

Environment, Transport & Sustainability Committee

Date: **16 March 2021**

Time: **4.00pm**

Venue **Virtual Meeting**

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

The meeting will also be webcast live to the internet.

Members: **Councillors:** Heley (Chair), Lloyd (Deputy Chair), Wilkinson (Opposition Spokesperson), Wares (Group Spokesperson), Appich, Brown, Davis, Fowler, Hills and Williams

Contact: **John Peel**
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AGENDA

PROCEDURAL MATTERS

74 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.

75 MINUTES

9 - 30

To consider the minutes of the meeting held on 19 January 2021.

Contact Officer: John Peel

Tel: 01273 291058

76 CHAIRS COMMUNICATIONS

77 CALL OVER

- (a) Items 80 – 90 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.

78 PUBLIC INVOLVEMENT

31 - 32

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 10 March 2021;
 - (1) Air Quality
 - (2) Pavement Tarmac
 - (3) Coastal Erosion
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 10 March 2021.

79 MEMBER INVOLVEMENT

33 - 34

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) **Written Questions:** To consider any written questions;
 - (1) Climate Neutrality Progress Update- Councillor Nemeth
 - (2) Tamarisks on Duke's Mound- Councillor Nemeth
 - (3) Volk's Railway Disabilities-friendly Carriage and Extension- Councillor Nemeth
 - (4) Community Tree Planting- Councillor Nemeth
- (c) **Letters:** To consider any letters;
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

ENVIRONMENT & SUSTAINABILITY MATTERS

- 80 CITY ENVIRONMENT MODERNISATION UPDATE 35 - 60**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Lynsay Cook Tel: 01273 291851*
- Ward Affected: All Wards*
- 81 PESTICIDE REDUCTION AND WEED MANAGEMENT 61 - 66**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Lynsay Cook Tel: 01273 291851*
- Ward Affected: All Wards*
- 82 POTS, TUBS & TRAYS RECYCLING 67 - 80**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Lynsay Cook Tel: 01273 291851*
- Ward Affected: All Wards*
- 83 2030 CARBON NEUTRAL PROGRAMME 81 - 126**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Kirsten Firth*
- Ward Affected: All Wards*

TRANSPORT & PUBLIC REALM MATTERS

- 84 2021/2022 LOCAL TRANSPORT PLAN CAPITAL PROGRAMME 127 - 144**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Andrew Renaut Tel: 01273 292477*
- Ward Affected: All Wards*
- 85 HANOVER LOW TRAFFIC NEIGHBOURHOOD PILOT SCHEME DEVELOPMENT 145 - 154**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Oliver Spratley Tel: 01273 290390*
- Ward Affected: Hanover & Elm Grove; Queen's Park*
- 86 VALLEY GARDENS PHASE 3 PROJECT UPDATE 155 - 194**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Oliver Spratley Tel: 01273 290390*
- Ward Affected: Queen's Park; Regency; St Peter's & North Laine*

- 87 ROTTINGDEAN HIGH STREET AQMA ETRO EXTENSION 195 - 216**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Matthew Thompson Tel: 01273 293705*
- Ward Affected: Rottingdean Coastal*
- 88 WELL MANAGED HIGHWAY 217 - 258**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Andrew Westwood Tel: 01273 292468*
- Ward Affected: All Wards*
- 89 PARKING SCHEME UPDATE REPORT 259 - 320**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Catherine Dignan Tel: 01273 292235*
- Ward Affected: Hove Park; South Portslade; Withdean*
- 90 PARKING ENFORCEMENT PROCUREMENT STRATEGY 321 - 324**
- Report of the Executive Director, Economy, Environment & Culture
- Contact Officer: Paul Nicholls Tel: 01273 293287*
- Ward Affected: All Wards*
- PART TWO**
- 91 POTS, TUBS & TRAYS RECYCLING (EXEMPT CATEGORY 3) 325 - 326**
- Report of the Executive Director, Economy, Environment & Culture (copy circulated to Members only)
- Contact Officer: Lynsay Cook Tel: 01273 291851*
- Ward Affected: All Wards*
- 92 PARKING ENFORCEMENT PROCUREMENT STRATEGY (EXEMPT CATEGORY 3) 327 - 330**
- Report of the Executive Director, Economy, Environment & Culture (copy circulated to Members only)
- Contact Officer: Paul Nicholls Tel: 01273 293287*
- Ward Affected: All Wards*
- 93 PART TWO PROCEEDINGS**
- To consider whether the items listed in Part Two of the agenda and decisions thereon should remain exempt from disclosure to the press and public.

