Crime & Disorder Implications:

7.7 None

Risk and Opportunity Management Implications:

7.8 None

Public Health Implications:

7.9 None

Corporate / Citywide Implications:

7.10 None

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A – Surrenden Area Results
2. Appendix B – Surrenden Area Map
3. Appendix C – Match Day Results
4. Appendix D – Coombe Road Area Map
5. Appendix E – Coombe Road Traffic Regulation Order comments
6. Appendix F – Hove Park Displacement plans
7. Appendix G – Hove Park Displacement Traffic Regulation Order comments

**Background Documents:**

None



## **Appendix A**

### **Surrenden Area Residents Parking Scheme Initial Consultation Report**

#### **Background**

The council has received a number of complaints from residents about parking issues within the Surrenden area.

At the Environment, Transport & Sustainability Committee in November 2019 it was agreed that residents and businesses in the Surrenden 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.

If there is support for a residents parking scheme in the area, a further consultation with information about a detailed design will follow in June 2020. This will give residents a further opportunity to make a decision on whether they are happy with detailed proposals and to offer further comments.

#### **Headline Findings**

##### **Support for a resident parking scheme:**

- 618 (69.8%) of respondents support a residents parking scheme in the area.
- 268 (30.2%) of respondents do not support a residents parking scheme in the area

##### **Full or Light-touch scheme**

- 306 (36.8%) prefer a full scheme
- 525 (63.2%) prefer a light-touch scheme

##### **Days of Operation**

- 512 (62.1%) of respondents support a Monday to Friday scheme
- 312 (37.9%) of respondents support a Monday to Sunday scheme

#### **Methodology**

Brighton & Hove City Council Land and Property Gazetteer was used to provide 1662 property addresses in the proposed scheme boundary for the Surrenden Area. A questionnaire, frequently asked questions sheet 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. 670 (74.4%) responses received were by mail, 230 (25.5%) online and 1 response was received by email. The consultation ran from 7<sup>th</sup> January to 15<sup>th</sup> February 2020.

## Results

901 valid responses<sup>1</sup> were received from within the proposed scheme boundary giving a response rate of 54%.

### Q1 Would you like a parking scheme in your area? (response base 886<sup>2</sup>)

Yes		No		Total
Number	%	Number	%	
618	69.8	268	30.2	886

Results on a street by street basis were as follows:

### Q2 Would you like a parking scheme in your area? (response base 901)

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Bavant Road	17	12	70.6	10	83.3	2	16.7
Beacon Close	15	10	66.7	4	40.0	6	60.0
Cliveden Close	96	13	13.5	4	30.8	9	69.2
Cornwall Gardens	65	45	69.2	38	84.4	7	15.6
Ditchling Road	23	9	39.1	4	44.4	5	55.6
Draxmont Way	9	6	66.7	2	40.0	3	60.0
Fairlie Gardens	17	12	70.6	11	91.7	1	8.3
Fircroft Close	7	4	57.1	1	25.0	3	75.0
Friar Close	11	10	90.9	8	80.0	2	20.0
Friar Crescent	50	36	72.0	31	86.1	5	13.9
Friar Road	52	40	76.9	31	79.5	8	20.5
Friar Walk	8	6	75.0	3	50.0	3	50.0
Harrington Road	131	58	44.3	41	70.7	17	29.3

<sup>1</sup> 148 responses were removed from the analysis for the following reasons: 110 were duplicate cases, 27 were from outside the area, 6 were where no street was given and 5 were from incorrect or incomplete addresses.

<sup>2</sup> Response base = number of people answering this question

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Harrington Villas	35	26	74.3	21	84.0	4	16.0
Hollingbury Copse	7	4	57.1	2	50.0	2	50.0
Holly Close	8	1	12.5	1	100	0	0
Knogle Road	34	20	58.8	13	65.0	7	35.0
Laine Close	37	21	56.8	12	60.0	8	40.0
London Road	212	42	19.8	23	56.1	18	43.9
Mulberry Close	12	10	83.3	7	70.0	3	30.0
Oak Close	2	0	0.0	0	0	0	0
Poplar Close	8	5	62.5	2	40.0	3	60.0
Preston Drove	19	16	84.2	11	68.8	5	31.3
Preston Road	50	8	16.0	2	25.0	6	75.0
Surrenden Close	15	13	86.7	6	50.0	6	50.0
Surrenden Crescent	71	56	78.9	44	83.0	9	17.0
Surrenden Holt	32	19	59.4	8	44.4	10	55.6
Surrenden Park	60	44	73.3	22	51.2	21	48.8
Surrenden Road	222	136	61.3	112	82.4	24	17.6
The Approach	12	5	41.7	2	40.0	3	60.0
Varndean Close	6	5	83.3	4	80.0	1	20.0
Varndean Drive	97	46	47.4	25	55.6	20	44.4
Varndean Gardens	42	36	95.2	26	76.5	8	23.5
Varndean Holt	17	14	82.4	10	71.4	4	28.6
Varndean Road	49	29	59.2	23	79.3	6	20.7
Walnut Close	13	9	69.2	6	66.7	3	33.3
Whittingehame Gardens	46	36	78.3	24	66.7	12	33.3
Withdean Crescent	53	39	73.6	24	63.2	14	36.8
<b>Total</b>	<b>1662</b>	<b>901</b>	<b>54.2</b>	<b>618</b>	<b>69.8</b>	<b>268</b>	<b>30.2</b>

**Q If a parking scheme were to be introduced please tell us the options you would prefer?** (Response base 831)

Option 1 – Full Scheme – Restricted parking 9am to 8pm

Option 2 – Light touch Scheme – two separate one hour periods during the day

Full Scheme 9am to 8pm		Two periods during the day eg 10am-11am and 2pm-3pm		Total
Number	%	Number	%	
306	36.8	525	63.2	831

Street	Full Scheme		Light-touch scheme	
	Number	%	Number	%
Bavant Road	5	45.5	6	54.5
Beacon Close	5	62.5	3	37.5
Cliveden Close	2	18.2	9	81.8
Cornwall Gardens	14	31.8	30	68.2
Ditchling Road	4	44.4	5	55.6
Draxmont Way	0	0	6	100
Fairlie Gardens	5	41.7	7	58.3
Fircroft Close	1	25.0	3	75.0
Friar Close	4	40.0	6	60.0
Friar Crescent	11	31.4	24	68.6
Friar Road	8	21.6	29	78.4
Friar Walk	1	16.7	5	83.3
Harrington Road	22	40.7	32	59.3
Harrington Villas	14	56.0	11	44.0
Hollingbury Copse	2	50.0	2	50.0
Holly Close	1	100	0	0
Knoyle Road	9	47.4	10	52.6
Laine Close	6	31.6	13	68.4
London Road	13	37.1	22	62.9



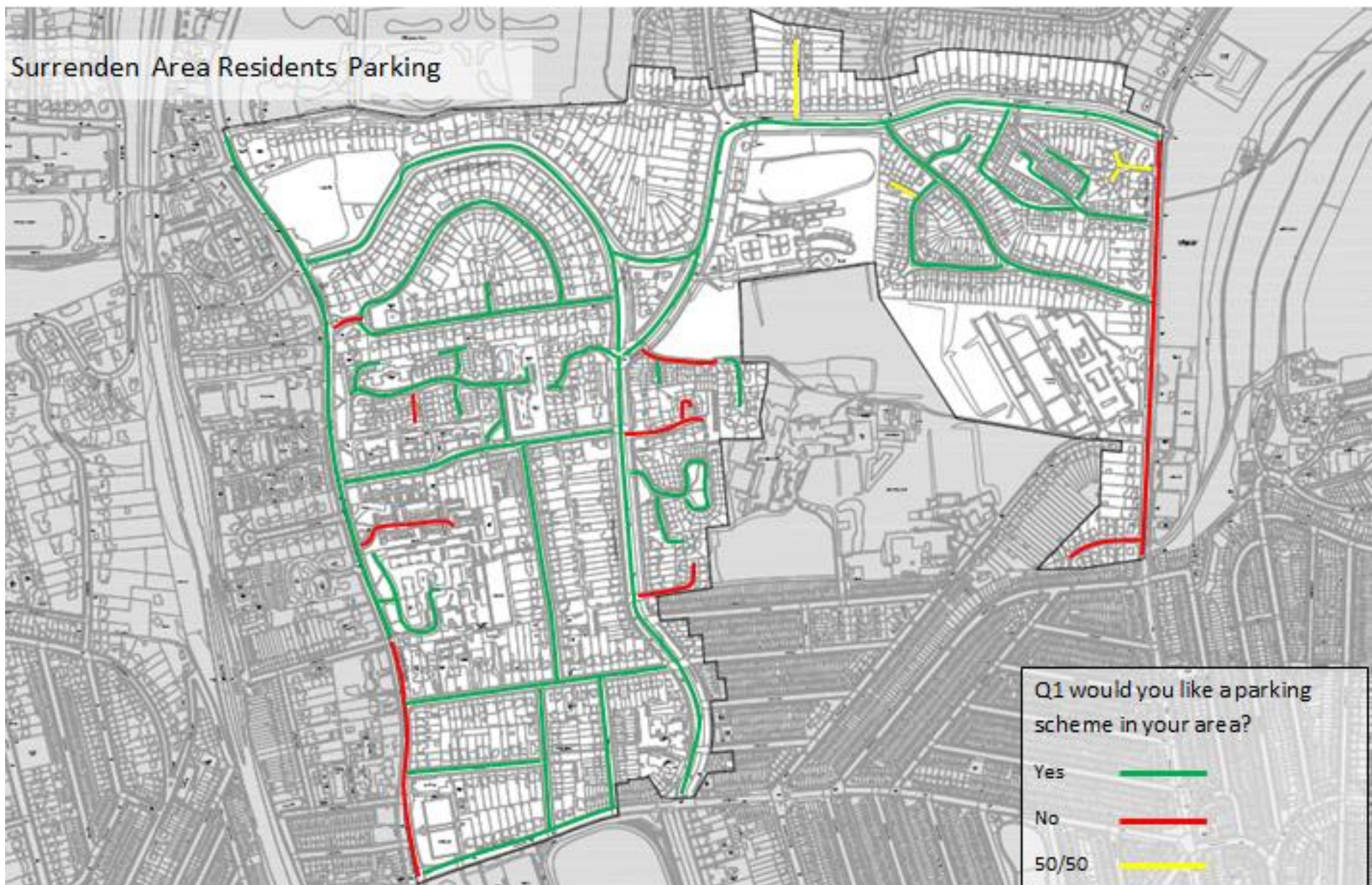
Street	Full Scheme		Light-touch scheme	
	Number	%	Number	%
Mulberry Close	2	22.2	7	77.8
Oak Close	0	0	0	0
Poplar Close	1	25.0	3	75.0
Preston Drove	8	50.0	8	50.0
Preston Road	1	14.3	6	85.7
Surrenden Close	2	16.7	10	83.3
Surrenden Crescent	19	34.5	36	65.5
Surrenden Holt	4	25.0	12	75.0
Surrenden Park	7	17.5	33	82.5
Surrenden Road	71	54.2	60	45.8
The Approach	0	0	3	100
Varndean Close	3	60.0	2	40.0
Varndean Drive	9	23.7	29	76.3
Varndean Gardens	9	34.6	17	65.4
Varndean Holt	4	33.3	8	66.7
Varndean Road	13	44.8	16	55.2
Walnut Close	1	12.5	7	87.5
Whittingehame Gardens	15	44.1	19	55.9
Withdean Crescent	10	27.8	26	72.2
<b>Total</b>	<b>306</b>	<b>36.8</b>	<b>525</b>	<b>63.2</b>

**Q** If a parking scheme were to be introduced, please tell us your preference for either a Monday to Friday (5 day) or Monday to Sunday (7 day) scheme? (response base 824)

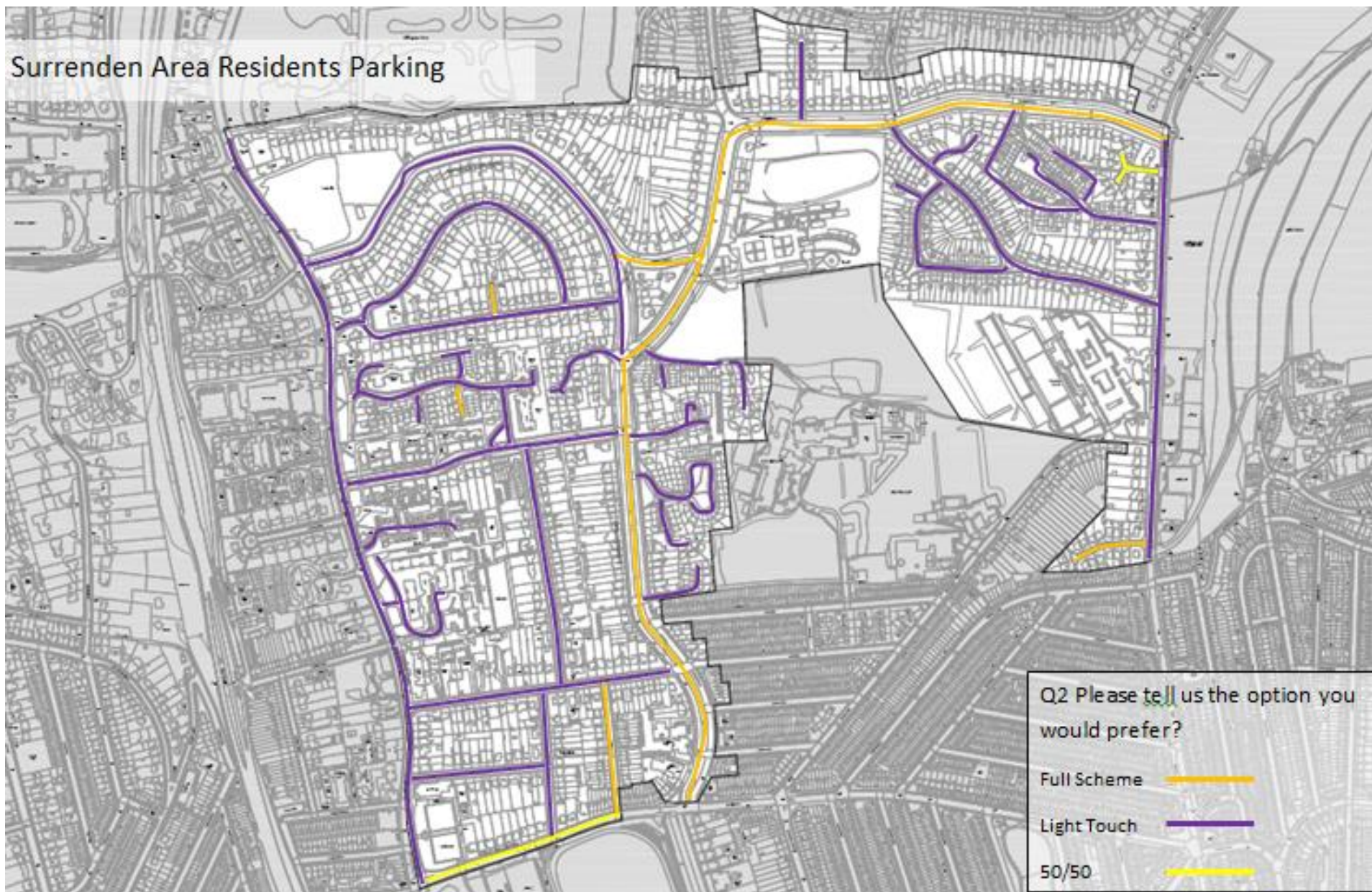
Monday to Friday		Monday to Sunday		Total
Number	%	Number	%	
512	62.1	312	37.9	824

Street	Monday to Friday		Monday to Sunday	
	Number	%	Number	%
Bavant Road	6	66.7	3	33.3
Beacon Close	4	50.0	4	50.0
Cliveden Close	9	81.8	2	18.2
Cornwall Gardens	33	75.0	11	25.0
Ditchling Road	5	71.4	2	28.6
Draxmont Way	6	100	0	0
Fairlie Gardens	8	66.7	4	33.3
Fircroft Close	3	75.0	1	25.0
Friar Close	5	50.0	5	50.0
Friar Crescent	25	73.5	9	26.5
Friar Road	25	67.6	12	32.4
Friar Walk	4	66.7	2	33.3
Harrington Road	39	69.6	17	30.4
Harrington Villas	9	37.5	15	62.5
Hollingbury Copse	2	50.0	2	50.0
Holly Close	0	0	1	100
Knogle Road	8	44.4	10	55.6
Laine Close	13	68.4	6	31.6
London Road	25	71.4	10	28.6
Mulberry Close	8	80.0	2	20.0
Oak Close	0	0	0	0
Poplar Close	3	75.0	1	25.0
Preston Drove	9	56.3	7	43.8
Preston Road	5	71.4	2	28.6
Surrenden Close	11	100	0	0
Surrenden Crescent	30	57.7	22	42.3
Surrenden Holt	9	60.0	6	40.0
Surrenden Park	29	70.7	12	29.3
Surrenden Road	59	45.4	71	54.6
The Approach	3	100	0	0
Varndean Close	3	60.0	2	40.0

Street	Monday to Friday		Monday to Sunday	
	Number	%	Number	%
Varndean Drive	28	71.8	11	28.2
Varndean Gardens	19	67.9	9	32.1
Varndean Holt	5	41.7	7	58.3
Varndean Road	19	65.5	10	34.5
Walnut Close	6	75.0	2	25.0
Whittingehame Gardens	12	36.4	21	63.6
Withdean Crescent	25	69.4	11	30.6
<b>Total</b>	<b>512</b>	<b>62.1</b>	<b>312</b>	<b>37.9</b>

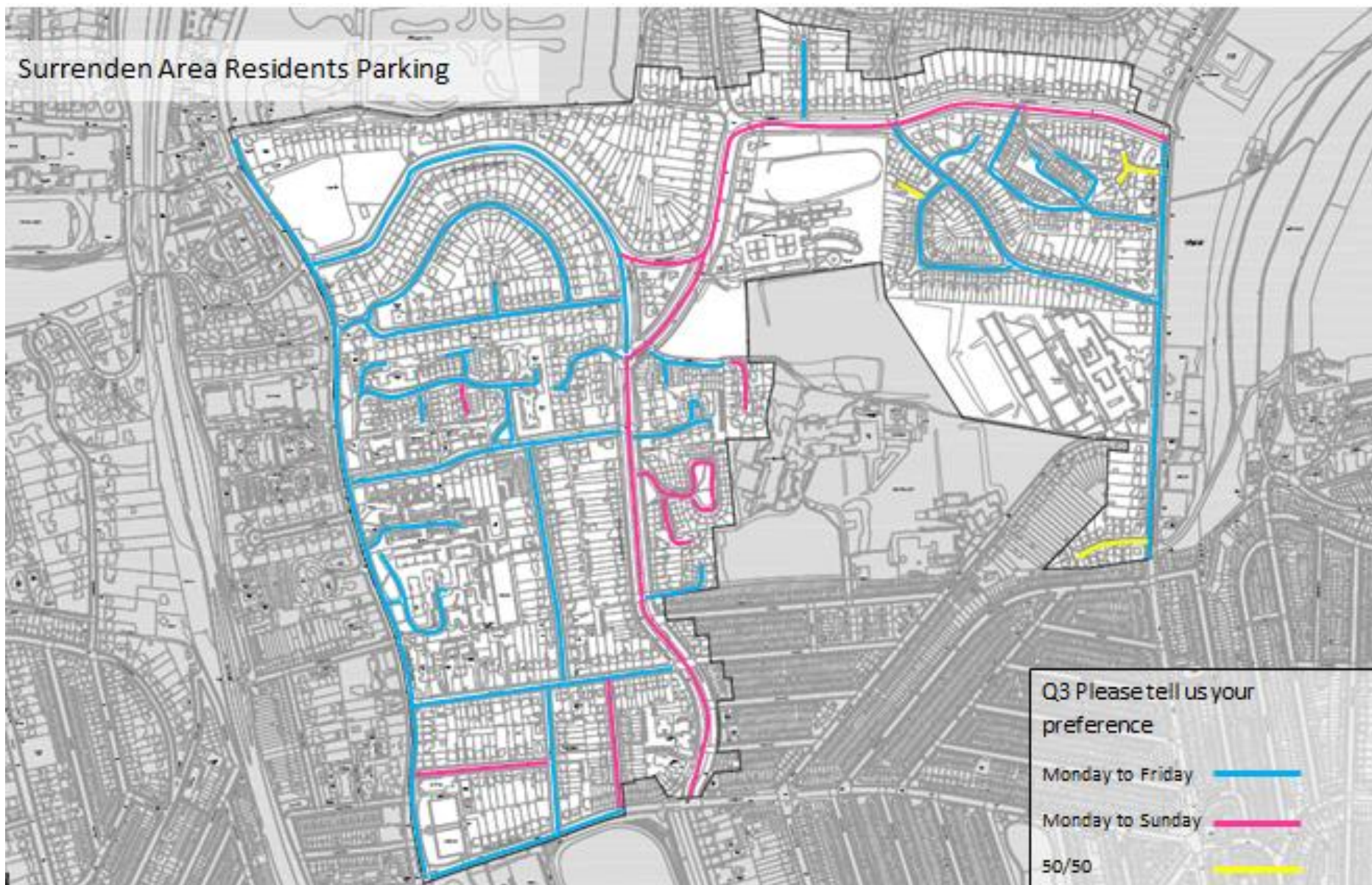








## Surrenden Area Residents Parking



## Demographic Information

Age	Number	%
18-24	9	1.3
25-34	46	6.6
35-44	98	14.0
45-54	168	24.0
55-64	156	22.3
65-74	128	18.3
75+	96	13.7
<b>Total</b>	<b>701</b>	<b>100</b>