94 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 25 March 2021 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

ACCESS NOTICE

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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.

For those members of the public wishing to actively take part in the meeting a link will be emailed so that they can join the meeting.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

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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) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Monday, 8 March 2021

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 19 JANUARY 2021

VIRTUAL MEETING

MINUTES

Present: Councillor Heley (Chair) Lloyd (Deputy Chair), Wilkinson (Opposition Spokesperson), Wares (Group Spokesperson), Appich, Brown, Davis, Fowler, Hills and Williams

PART ONE

58 PROCEDURAL BUSINESS

58(a) Declarations of substitutes

58.1 There were none.

58(b) Declarations of interest

58.2 There were none.

58(c) Exclusion of press and public

58.3 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).

58.4 **RESOLVED-** That the press and public be excluded from the meeting.

59 MINUTES

59.1 Councillor Hills requested a correction to minute item 56.20 and that the word coalition be placed in speech marks to make clear that there was no coalition between the Green Group and the Labour Group.

59.2 **RESOLVED-** That the minutes of the previous meetings held on 24th November 2020 and 18 December 2020 be approved as the correct record subject to the above amendment.

60 CHAIRS COMMUNICATIONS**60.1** The Chair provided the following communications:

“I want to start my chair’s communications this afternoon by saying a huge thank you to all our City Environment and Transport staff during these difficult times.

I especially want to express my gratitude and appreciation to all our hard-working operations teams, office staff and managers who are still being able to work, and are keeping some of the council’s most essential services running, whatever the weather. They include our collections, streets, enforcement and projects teams in Cityclean; our parks and arboriculture teams in City Parks; and parking enforcement officers and traffic management staff in transport.

I also want to show my appreciation to everyone involved in this year’s winter service team for ensuring the city is safe and keeps running by carrying out the essential role of gritting the roads when needed, day or night.

Each and every one of you are playing a vital role in helping the city function as normally as possible during the current lockdown.

As part of the council’s plans to become carbon neutral by 2030, we are keen to increase the tree cover in the city.

Our original plans for planting were dependant on a significant amount of volunteer help, which unfortunately Covid has put a stop to. However, planting is still going ahead.

In addition to the usual tree planting Cityparks does, we are carrying out the following:

- The first two phases of Valley Gardens 1 and 2 are drawing to a close and there are now 150 new trees in the gardens that there were before the scheme started.
- Planting in Stanmer Park is well under way with 500 new trees being planted. Half are part of the Restoration Project and the remaining 250 are being funded from the ‘Green Christmas’
- The biggest scheme planned for this year is Carden Park. We had anticipated a lot of public involvement, but the planting will be carried out by our own staff. Rather than postpone the start of the scheme it will now be carried out in phases. The 2500 trees for phase 1 will be delivered in the next couple of weeks and planted by the end of March.

It is unfortunate that Covid has prevented us from harnessing the enthusiasm of the volunteers for tree planting around the City and disappointing for those members of the committee who planned to lend a hand in schemes that we will not be out on volunteer planting days.

I do see public involvement as being key to achieving significant increases in the numbers of trees in the city and am pleased to say that the posts created to facilitate this have been filled.

David Brookhouse joined us this month and Ben Galley will be joining us on the 1st of February. Both are looking forward to getting more trees into the City and meeting [remotely at first] the groups supporting the council to achieve this. One of their early tasks will be relaunching and increasing the profile of the councils tree donation scheme.

Planting areas for trees is also something that is being discussed in the public consultation on our Whole Estate Plan which I am hoping will identify even more planting opportunities than we have in our public open spaces.