Gender	Number	%
Male	356	45.1
Female	432	54.8
Non-Binary	1	0.1
Other	0	0
<b>Total</b>	<b>789</b>	<b>100</b>

Do you identify as the gender you were assigned at birth?	Number	%
Yes	741	99.1
No	7	0.9
<b>Total</b>	<b>748</b>	<b>100</b>

Disability	Number	%
Yes, a little	72	9.4
Yes, a lot	49	6.4
No	645	84.2
<b>Total</b>	<b>766</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	83
Sensory impairment	5
Learning disability/ difficulty	2
Long-standing illness	28
Mental health condition	9
Development condition	2
Autistic Spectrum	1
Other	12

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	688	89.1
	Irish	10	1.3
	Gypsy or Irish Traveller	0	0
	Any other white background	44	5.7
Asian or Asian British	Bangladeshi	1	0.1
	Indian	6	0.8
	Pakistani	0	0
	Chinese	1	0.1
	Any other Asian background	1	0.1
Black or Black British	African	2	0.3
	Caribbean	1	0.1
	Any other Black background	3	0.4
Mixed	Asian & White	6	0.8
	Black African & White	2	0.3
	Black Caribbean & White	1	0.1
	Any other mixed background	4	0.5
Any other ethnic group	Arab	1	0.1
	Any other ethnic group	1	0.1
<b>Total</b>		<b>772</b>	<b>100</b>

Sexual Orientation	Number	%
Bisexual	14	2.0
Gay Man	15	2.1
Heterosexual/ straight	661	93.0
Lesbian/ Gay Woman	11	1.5
Other	10	1.4
<b>Total</b>	<b>711</b>	<b>100</b>

Religious Belief	Number	%
I have no particular religion or belief	324	44.1
Buddhist	7	1.0
Christian	286	38.9
Hindu	2	0.3
Jain	0	0
Jewish	6	0.8
Muslim	3	0.4
Pagan	2	0.3
Sikh	1	0.1
Agnostic	22	3.0
Atheist	62	8.4
Other	10	1.4
Other philosophical belief	10	1.4
<b>Total</b>	<b>735</b>	<b>100</b>

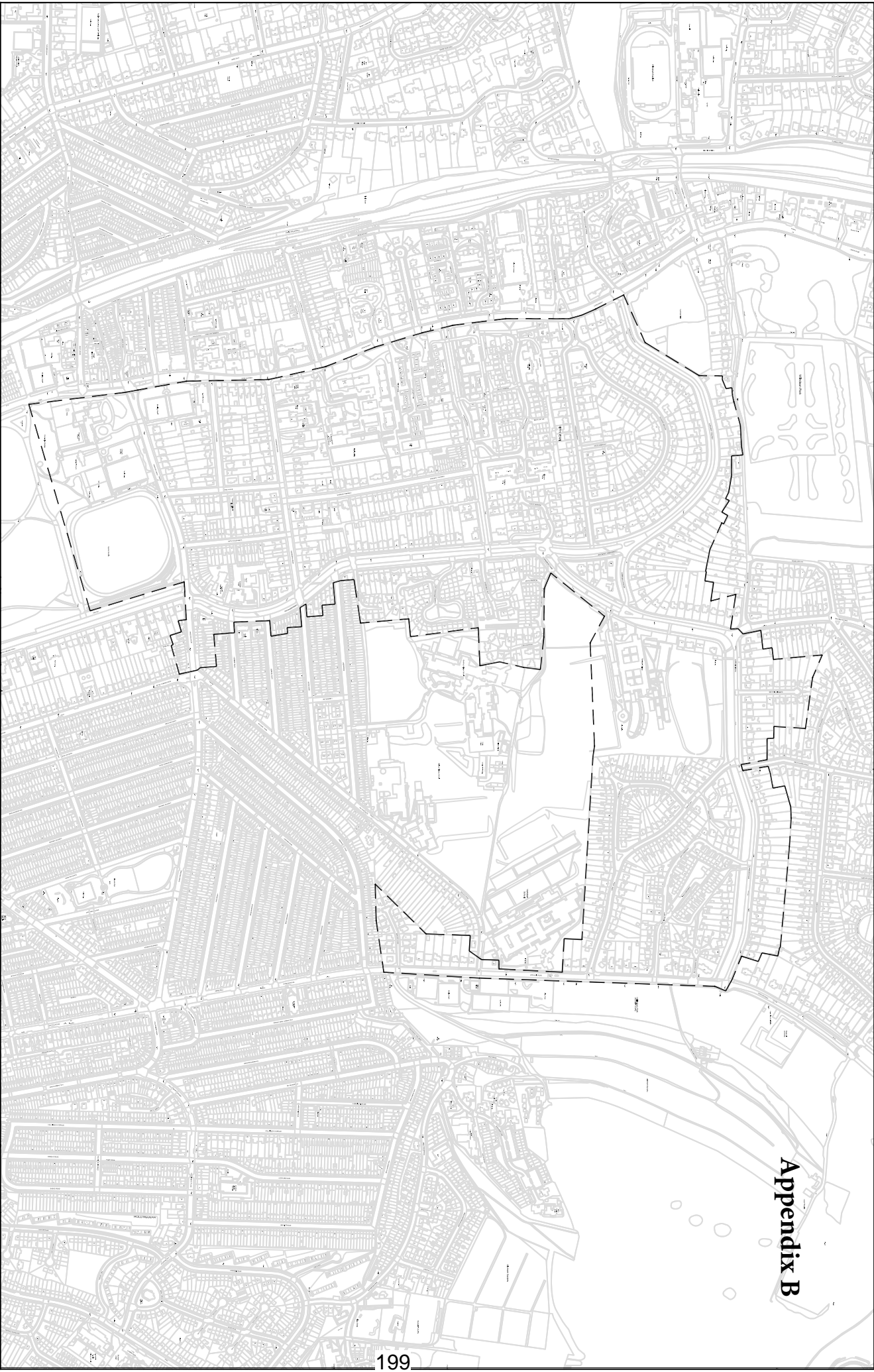


<b>Are you a carer</b>	<b>Number</b>	<b>%</b>
Yes	83	10.7
No	695	89.3
<b>Total</b>	<b>778</b>	<b>100</b>

<b>If yes, do you care for a:</b>	<b>Number</b>
Parent	43
Partner or Spouse	17
Child with special needs	15
Friend	2
Other family member	9
Other	3

<b>Armed Forces</b>	<b>Yes</b>		<b>No</b>	
	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>
Are you currently serving in the UK armed forces?	1	0.1	718	99.9
Have you ever served in the UK armed forces?	31	4.4	675	95.6
Are you a member of a current or former serviceman or woman's immediate family/ household?	15	2.1	693	97.9





Appendix B

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## Appendix C

### Area D Moulsecoomb Residents Parking Scheme Review 2019 (2)

#### Background

A resident parking scheme was implemented in the Moulsecoomb Area (Area D) in June 2013. It was agreed in the parking priority timetable set in 2017 that a review be included of both Area B: Coldean and Area D: Moulsecoomb, Match and Event Day Resident Parking Schemes. Properties from 9 streets (471 addresses) were missed during the initial review so were written to separately

#### Headline Findings

- 30% of respondents are satisfied or very satisfied with the current Area D parking scheme.
- 51.4% of respondents are happy for the scheme to remain the same?

#### Methodology

In January 2020, the council wrote to 471 properties in 9 roads within the Moulsecoomb Area (Area D)<sup>1</sup>. A prepaid envelope for reply was included and respondents were also invited to complete the survey online via the council's Consultation Portal: Citizen Space should they wish to. 40 (93.0%) responses received were by mail and 3 (7.0%) online. The consultation ran from 31 January to 28 February 2020.

#### Results

43 valid responses<sup>2</sup> were received from within the scheme boundary giving a response rate of 9.1%. People were asked how satisfied they are with the current Area D parking scheme? (n<sup>3</sup>=40)

	Number	%
Very Satisfied	5	12.5
Satisfied	7	17.5
Neither satisfied nor dissatisfied	10	25.0
Dissatisfied	9	22.5
Very dissatisfied	9	22.5
<b>Total</b>	<b>40</b>	<b>100</b>

People were then asked if they were happy for the scheme to remain the same:  
(n=35)

	Number	%
--	--------	---

<sup>1</sup> 471 addresses

<sup>2</sup> 3 responses were removed from the analysis for the following reasons: 1 gave no address details and 2 from outside the area.

<sup>3</sup> n = number of people answering this question, not everyone answers every question

Yes	18	51.4
No	17	48.6
<b>Total</b>	<b>35</b>	<b>100</b>

**How satisfied are you with the Mouslecoomb Match and Event Day parking scheme. Replies by street are:**

How satisfied are you with the Match and Event Day parking scheme? (n=40)	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Highbrook Close	66	6.1	0	0	1	25.0	3	75.0
Highway Close	12	16.7	0	0	1	50.0	1	50.0
Home Farm Road	7	0	0	0	0	0	0	0
Lewes Road	2	0	0	0	0	0	0	0
Ryelands Drive	78	10.3	0	0	1	12.5	7	87.5
Selsfield Drive	139	9.4	9	69.2	2	15.4	2	15.4
The Highway	55	7.3	3	75.0	0	0	1	25.0
Thorndean Road	92	9.9	0	0	5	55.6	4	44.4
Wild Park Close	20	0	0	0	0	0	0	0
<b>Total</b>	<b>471</b>	<b>9.1</b>	<b>12</b>	<b>30.0</b>	<b>10</b>	<b>25.0</b>	<b>18</b>	<b>45.0</b>

People were asked if they were happy for the scheme to remain the same? Replies by street are (n=35)

Street	Yes		No	
	Number	%	Number	%
Highbrook Close	2	50.0	2	50.0
Highway Close	1	100	0	0
Home Farm Road	0	0	0	0
Lewes Road	0	0	0	0
Ryelands Drive	0	0	8	100
Selsfield Drive	9	75.0	3	25.0
The Highway	3	75.0	1	25.0
Thorndean Road	3	50.0	3	50.0
Wild Park Close	0	0	0	0
<b>Total</b>	<b>18</b>	<b>51.4</b>	<b>17</b>	<b>48.6</b>

**Respondents could make comments on what works well, what works not so well and also general comments about the scheme:**

People were asked their opinions on:

<b>What is going well?</b>	<b>Number of times mentioned</b>
No problem, everything is going well	1
<b>What is not going so well</b>	
There's not enough enforcement / need more wardens	14
it needs to be easier to renew permits/ can't buy permits online/ permits should last for more than a year	3
There's not enough spaces/ I still can't park near my home	3
People are still parking inconsiderably	1
Stop verge parking	1
There's in-commuting on match days/ people are selling permits	1
<b>Do you have any other suggested changes or comments?</b>	
Illegal parking should be monitored on non-match days/ extend to a full scheme	4
Students and HMO's should get a limited number of permits/ the scheme should extend to student parking	3
Give more notice of non-football events/ I don't know when events are happening	1

## Demographic Information

### Age (n=44)

Age	Number	%
U18	0	0
18-24	1	2.3
25-34	5	11.4
35-44	5	11.4
45-54	9	20.5
55-64	8	18.2
65-74	7	15.9
75+	9	20.5
<b>Total</b>	<b>44</b>	<b>100</b>

### Gender (n=47)

Gender	Number	%
Male	14	29.8
Female	33	70.2
Non-Binary	0	0
Other	0	0
<b>Total</b>	<b>47</b>	<b>100</b>

### Gender Identity (n=39)

Do you identify as the gender you were assigned at birth?	Number	%
Yes	38	97.4
No	1	2.6
<b>Total</b>	<b>39</b>	<b>100</b>

### Disability (n=45)

Disability	Number	
Yes, a little	8	17.8
Yes, a lot	20	44.4
No	17	37.8
<b>Total</b>	<b>45</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	13
Sensory impairment	1
Learning disability/ difficulty	0
Long-standing illness	12
Mental health condition	9
Development condition	0
Autistic Spectrum	2
Other	6



### Ethnic Origin (n=46)

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	35	76.1
	Irish	0	0
	Gypsy or Irish Traveller	0	0
	Any other white background	4	8.7
Asian or Asian British	Bangladeshi	0	0
	Indian	0	0
	Pakistani	1	2.2
	Chinese	0	0
	Any other Asian background	0	0
Black or Black British	African	0	0
	Caribbean	0	0
	Any other Black background	0	0
Mixed	Asian & White	1	2.2
	Black African & White	0	0
	Black Caribbean & White	1	2.2
	Any other mixed background	0	0
Any other ethnic group	Arab	1	2.2
	Any other ethnic group	1	2.2
<b>Total</b>		<b>46</b>	<b>100</b>

### Sexual Orientation (n=46)

Sexual Orientation	Number	%
Bisexual	0	0
Gay Man	1	2.2
Heterosexual/ straight	43	93.5
Lesbian/ Gay Woman	1	2.2
Other	1	2.2
<b>Total</b>	<b>46</b>	<b>100</b>

### Religious Belief (n=47)

Religious Belief	Number	%
I have no particular religion or belief	14	29.8
Buddhist	0	0
Christian	23	48.9
Hindu	0	0
Jain	0	0
Jewish	1	2.1
Muslim	5	10.6
Pagan	1	2.1
Sikh	0	0
Agnostic	0	0
Atheist	0	0
Other	2	4.3
Other philosophical belief	1	2.1
<b>Total</b>	<b>47</b>	<b>100</b>

### Carer (n=46)

Are you a carer	Number	%
Yes	9	19.6
No	37	80.4
<b>Total</b>	<b>46</b>	<b>100</b>

If yes, do you care for a:	Number
Parent	3
Partner or Spouse	1
Child with special needs	1
Friend	1
Other family member	3
Other	0

### Armed Forces

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0	43	100
Have you ever served in the UK armed forces?	6	13.6	38	86.4
Are you a member of a current or former serviceman or woman's immediate family/ household?	3	7.3	38	92.7

APPENDIX D



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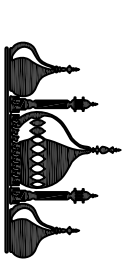
Rev.	Date	Revision detail	Drawn	Checked	Approved

PARKING INFRASTRUCTURE

TRANSPORT

Drawing Title

COOMBE ROAD AREA (ZONE U)



Brighton & Hove City Council

Scale	Original drg. size	Date
NTS	A2	SEPT 18
Drawn	CML	Checked
Drawing status	---	Approved
	Drawing Number	Rev
	BH/PBCPZ001_	-

207





# APPENDIX E

	Road	Su/Ob	reasons	Officer Response
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	This is just a cash making exercise for Brighton Council and will just push the cars on to adjacent areas such as the Avenue and Woodingdean	Parking schemes need to be self-financing, so that any costs i.e signs, lines, enforcement are all covered by the permit costs. The parking scheme has been through extensive consultation in regard to costs and times.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Extortionate amount of money for a permit, will they initially be given free to members of each household who are eligible or will residents suddenly be expected to pay £100 when it has been free. The times for this permit seem odd and inadequate to fit the reason.	Parking schemes need to be self-financing, so that any costs i.e signs, lines, enforcement are all covered by the permit costs. The parking scheme has been through extensive consultation in regard to costs and times.
			Understand the reasoning for this permit but the main problem is most modern households have at least two cars and these small roads simply don't have enough space for everyone to park properly. Bringing in permits will deter visitors but the majority of residents will still struggle to park and have to pay an ridiculous amount to do so.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Visitors will still be able to park as there will be paid parking places and visitor permits will be available.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The permit hours should be extended on weekdays , 1 hour will not prevent students and builders filling up spaces issues will still remain. Restriction should be should be 9am-11am and 4pm - 6pm.	The parking scheme has already been through extensive consultation in regard to costs and times.The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Installing a permit zone will result in students been probably put on waiting list due to them not being a "local resident". Unless you can guarantee students will receive a parking permit from the implementation until done with studies,	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	There is no issues with parking at all on Eastbourne Road, and don't see the reason to include it in the zone. Agree bear road, combs road etc, but all the side roads have plenty of space and feel this is an unnecessary tax.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	A "light touch" is pointless. People are concerned about parking outside their homes at night, not during the day. Permits should be 6pm-8am to ensure people can park at the end of the work day. Either do this, or don't do it at all.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The whole of Brighton has become pay to park and it is unnecessary. Shouldn't have to pay to park near your property and the cost is too much. The parking isn't that bad currently. Unfair that you don't allow vans to park when they have as much right as anyone. Especially work vans or people's only vehicles which happen to be converted campers.	Parking schemes need to be self-financing, so that any costs i.e signs, lines, enforcement are all covered by the permit costs. The parking scheme has been through extensive consultation in regard to costs and times. The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The roads at the bottom of the hill have different problems with parking to those at the top and so need a full scheme.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
			Dewe, Redvers, Buller and Nesbit roads along with the lower part of Milner road are used by students to park while attending the Brighton university sites. A light touch scheme would not address this issue as this parking takes place at random times of the day.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
			A light touch scheme at the times proposed will also not combat the problems of drivers from out of town using the area to park and the afternoon school run when parents collect their children by from Coombe road primary school.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	As a resident of Riley Road and absolutely support controlled parking with resident parking permits as parking in this area is exceptionally problematic. However, the current proposal does not go far enough and would serve minimal benefit to residents, and at a cost. Restricted parking when most residents are at work is no help and needs to be in effect 24/7.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
			It may keep Brighton Uni students from parking during (part of) the day, but this does not address the problems that persist into the evenings and weekends for residents. Please introduce full time controlled parking as do not support the proposed in to s current form.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Object on the following grounds: Restricted parking is an unnecessary it will make no difference to the number of cars parked on the road as current there is no issues with parking. It makes having guests to visit, emergency childcare, or work on the house a lot more difficult to organise and makes the area a less desirable place to live.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Visitors will still be able to park as there will be paid parking places and visitor permits will be available.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	In the parking area around Coombe Rd Reference Zone U. It's the evening parking that needs restrictions not during day time hours.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations

<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Oppose! The permit hours should be extended on weekdays until 8pm. Oppose yellow lines Also there is too much use of double yellow lines around jevington drive, wellington road and Eastbourne Road. You are not allowing for 1 car space per house hold which means a huge parking problem as lack of space. Oppose 52 visitors permits are not enough! Also can not see any pay and display bays?	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The parking issues at the weekends are not addressed. There are two many yellow lines putting more pressure on parking in the area	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Live close to the suggested new parking permit area of Coombe Road. As a resident concerned that this will push all the commuter traffic to come and park on the streets in Hollingdean area. Of course this will only get worse for this area, if areas nearby are pushed into being permit parking zones. Therefore strongly object to permit parking in the Coombe road areas.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Parking restrictions in the Coombe rd and Bear rd area will just push parking up Davy drive and Hollingdean. Already struggle to park since parking restrictions came in in Ditchling rd and this will be even worse. Either don't do it or do it in Hollingdean as well.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	It drives local businesses out of the area as their staff and customers cannot park. Run a business and that has means often return home in different work vehicles depending on what type of work is been doing, this will not be possible with the prohibitive rates the council charges work vehicles. People here need to be able to work and have services around them.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	There are too many double yellow lines which will mean more traffic parking in the adjacent roads. The scheme needs to be for a longer duration every day.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Able to currently park with no issues and unable to afford a parking permit.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Understand the reason for the need for controlled parking in this area but know that this will push the parking traffic to the Hollingdean area, and with the building of a large amount of student accommodation on the Lewes road currently underway this will increase the amount of cars needing somewhere to park.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
			In Hollingdean there is already have a parking problems. The recycling plant nearby also creates parking problems for the local area as they do not have enough onsite parking for their workers. If the parking restrictions for Coombe road goes ahead Hollingdean should have the same parking restrictions	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Live in Hollingdean - the parking for residents is already impossible and to bring CPZ into Coombe road area only without including Hollingdean Ward will only make the parking even worse. Hollingdean is already impacted by commuter parking, van parking , traveller vans and if there is an overspill from Coombe road, residents will not be able to park.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
			Please consider CPZ consultation in this area at the same time - otherwise this means this area is surrounded by CPZs and one of the last remaining areas in Brighton with free parking that would attract commuters.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Live in Dudley Road, which is adjacent to the area where the changes are proposed to take place. Residents can't move their car of an evening or at the weekend and hope to park in their street, let alone near to their house. Residents have already requested some kind of residents parking scheme in this area and been given pretty short shrift.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
			If this scheme is introduced then this area will finally be surrounded on all sides and this will make things impossible for residents. The very least that could done is include this area in the scheme so that residents have a chance to have sensible, structured parking. Not somewhere-down-the-line-maybe. Now.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.