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.

The strategy recommended an improvement scheme that would 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.

An outline business case was submitted to the Environment Agency, for technical and financial approval. This business case was used to support the a bid for Flood and Coastal Erosion Risk Management (FCERM), Grant in Aid (GiA) funding.

Approval of the outline business case and the subsequent award of the full GiA funding was received in December. This will provide £12,085,444 of funding to enable the detailed design and construction of the scheme.

In addition to the GiA funding and as recognition of an extremely well received business case and presentation, an additional £2,000,000 of funding has been provided to facilitate the acceleration of the scheme.

Work on the design detail stage of the project is currently underway and is expected to be finalised by spring 2022.

I would like to thank all the essential staff within Parking Services working in the office where they can't do this from home since March. They are continuing to deliver an important service for residents, businesses, blue badge holders and concessionary pass users during these difficult times.

I would also like to thank all the staff in our Highways Maintenance team for keeping our roads and pavements maintained under difficult circumstances. As well as all the staff in the Transport Division and all the City Clean drivers who are involved in delivering our Winter Service Plan which keeps our roads safe during the winter months".

61 CALL OVER

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

- Item 65: Fees & Charges 2021/22
- Item 66: Brighton & Hove Climate Assembly
- Item 67: Liveable City Centre and Ultra Low Emission Zone Initial Feasibility Study
- Item 68: Permit Review
- Item 71: Self-Managed Sports Facilities in Parks and Recreation Grounds
- Item 72: Playground Refurbishment Programme 2021-2025

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

- Item 69: Table and Chair Licensing
- Item 70: Stanmer Village Parking Scheme

62 PUBLIC INVOLVEMENT

(A) PETITIONS**(1) Traffic Calming Measures on Dyke Road**

62.1 The Committee considered a petition signed by 60 people requesting the installation of traffic calming measures to reduce vehicle speed on Dyke Road and the surrounding roads.

62.2 The Chair provided the following response:

“Thank you for raising your concerns about the speed of vehicles on Dyke Road. I am aware that you have received a number of responses from Council officers and Councillors on this matter. During this correspondence you have been advised that the limited funding available for responding to speed concerns is primarily prioritised based on casualty data. This is a tool used by many local authorities and whilst I understand that this is frustrating, there is only a limited amount of funding and resource available to respond to requests from the public and the volume of requests relating to the speed of vehicles far outweighs the funding available.

In correspondence you have been advised that the Council is part of the Sussex Safer Roads Partnership and works with other bodies and Authorities to help improve road safety in the Sussex region. The Police are important partners and work with the Council and the community to help address concerns about speeding via its SpeedWatch initiative. I believe you have been provided with the details about how to access the Speedwatch Programme which is actively working in Brighton and Hove and something that we would encourage you and your neighbours to pursue.

The Council also has a number of Mobile Vehicle Activated Signs that are used around the City to influence driver behaviour. As you are aware, Dyke Road is already on the waiting list for one of these signs but again the demand far exceeds supply and therefore I am afraid this is not an instant solution.

In light of the additional concerns you have raised today we will ask officers to conduct a review of the existing 20mph signage on Dyke Road to see if additional or larger signs may be appropriate.

Later this year we will be having a report about this unfair approach to how we allocate traffic calming measures, but I also want to emphasise that the agenda items today on the climate assembly and liveable city centre aim to tackle road safety in a much more forward thinking approach. Reducing the amount of cars on the road and allowing people to choose sustainable, active and public transport will help make our roads safer for all users, and that is a major priority for us as an Administration”.

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

(2) Wish Park Hove, Disabled Toilet

62.4 The Committee considered a petition signed by 428 people requesting that the disabled toilet in Wish Park, Hove be opened and cleaned more frequently and accessed through a radar key system.

62.5 The Chair provided the following response:

“Thank you for your petition. Equality of access to toilet facilities is very important so thank you for bringing this to our attention.

Saxon Pavilion is a council owned building where the toilet facility was historically managed by City Clean.