<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Voted for full time permits as light touch will not work in Saunders park view area. Parking is difficult due to it being a very small estate and is an overflow for the Aldi car park. Light touch will not make any difference for the residents of this estate and will be charged an extortionate price of £100 a year for 10 hours a week permit. It is unfair residents are being penalised because a larger area voted light touch this is a separate estate.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The imposition of the restrictions in Coombe Road will increase pressure on Hollingdean in general, as people from the newly restricted zone seek to park tariff free either permanently, or during the hours of restriction. Rather than decreasing traffic, this will increase traffic to Hollingdean and between the two regions.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
			Residents should have been included in a formal binding vote on these proposals and that the proposal should not proceed until residents of unrestricted parking zones in Hollingdean have been given a say in the process as it will clearly impact them.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	In Hollingdean, its often impossible to park in your own street because of the introduction of parking restrictions around Fiveways. If parking restrictions are introduce a little way down the Lewes Road, this will undoubtedly affect Hollingdean as long as it remains restriction free. This is why neighbouring areas should be widely consulting.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	There is plenty of space in the street to park without this payment you want to implemented. After this health crisis of covid 19 and the higher council tax rates residents cannot afford also to park in the street. Please don't do it.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Feel that the parking is not really that bad, it's a bit busier at the moment due to the construction workers from the university building work that are parking in the local roads also have 2 cars and a business van, so can't afford the cost of the permits. Will find it even harder to afford £1000 a year to park	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates then need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	There is plenty of parking in the Coombe road area especially up here on Jevington drive, most of the spaces seem to be taken by temporary construction workers from the nearly finished university site. Will find it very costly to pay for parking when there are no issues parking and this will be an unnecessary burden on the household income	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The only reason the roads are busy is because of the construction workers working at the university, do not need permits and this is just a ploy for the council to take more money off residents. Pay Road fund license and this states that paying the license entitles you to keep and use the said vehicle on the road.	Parking schemes need to be self-financing, so that any costs i.e signs, lines, enforcement are all covered by the permit costs. The parking scheme has been through extensive consultation in regard to costs and times.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The implementation of this proposal will mean that the parts of Hollingdean will literally be surrounded by parking restrictions. Some roads are impacted by displaced vehicles from the restrictions implemented for Hanover and Preston Drove/Ditchling Road. Residents have petitioned for a consultation on parking which is scheduled for 2021/22.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
			If this order is approved then there will be displaced vehicles from the Coombe Road area plus overspill from Preston Barracks which will no doubt put more pressure on the parking misery Residents currently experience.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Object to this proposal because it is illegal to charge someone extra money when the road fund license states that paying the licence entitles you to keep and use the said vehicle on the road. When the construction work on the university is completed and the construction workers have gone it will leave parking spaces free again.	Parking schemes need to be self-financing, so that any costs i.e signs, lines, enforcement are all covered by the permit costs. The parking scheme has been through extensive consultation in regard to costs and times.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	5 days of control won't stop non permit holders parking their cars vans lorries etc, parking from Friday evening to Monday morning restricting the ability to find parking near our homes at weekends. 7 day parking control or none.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
			Only 1 motorcycle bay at the bottom of Bear Road is ludicrous, motorbike scooter riders parking there and walking up to say Meadowview and back down again later. Almost all roads in Brighton & Hove have motorcycle bays why not our roads in this proposed zone.	The detailed design went through extensive consultation. Motorcycle bays can be repositioned / considered within the implementation programme or the subsequent review.

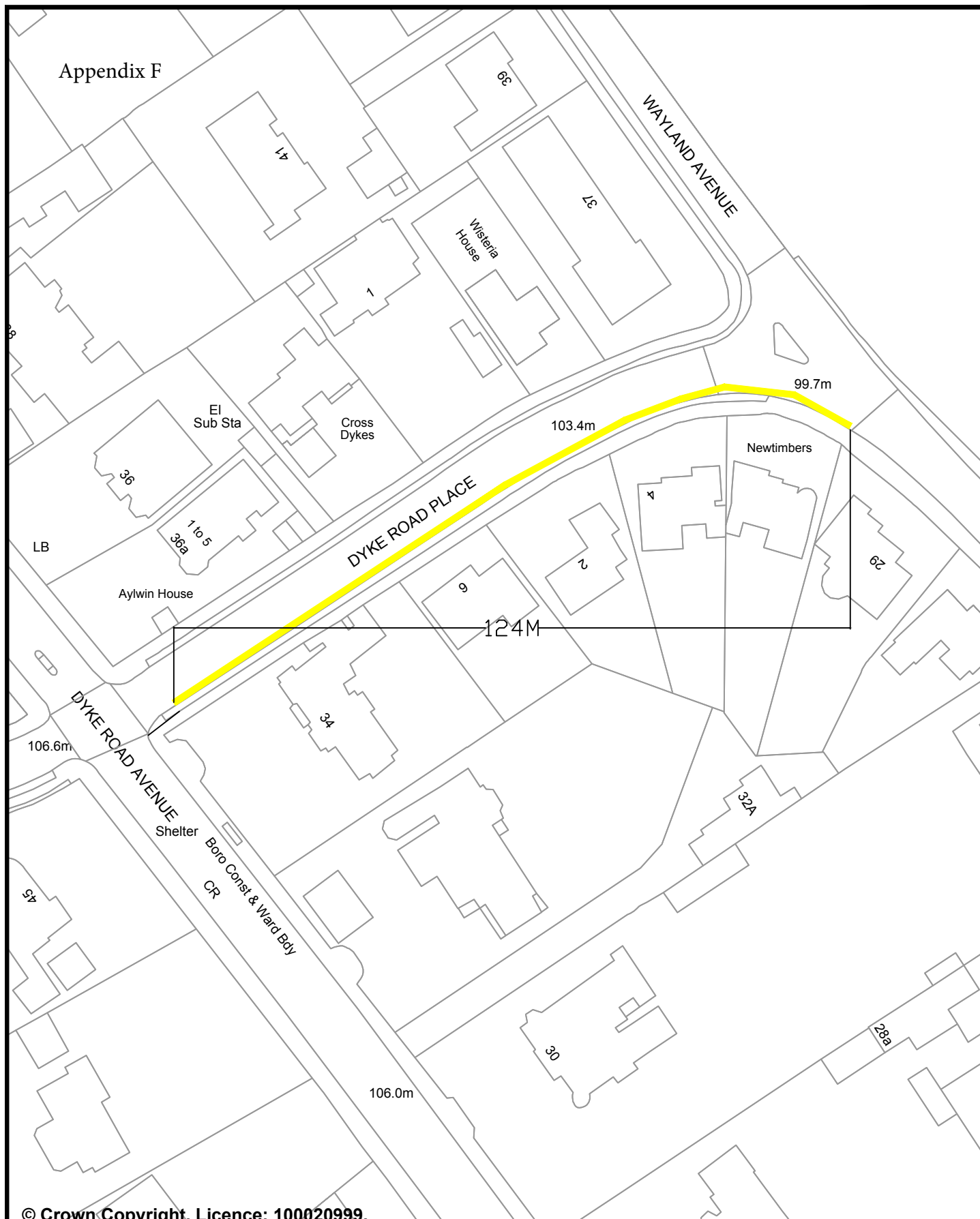
			No paid parking bays. A large number of existing B & H parking zones have a mix of resident's parking bays and visitors parking bays ? Why are there none in this scheme?	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations. Light touch schemes involve permit only parking and exclusive pay & display at certain times as shared parking is not feasible for one hour.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	The planned parking restrictions in the Coombe road area are misguided and not needed. Certainly towards the top of the hill. Once the construction of the university buildings on the Lewis road are complete the current parking problem in this area will be reduced.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. Other nearby areas are within the current parking scheme timetable.
			However, the dangerous parking arrangements along the length of Bear road do need to be addressed immediately. It's only a matter of time before a serious accident occurs at the Bevendean road/Bear road junction. Requested numerous times to BHC that this area is monitored and policed, if it was it would not pose a problem.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. The detailed design went through extensive consultation and includes yellow lines where parking is not feasible due to road safety or carriageway width constraints.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Not necessary.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Object to having parking permits do not see that parking is a problem.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Extremely worried that if parking restrictions come in here you may decide to paint double yellow lines down the south side (cemetery wall side) of Bear road, and having seen these plans it looks like that is what is due to happen. This is a disaster. People already speed down the hill, and with no cars on that side it will mean more faster cars & therefore more danger, as people already exceed the 20 mph limit as it is. If you were to have some parking bays on the south side of Bear road it will slow down the traffic.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. The detailed design went through extensive consultation and includes yellow lines where parking is not feasible due to road safety or carriageway width constraints.
			Another concern is that residents will actually lose spaces to park on Bear road, if the council decide to paint double yellow lines down that side of the road, which would be a big problem.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. The detailed design went through extensive consultation and includes yellow lines where parking is not feasible due to road safety or carriageway width constraints.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	People from outside the area will continue to use our road for parking overnight. We therefore request that parking is restricted until 8pm in the evening rather than 6pm. Thank you.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Do not need it In our small Close	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Totally unnecessary especially once building work on Lewes road is finished. This will also add to financial difficulties faced by the self employed at the present time.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	Objection is to the timing of the Permit Parking Places 10am-11am& 5pm-6pm Monday to Friday only. Noticed the extreme increase of parking congestion in recent years & believe these proposed timings will do nothing to alleviate the problem. The proposed scheme needs to be extended until later in the evening and to include weekends too. If any scheme is introduced it should be a full scheme.	The parking scheme has already been through extensive consultation in regard to costs and times. The options and roads taken taken forward is that which is preferred by the majority of respondents in the whole area to previous consultations
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Object	A couple of reservations I have about this proposal. The proposed double yellow line running the full length of Natal Road this will remove a significant amount of parking spaces. This will mean an increased pressure on spaces in Dewe, Redvers, Buller and Nesbitt Roads. Perhaps the concern is access for emergency vehicles etc. but since the refuse and recycling trucks get down there ok not sure why this would be an issue.	The parking consultation was requested due to concerns from residents about parking in their area. It demonstrates the need that parking in this area needs to be managed as demand exceeds supply. The detailed design went through extensive consultation and includes yellow lines where parking is not feasible due to road safety or carriageway width constraints.
			It would be sensible provision of double yellow lines that has been proposed at the corners of junctions, but currently, there are always cars parked dangerously on these junctions in a way that a double lines is unlikely to stop it in many instances. Could there be, where possible, some slender bollards on the pavement at these junctions and stop dangerous parking on the pavements .	The parking scheme will allow enforcement of pavements behind double yellow lines.
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	This is excellent news and is greatly needed. It has become impossible to park in the area. A parking zone/ scheme will most definitely help things.	




<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Parking for residents in this area has been problematic for years now: the combination of day trippers/commuters parking here, high demand from some HMOs and, most recently, the introduction of a neighbouring parking scheme, have exacerbated this.	
			Support the proposals, but do think the evening restrictions should be longer - from 5 to 7pm. This would curtail the out of area day-stayers, as well as helping ensure those who live in the area, who commute longer distances for work, can return home to a space in the evening	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Support the Double Yellow lines being placed outside 32 to 38 and 45 to 49 Jevington Drive because allowing parking on this curve in the road would create blind spots and lines of sight for any pedestrians who wish to cross the road at this point.	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Support this proposal in principle, although concerned that the turning bay next to 119 Saunders Park View, which also provides access to my a driveway, is shown on the plan as being 'Permit Holders Only'. This implies anyone with a permit can legally park directly in front of the driveway preventing access and it will also prevent council refuse and recycling lorries from turning round.	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	As permanent resident in the Coombe Road area. Support this proposal as it would allow residents to park front of or near to their homes after work.	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Fed up with people who do not live here parking for days/weeks at a time. Also fed up with people who have second vehicles parking here from Hanover/Elm Grove area.	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Desperate for a CPZ on Riley Road. It has become a real nightmare as a great amount of people just leave their cars in this area for weeks on end. Please can we have a CPZ as the parking situation is becoming unbearable.	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Whilst support this proposal because feel strongly that parking restriction are needed as soon as possible. Object to the proposed hours. Would prefer parking restrictions should be implemented for longer hours i.e Monday to Saturday 9am to 8pm. Ultimately would prefer a stricter enforcement, but will take any at this stage.	
<a href="#">Councillor</a>	Controlled Parking Zone U - Coombe Road Area	Support	Support the scheme. But would reiterate the request from 119 Saunders Park View that the space outside the gate that's used for parking is not made a parking space, as they need it for access to their parking area.	
			Also, the street outside 26-35 Saunders Park Rise, although described as public highway, is currently being managed in a scheme by Hyde which manages the homes here. Everyone seems happy with what Hyde are doing at the moment so I'd like to request if there is any way the current arrangements in Saunders Park Rise could be kept in place, this would be far better than changing them. The parking issues in the area haven't arisen in this street but in Saunders Park View	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Support this proposal as this area has become a dumping ground for people's cars who don't live here. This makes it impossible for residents to park and causes dangerous double parking. It makes life difficult for parents and those with disabilities having to walk long distances from home to car.	
<a href="#">Resident</a>	Controlled Parking Zone U - Coombe Road Area	Support	Consider this necessary to allow residents to park near their houses.	