When the previous lease on Saxon Pavilion expired, it provided the council with an opportunity to re-let the pavilion to a new tenant which included the new tenant taking over the maintenance of the toilet.

The opening hours of the toilet when the council were maintaining was from Good Friday to the end of September 8.30am to 8pm.

Under the new lease terms with the nursery at Saxon Pavilion, the tenant maintains the toilets on the same basis as the council (Good Friday to the end of September), from 8.30am – 6.30pm, in line with their own opening hours, which is slightly reduced.

In contrast, the lease with Wish Park Café includes the same provisions for them to be responsible for the running and maintenance of the toilets and to allow access to the public during their opening times.

The council is currently exploring the options available to align the opening hours of the two sites, along with the possibility of installing a radar key.

Officers are currently reviewing options for funding refurbishment of the 12 highest football toilets in the city which will be present to Policy and Resources Committee for a decision in the coming months. As part of the programme we will be looking to ensure disabled access to toilets and where feasible to introduce more changing places facilities. Officers will also be looking at longer term options for refurbishment and improving access at the other 23 public toilets in the city that are managed by the council as funding allows. Whenever a toilet is refurbished, we will look to increase accessibility for all”.

- 62.6 Councillor Appich noted that parks were increasingly being used as an alternative open space during the pandemic and toilet provision was essential.
- 62.7 Councillor Appich moved a motion to request an officer report formally responding to the petition.
- 62.8 Councillor Wilkinson formally seconded the motion.
- 62.9 The Chair suggested that a report with broader scope than toilet provision in one park be brought to the committee. That report would consider the request made in the petition.
- 62.10 The Committee were supportive of the suggestion made by the Chair.
- 62.11 **RESOLVED-** That the Committee receive an officer report on toilet provision in the city to a future meeting.

(B) PUBLIC QUESTIONS

(1) Saltdean Skatepark bins

- 62.12 Rose Miller read the following question:

“Please can we have new bins in the skateboard park (currently none in the near vicinity and the rubbish is terrible on a daily basis), in the centre of the park where the path crosses and a new bit to replace the recently removed dog bin to the South East?”

62.13 The Chair provided the following reply:

“Bins are generally placed at the edges of parks to allow for efficient and quick emptying, in the case of Saltdean all of the bins are emptied by a vehicle using the public highway and not entering the park. I have asked for parks bins to be reviewed across the city as I have had requests for more in certain areas and I am keen to try to get some of the waste that the public leave in parks recycled.

The bins in Saltdean Oval will be included in this but until the review is completed later this year, we will avoid putting bins in as it is anticipated that some of the bin sites and on some locations the type of bin, will change”.

62.14 Rose Miller asked the following supplementary question:

“There’s no possibility of them being put inside the skate park as they are inside the park?”

62.15 The Chair provided the following reply:

“Not immediately as we’re going to encompass Saltdean Oval in our overall review of park bins and hopefully get some more recycling in there”.

(2) New England Road

62.16 Adrian Hart read the following question:

“If I cycle underneath the bridge on New England Road my breathing often worsens. The covered area is long, traffic congested involving hill starts and queuing which causes emissions build up and pollution to linger. I’ve been told it won’t be monitored despite it harming the health of those walking and cycling.

Can we solve this problem by either bringing in a ZEZ like London’s Beech Street, close the road when pollution is high, make it eastbound only with a yellow box, add advisory signs for pedestrians or cyclists as in Stoke on Trent or close it to motor vehicles?”

62.17 The Chair provided the following reply:

“Thank you for your question Adrian. I am sorry to hear that you have experienced breathing problems when cycling in this area of the city. We are aware that New England Road has poor air quality and I would agree that the Preston Circus and New England Road traffic signals where the two main A roads cross are very busy, with traffic queuing and an uphill gradient.

There have been some recent improvement works to the junctions to safely optimise the movement of people and vehicles at these busy junctions. However, that area remains within the city’s central and largest Air Quality Management Area and we will continue to assess road transport emissions and roadside air quality along the road.

This and five other areas in the city are designated on the basis of primarily prioritising air quality improvements in and around homes, in line with Government guidance to

address people's exposure to pollution over prolonged periods. The main pollutant is Nitrogen Dioxide and the main source of it is vehicles, and therefore one of our main priorities must be to reduce overall traffic levels. At the same time, we want to increase the uptake of zero emission vehicles and provide people with convenient and sustainable alternatives, wherever possible.

However, this is clearly not good enough. That is why we are considering new ideas for reducing traffic in central and residential areas to make them more liveable and improving air quality through the introduction of a wider Ultra Low Emission Zone. In the papers today you can see we are recommending a city wide ultra low emission zone, which is necessary if we really want to tackle air pollution for all residents in the city. As well as this. Later in the year, a more comprehensive Air Quality Action Plan will be published for public consultation, so I hope you will participate in that and use the opportunity to put forward your particular suggestions for improving conditions under the bridge and elsewhere in the city".

62.18 Adrian Hart asked the following supplementary question:

"Does the council accept how inaccessible parts of Brighton are especially the alternative to this route that takes 20-25 minutes longer?"

62.19 The Chair provided the following reply:

"Yes, I think we obviously accept that is a very difficult thing".

(3) Stanmer Building consultation

62.20 Jamie Hooper read the following question:

"Can ETS ask Property & Design to urgently revisit those proposals submitted in the 2010 Public Consultation on the Home Farm, Stanmer buildings, and contact those who took part, as well as open up the invitation for additional proposals to new individuals, to see if there are any submissions that can be discussed in more detail and brought back to the next ETS?"

62.21 The Chair provided the following reply:

"The question needs to be put into context and can best be answered through the huge consultation and engagement exercise that the council, led by Property & Design is currently undertaking on the City Downland Estate Plan (CDEP), our Whole Estate Plan that is requirement of the South Downs National Park Authority (SDNPA). It is an extremely important policy document and a once in a lifetime opportunity for us to set out our proposed vision for the future of our downland estate and associated achievements focusing on the council's main strategic objectives around climate change and biodiversity. As a council, we are re committed to protecting what makes our downland so special and valuable, but also looking for ways in which we can improve our estate and make this equally, if not more valuable over the next 100 years, with particular focus on the next 10 years.

Stanmer Park and its facilities fall within this large consultation and we will await the outcome of the engagement process facilitated by independent community specialists Planning for Real. Information about this consultation can be found on the council's

website which also sets out an indicative timetable. Participation has been good, and we have had a great response to the online discussion groups with over 400 people contributing their ideas and opinions. In addition to this, over 8000 people have visited our webpages to learn about the Plan. We are aiming to have the consultation findings and a draft Plan for further consultation in the Summer and a final report for approval by the Council and SDNPA at the end of 2021.

In terms of the scope of the Stanmer Traditional Agricultural Buildings (STAB) project, this has changed considerably over time following a number of specialist survey findings that have been undertaken. The surveys undertaken - Condition & Defects Survey, Conservation Structural Assessment, Structural Report, Asbestos Survey, Measured Building Survey, Timber Decay Survey, BAT Survey, Utility Survey helped us build up a picture of the condition of the Long Barn which has been found to be poor, compromised structurally and would require significant rebuilding to enable it to be used for the proposed uses that came out of the large public consultation that took place in November 2012. It was this consultation and the marketing exercise carried out in 2011 that helped us to develop our proposed project scheme, business case and associated funding that were given final Committee approval in 2016. To add to this it is clear that the kind of commercial use changes we were proposing for the STAB project are also not now feasible due to major changes in the economy and consequentially the approved business case is not viable.

The STAB project has been reviewed and the scope is now concentrating on the council's repair liability of the Long Barn which is on the English Heritage "at risk" register. We will await the findings of the CDEP which should inform us of the future possible uses for the Long Barn, the perimeter buildings surrounding the yard and associated buildings opposite. Once we have these, we can then consider the future opportunities and options on how to take the STAB project forward".