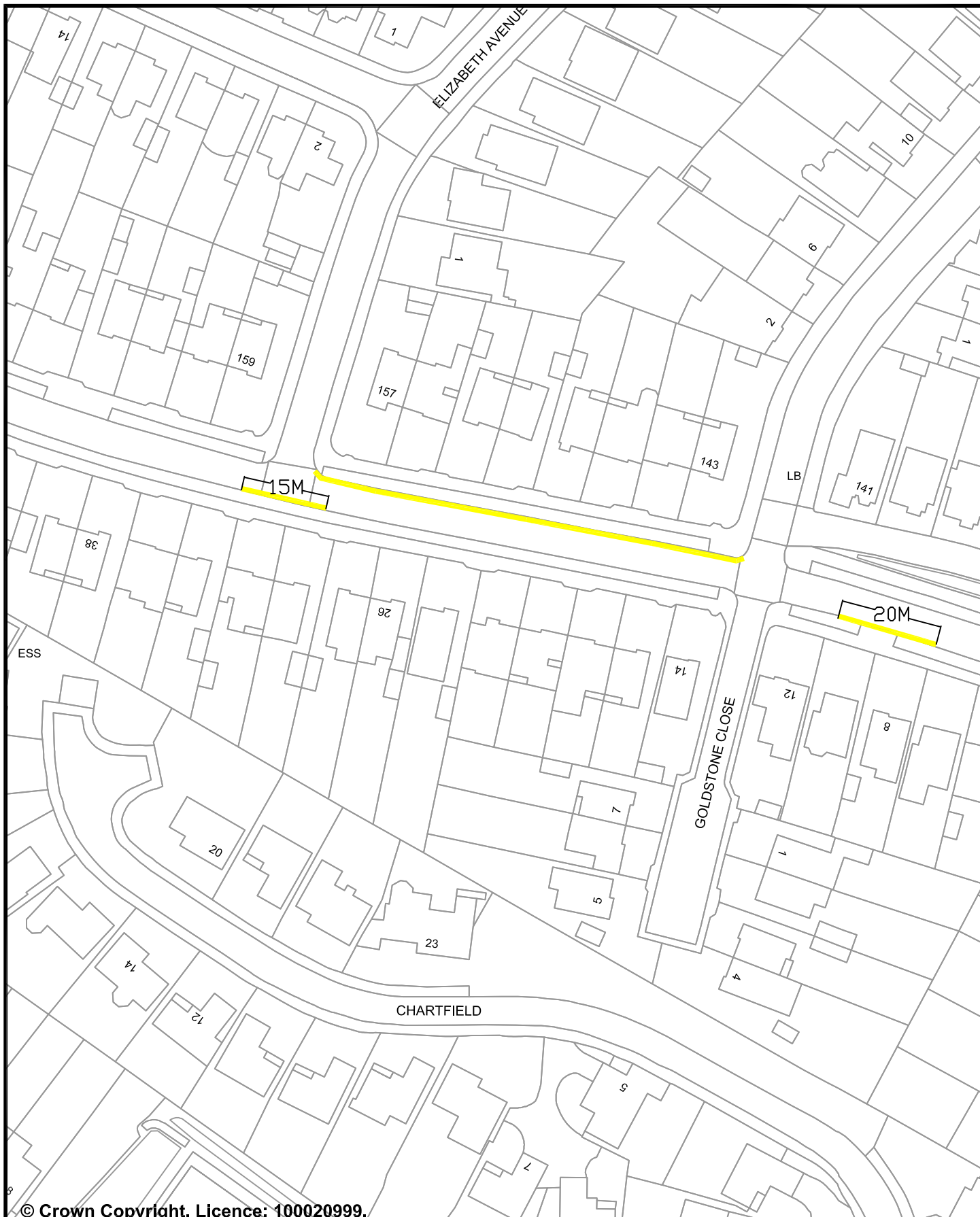


# Appendix F




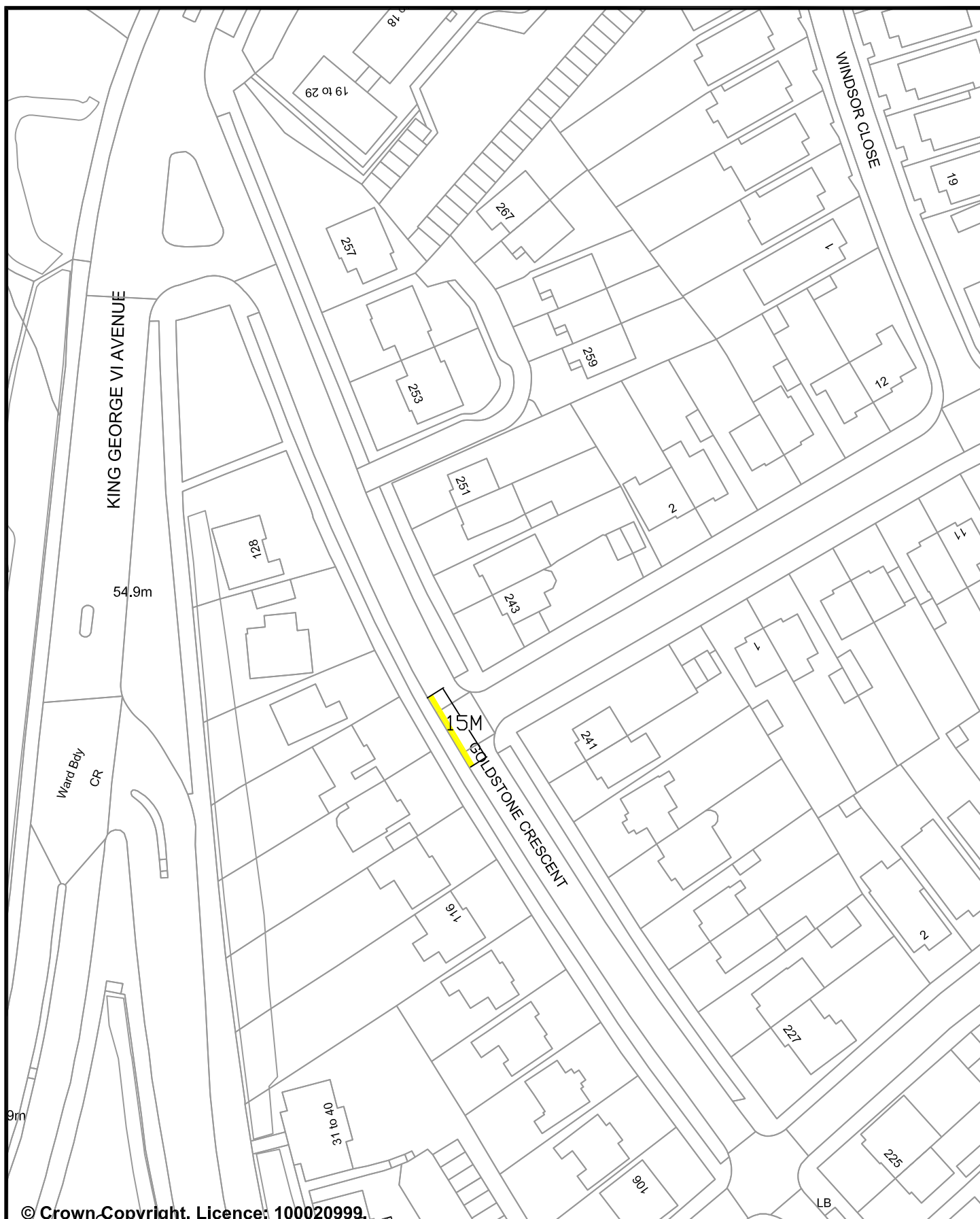
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Brighton & Hove City Council, 2019

Brighton & Hove City Council, 2019		PARKING INFRASTRUCTURE		TRANSPORT	
Location: Dyke Road Place	Scale : NTS		 <b>Brighton &amp; Hove City Council</b>		
	Date : FEB 20				
Project : Proposed double yellow lines	Drawn : RM				
	Drawing Number : B&H/002				




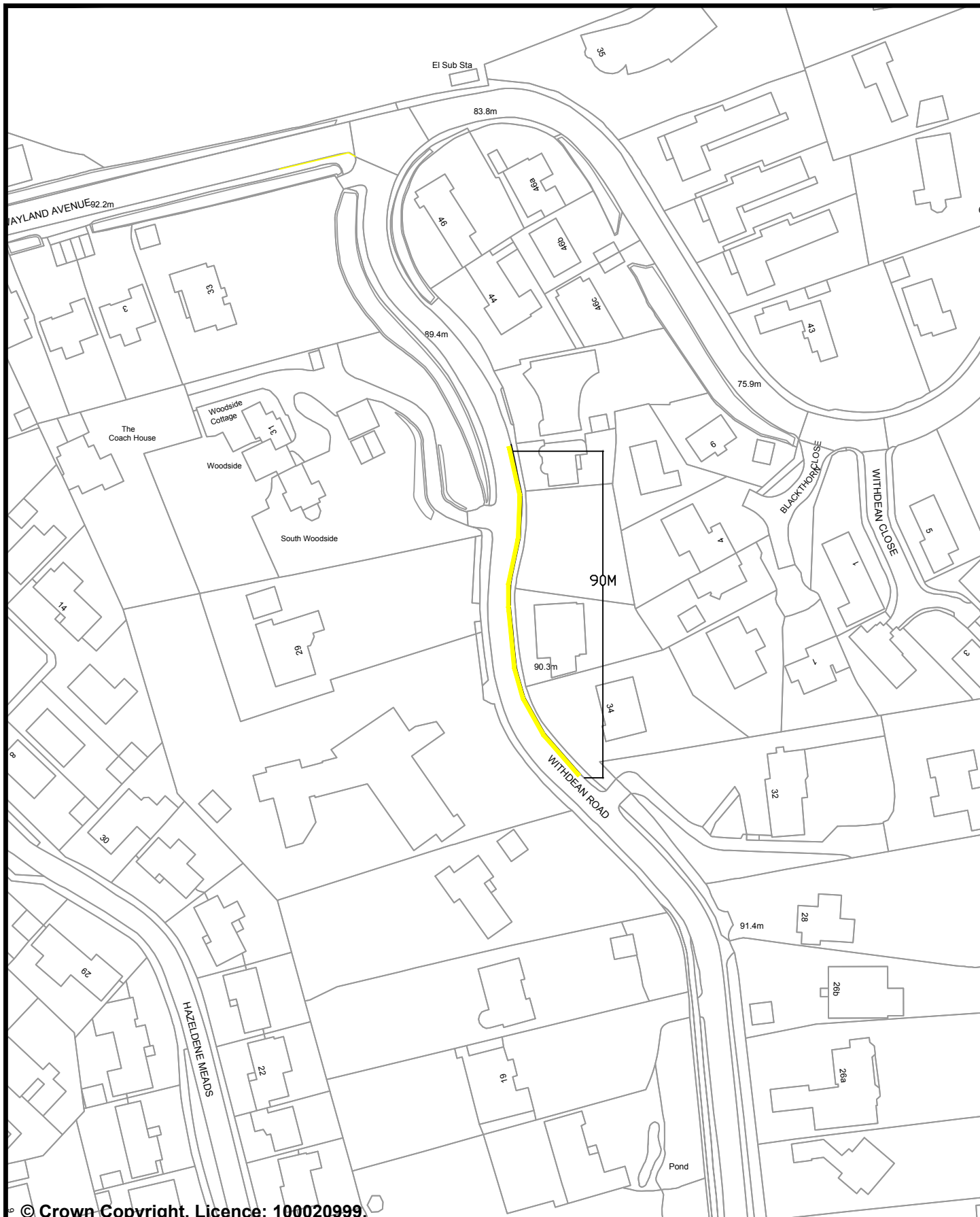
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Brighton & Hove City Council, 2020.		PARKING INFRASTRUCTURE	TRANSPORT
Location : Goldstone Crescent	Scale : NTS	 <b>Brighton &amp; Hove City Council</b>	
	Date : Feb 20		
Project : Proposed Double yellow lines	Drawn : RM		
	Drawing Number : B&H/005		




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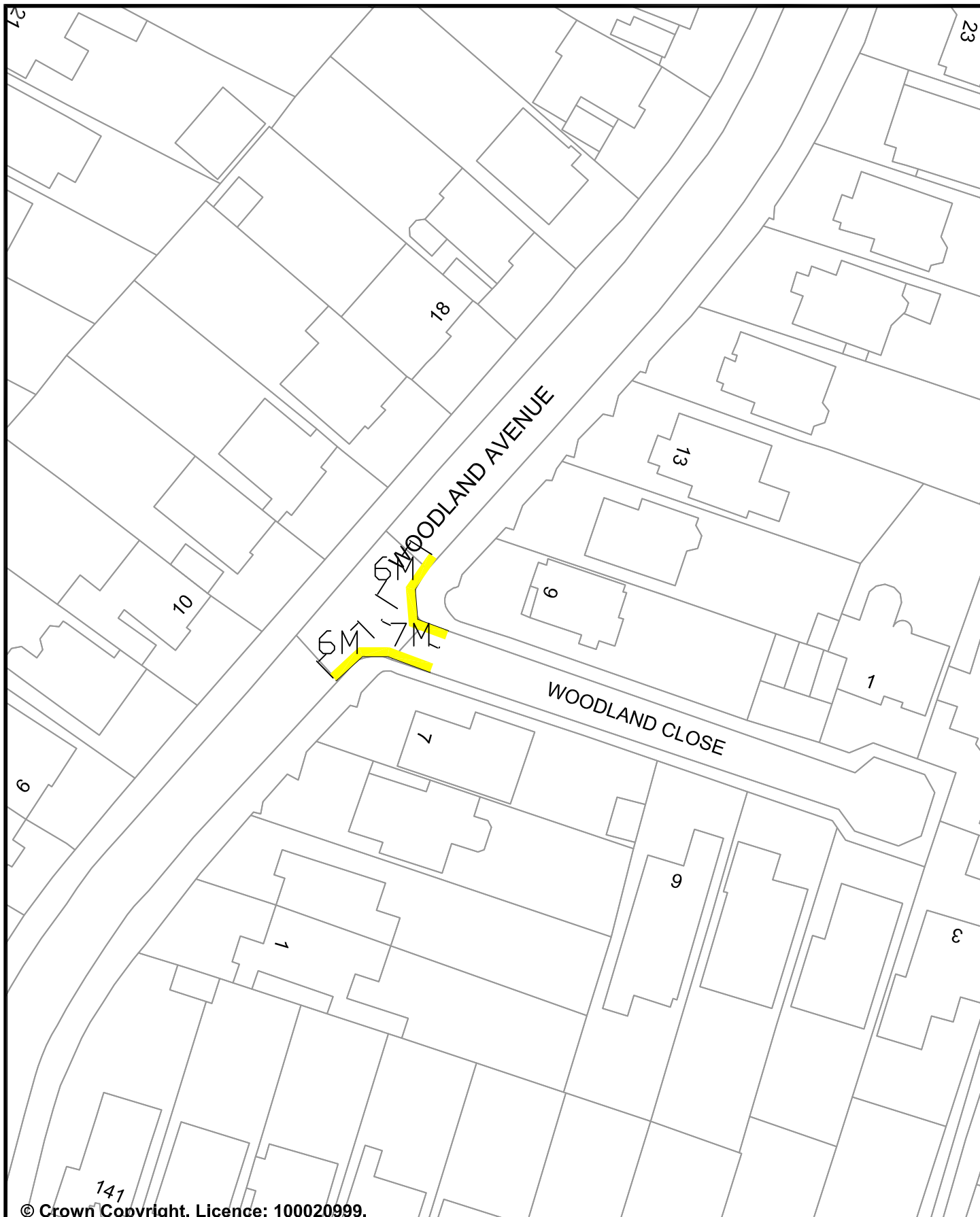
Brighton & Hove City Council, 2020.		PARKING INFRASTRUCTURE	TRANSPORT
Location : Goldstone Crescent	Scale : NTS	 <b>Brighton &amp; Hove City Council</b>	
	Date : Feb 20		
Project : Proposed Double yellow lines	Drawn : RM		
	Drawing Number : B&H/005		




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Brighton & Hove City Council, 2019		PARKING INFRASTRUCTURE		TRANSPORT	
Location: Withdean Road		Scale : NTS		 <b>Brighton &amp; Hove City Council</b>	
		Date : FEB 20			
Project : Proposed double yellow lines		Drawn : RM			
		Drawing Number : B&H/001			





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Brighton & Hove City Council, 2020.		PARKING INFRASTRUCTURE	TRANSPORT
Location : Woodland Close	Scale : NTS	 <b>Brighton &amp; Hove City Council</b>	
	Date : Feb 20		
Project : Proposed Double yellow lines	Drawn : RM		
	Drawing Number : B&H/004		





**APPENDIX G**

Who	Road	Object/Support	reasons	Officer Response
<a href="#">Resident</a>	Goldstone Crescent/Woodland Close/Woodland Avenue	Object	The proposals for Goldstone Crescent will not solve the peak time traffic issues along this road caused by the City Park over spill parking following the introduction of Parking Zone P.	The proposed double yellow lines will allow for the safe movement of vehicles at peak times
			It would be better to extend the double yellow lines along the whole of Goldstone Crescent but on alternate sides, to keep traffic flowing, and also at a lower speed.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.
			Woodland Close /Woodland Ave yellow line proposals will however help (albeit slightly) pedestrians crossing here, but the yellow lines could also be extended further along one side of Woodland Ave, to enable safe exit/entry onto this road to/from Goldstone Crescent.	This area was highlighted with problems for access for refuse vehicles and the local bus service.
	Goldstone Crescent	Object	The areas of Goldstone Crescent that you propose to put double yellow lines is not sufficient. While the lines in the area will make the junctions safer it will push the amount of parked cars further along the road making it more likely that accidents will occur. The bus very often gets stuck going along Goldstone Crescent due to the amount of parked cars.	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation
			As well as the double yellow lines proposed the council should extend double yellow lines to more of Goldstone Crescent, and bring in restricted/regulated parking bays on further stretches to stop the day long parking practices	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.
<a href="#">Resident</a>	Goldstone Crescent	Object	Parking along this end of the road is absolutely ridiculous. The residents along this part of the road are getting sick and tired struggling to exit their driveways. Under the impression that double yellow lines or restricted parking bays were to be put in place for all of Goldstone Crescent. The current proposals will have little impact on the present situation and is extremely disappointing	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation
<a href="#">Resident</a>	Goldstone Crescent	Object	Put a double yellow line or a least single line on the road. Please put the safety of residents before business needs.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.
<a href="#">Resident</a>	Goldstone Crescent	Object	This proposal does not go far enough and does not reflect everyday reality. Need double yellows on BOTH SIDES of that Road. In fact we need double yellows along the length of Goldstone Crescent, up to the junction with King George VI Ave. Your current proposal is inadequate	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.
<a href="#">Resident</a>	Goldstone Crescent	Object	Serious doubts that your proposal will change anything. Proposal for double yellows on ONLY PART of Goldstone Crescent is likely to prove pointless and useless. There should be double yellow lines the entire length of Goldstone Crescent BOTH SIDES.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.
<a href="#">Resident</a>	Goldstone Crescent	Object	Whilst the proposals will slightly improve the traffic flow they do not go far enough because the current problems will just be moved further up Goldstone Crescent towards King George VI Avenue. Maximum stay (eg 4 hours) restrictions on the entire crescent will remove the all day Parkers.	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation
<a href="#">Resident</a>	Goldstone Crescent	Object	Although better than the original proposal, what is proposed will not solve the traffic problems in Goldstone Crescent.	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation
			The proposals for GC published in the Planning Application for Toad's Hole Valley are much more effective and when the development goes ahead assume that what is planned for GC will take place. Why are different plans necessary now when they will eventually be superseded? It seems to be a total waste of the money we have to pay to the Council.	These proposals are being put forward due to displacement from the recently installed zone P parking zone, residents reported an increase in vehicles parking and problems with the movement of traffic following the introduction of this scheme.
<a href="#">Resident</a>	Goldstone Crescent	Object	Have completely ignored the views of the individuals who raised objections previously. In fact the new proposals are very similar to the original ideas.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.
			Changes should be considered for the whole of Goldstone Crescent - No parking on one side and timed parking restrictions on the other to stop individuals parking there all day. The introduction of a pedestrian crossing near the junction of Nevill Way to make it safer for the children to cross on their way to school	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation
<a href="#">Resident</a>	Goldstone Crescent	Object	Disappointingly, this revised TRO proposal falls far short of what is actually required to meet the stated purpose.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as
			A revised TRO to take proper account of all of our safety related concerns as set out. 1) The whole of Goldstone Crescent, introduce 'No Parking' on one side and timed parking restrictions on the other side to stop individual's parking there all day. 2) Introduce 'No Parking' at all main junctions onto Goldstone Crescent and in particular Nevill Way. 3) Introduce a 20mph speed limit along the whole of Goldstone Crescent. 4) a pedestrian crossing on Goldstone Crescent, near the junction of Nevill Way, to make it safer for children to cross the road on their way to school.	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation

<a href="#">Resident</a>	Goldstone Crescent	Object	The proposal will only result in parking and congestion problems moving further along Goldstone Crescent causing identical issues but in a different area. The only solution is to introduce parking restrictions from Woodland Drive to the King George exit.	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation
<a href="#">Resident</a>	Goldstone Crescent	Object	The proposed additional yellow lines are still inadequate to make any difference to the real problem. Additionally the traffic blockages can only be solved by extending the yellow lines eastwards to enable Goldstone Crescent to again have two lanes of traffic.  At the moment, parked cars effectively reduce the road to a single lane, as it is often impossible to draw to the side if driving westward as there are no gaps to pull into.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.  The proposed double yellow lines will allow passing places for vehicles and the local bus service.
<a href="#">Resident</a>	Goldstone Crescent	Object	on the south side of Goldstone Crescent opposite both Elizabeth Avenue and Queen Victoria Avenue thus making it safer for cars pulling out of these two side roads. There seems to be a lack of consistency between the proposed length of these new double yellow lines compared to those opposite the bottom of Goldstone Way, which are three times the length of those being proposed opposite the bottom of Elizabeth Avenue.  Do not see what logic has been applied to the proposal for double yellow lines on the north side of Goldstone Crescent between Elizabeth Avenue and Woodland Avenue. At present all parking occurs on the south side of Goldstone Crescent so there is no reason to suppose that this situation will change in any way.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.  The proposed double yellow lines will allow passing places for vehicles and the local bus service
<a href="#">Resident</a>	Goldstone Crescent	Object	No objection to the proposed double yellow lines outside 157-143 Goldstone Crescent but something MUST be done with regard to the parking on the opposite side. Cars are parked from early in the morning until late evening, causing difficulties for buses, ambulances, fire engines and lorries to get through. To put double yellow lines here and nothing on the other side is a complete waste of time and money . The road is also being used for long-time parking of vehicles.	The proposed double yellow lines will allow passing places for vehicles and the local bus service
<a href="#">Resident</a>	Goldstone Crescent	Support	Enabling the flow of traffic on this busy road and also allow access to roads off Goldstone Crescent.	
<a href="#">Resident</a>	Withdean Road /Dyke Road Place	Support	Support the TRO which will make the roads safer and prevent poor parking which affects all residents and road users alike.	
<a href="#">Resident</a>	Withdean Road/Dyke Road Place	Object	Object to the TRO as it relates to Withdean Road/ Dyke Road Place. In support of the parking restrictions proposed but further displaced parking will most likely now become an equally hazardous problem on the Northern end of Withdean Road. It must make sense to view the road and immediate area in its entirety now and not to store up further crisis issues for residents down the line.	If residents wish to be considered for controlled parking, then an e petition should be submitted showing support form residents that the wish to be consulted for controlled parking measures.
<a href="#">Resident</a>	Withdean Road	Support	Support on the grounds of Road and Pedestrian Safety and also Traffic Congestion being a blind bend and the narrowest part of Withdean Road.	
<a href="#">Resident</a>	Withdean Road	Support	The displacement parking caused by nearby parking schemes has turned the road, literally, into a death trap. Very grateful to the local councillors for prioritising this plan.	
<a href="#">Resident</a>	Withdean Road	Support	Essential for safety of movement and avoidance of obstruction in Withdean Road owing to increased through traffic and increased demand for resident parking in nearby streets	
<a href="#">Resident</a>	Withdean Road	Support	It will make the road safer.	
<a href="#">Resident</a>	Withdean Road	Support	concerned by the number of vehicles parked dangerously on Withdean Road. Fully support this proposal and would also welcome a reduction in the speed limit	
<a href="#">Resident</a>	Withdean Road	Support	It will stop parking and blocking of blind corners which encourages cars to drive on pavements due to narrowing of road. This will increase the safety of pedestrians and drivers.	
<a href="#">Resident</a>	Withdean Road	Support	The proposed action will prevent irresponsible parking on a stretch of road that features a 'blind' and narrow double 's-bend'. Irresponsible parking on this stretch of road currently leads to a much elevated risk of accidents.	
<a href="#">Resident</a>	Withdean Road	Object	The lines do not go far enough south on withdean rd after the bend outside 21 withdean rd this does not give enough time for cars to slow down and give way.	Already been advertised on a previous TRO and lines have been implemented.
<a href="#">Resident</a>	Withdean Road	Object	Do not object to the existing proposal, consider it to be too limited. Concerned that the proposed parking restrictions relating to the upper part of Withdean Road and the lower end of Wayland Avenue will simply displace the problems caused by parked vehicles on a busy narrow road further down the hill to the lower part of Withdean Road.  There are currently no parking restrictions between the lower end of Wayland Avenue and Station Road, most of which is a hairpin bend with zero visibility. Common sense and the obvious dangers of parking on this part of the road should prevent parking but, it does not.	Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation  If residents wish to be considered for controlled parking, then an e petition should be submitted showing support form residents that the wish to be consulted for controlled parking measures.



<a href="#">Resident</a>	Withdean Road	Object	This will lead to displacement of parked vehicles to surrounding streets which will only cause other problems.	If residents wish to be considered for controlled parking, then an e petition should be submitted showing support from residents that the wish to be consulted for controlled parking measures.
<a href="#">Resident</a>	Withdean Road	Object	The proposal will cause displacement of existing park cars to adjacent areas, as happens with almost every new parking scheme in the City. The parking restrictions on Withdean Road need to include the lower part of the road, and be on both sides.	If residents wish to be considered for controlled parking, then an e petition should be submitted showing support from residents that the wish to be consulted for controlled parking measures.
<a href="#">Resident</a>	Withdean Road	Object	This latest TRO proposal remains inadequate in terms of its insufficient coverage of the many hazardous sections of Withdean Road especially on the initial north to south stretch of the long straight and the staggeringly bureaucratic response still defies both logic and what the suffering residents of Withdean Road seek by way of a long term solution.	Withdean Road was part of a recent advertised traffic regulation order where double yellow lines were installed. These additional double yellow lines are in addition to what has recently been installed.
			The measures are insufficient on Withdean Road (and the point at which Wayland Avenue meets it) and need to be extended ideally along the full length of the road. and at the very least southwards up to number 24 so as to eliminate the backing up of vehicles on corners as they approach the tunnelling effect of up to 13 parked cars in a row on the eastern side of the straight between 26 and 22 Withdean Road and the parking immediately across from driveways.	The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors.
<a href="#">Resident</a>	Dyke Road Place	Support	Refer to the proposal in relation to Dyke Road Place and while welcome the introduction of the proposed double yellow lines to improve the access from Dyke Road Avenue and Wayland Avenue to reduce the parking of vehicles on the grass verges, consideration needs to be given to the other corner of Dyke Road Place and Wayland Avenue and whether yellow lines should be placed here as vehicles currently park all round this corner.	
<a href="#">Resident</a>	Dyke Road Place	Support	Will dramatically reduce traffic congestion and improve road safety	
<a href="#">Resident</a>	Dyke Road Place	Support	Fully support this proposal for double yellow lines on the south side which is much needed and will allow safe 2 way traffic for the length of Dyke Rd Place,) safe entry at the mini-junction at the bottom, ) safe access for refuse collection, recycling vehicles & emergency vehicles.	
<a href="#">Resident</a>	Dyke Road Place	Support	Emergency vehicles have difficulty in parking/driving/accessing necessary properties in this small road with the current parking situation.	
<a href="#">Resident</a>	Dyke Road Place	Support	Urgently needed to assist free flow of traffic and emergency vehicles	
<a href="#">Resident</a>	Whole Order	Support	These changes are to be welcomed as since the introduction of CPZ P, all the roads covered by the order have been plagued by inconsiderate parking causing obstructions and impeding the safe movement of vehicles.	
<a href="#">Resident</a>	Whole Order	Support	Road safety in this area.	
<a href="#">Resident</a>	Whole Order	Support	Support these changes. Since the implementation of the CPZ P, all the roads covered by the order have been inundated by inconsiderate parking, causing obstructions and impeding the safe movement of vehicles.	
<a href="#">Resident</a>	Woodland Close & Woodland Avenue	Support	Cars parked on the corner of Woodland Close & Woodland Avenue make it impossible for the residents to pull out of the Close safely.	
<a href="#">Resident</a>	Woodland Close & Woodland Avenue	Support	Feel very strongly that double yellow lines should be put in place on both the stated corners of Woodland Avenue/ Woodland Close. Inconsiderate parking on these corners has regularly caused a dangerous visual obstruction.	
<a href="#">Resident</a>	Woodland Close & Woodland Avenue	Support	Yellow Lines on both corners of Woodland Avenue & Woodland Close are imperative & long overdue for safety reasons. Look forward to this serious & dangerous matter being resolved.	
<a href="#">Resident</a>	Woodland Close & Woodland Avenue	Support	Support the proposed double yellow lines on the corners of woodland close and woodland avenue, as it is very dangerous trying to get out of the close when inconsiderate drivers park their cars right on the corners of the close.	
<a href="#">Resident</a>	Woodland Close & Woodland Avenue	Object	Object to the current proposal of double yellow lines on the Corners of Woodland Close and Woodland Avenue for the following reasons:- There are multiple driveways in Woodland Ave which would be deemed dangerous due to inconsiderate driver, so are there going to be more yellow lines placed randomly causing more parking issues.	The double yellow lines are only around the junctions to allow for refuse access.
			If the yellow lines are placed on the corners the length of them will unnecessarily reduce the number of desperately needed.	The double yellow lines extend 6 - 7m around the junction, this is in line with the highway code that advises you should not park within 10 meters of a junction.
<a href="#">Resident</a>	Woodland Close	Support	Residents of Woodland Close are grateful that the council has agreed to consider to have yellow lines painted on the corners. People park so inconsiderately that residents have no view at all when they try to turn into the - mostly fast moving- traffic in Woodland Avenue.	

<a href="#">Resident</a>	Woodland Close	Support	Difficult to exit Woodland close due to the lack of visibility either side due to parked cars. Double yellow lines will enable significantly better visibility and no doubt will prevent a head on collision, as cars drive up and down Woodland Avenue.	
<a href="#">Resident</a>	Woodland Close	Support	Support the proposal for yellow lines around the exit from the close on the grounds of public safety and public health not to mention the possibility of emergency vehicles being unable to obtain access to the Close.	