62.22 Jamie Hooper asked the following supplementary question:

"The Stanmer Stakeholders Group have not been consulted in this Downland Consultation, so if, as is anticipated, that the Council's Policy & Resources Committee decides this Thursday that the work of the Stanmer Park Task & Finish Group will continue, can this Committee request that the Home Farm agricultural buildings be put permanently on the agenda of the Group until such time as a future outcome for them has been determined?"

62.23 The Chair stated that a written response to the question would be provided after the meeting.

(4) City centre traffic

62.24 Nigel Smith read the following question:

"How can Brighton & Hove be at the centre of a Greater Brighton & Hove which is all about commercial corridors enhancing trade if all traffic has to by-pass the self-appointed capital, and will the benefits of VGP3 not be compromised by restricting access to the centre? Indeed, will this be factored in?"

62.25 The Chair provided the following reply:

“Thank you for your question Nigel. The role of the city within the wider Greater Brighton City Region is recognised by all of its partners and stakeholders. Its Board focuses on many aspects of the region’s economy, not just transport and trade, and I particularly welcome its recently announced ten pledges to help tackle the climate change crisis which include plans for energy, water, rewilding and a kelp forest. Plans to create a more liveable city centre, which I believe you are indirectly referring to in your question, are just beginning and these will be considered later on during this meeting. They recognise the need for exemptions to any restrictions that may be introduced, especially for disabled drivers and public transport for example, and therefore do not involve restricting all traffic as you suggest. If progressed, more detailed analysis of possible options and consultation and engagement on proposals will be an essential and important part of the process and will inform the future decisions of this committee.

Creating more attractive and safe environments for people, whether in the city centre or local neighbourhoods, which are not dominated by vehicles will help enhance our economy, the environment and people’s health and wellbeing. By reducing traffic levels generally and providing people with alternatives, we will also tackle congestion and air quality - something that I know you and others have raised in previous questions to this committee. You consistently raise questions about how we can reduce carbon emissions, and we can’t do that without providing sustainable alternatives, so I can therefore assume you will be supporting our liveable city centre initiative.

The principle of reducing traffic in the central area, alongside other measures, is identified as a top priority for the city’s first ever Climate Assembly. We also have a report on that process today and I’m sure you will therefore find the committee’s discussion of both of these items of great interest, given your question.

I am pleased that you have also highlighted that Phase 3 of the Valley Gardens scheme will bring benefits to the city. The committee will be receiving a further report about the last consultation and the detailed design later this year. Decisions about the scheme will certainly take into account any other decisions that the council or other service providers have made regarding transport or other activities that may affect the city centre”.

(5) Parking surplus

62.26 Derek Wright read the following question:

“I would to propose that the on street parking income should be presented to show the amount each ward has contributed and also that any surplus after the surplus has been spent be allocated back to those wards respectively and spent on small environmental improvements project decided by the councillors of the ward after consulting their constituents?”

62.27 The Chair provided the following reply:

“The surplus from parking income for 19/20 was identified at a recent committee meeting and a significant amount of this is allocated on Citywide programmes such as Concessionary Travel and supported bus services. Currently any remaining surplus is being used on citywide transport improvements which benefit residents in the whole city. It would be very resource intensive to split the parking income received by ward as this would require very detailed work. It would mean breaking income down to individual

machine payments, enforcement beats within certain wards along with the amount Penalty Charge Notices issued per officer and also pay by phone payments which is by code which can be split across wards. Parking Scheme boundaries are not all ward based either so would take additional work to split between wards.

I would also worry that this approach wouldn't result in enhancing equality across the city nor would it encourage sustainable travel. For example, your approach may result in a situation where a ward where more people have cars and therefore generate more programme would get more investment from the council, which is counteractive to what we want to achieve which is sustainable and accessible travel as well as environmental improvements for the whole city. But thank you for your question and this interesting idea".

(C) DEPUTATIONS

(1) An electric car-sharing co-operative for Brighton and Hove

62.28 The Committee considered a deputation that set out a case for a local co-operative, non-profit, electric car club and requested engagement from the committee.

62.29 The Chair provided the following response:

"Thank you very much for this deputation. This is welcome and in line with the city's ambitions to improve air quality and become carbon neutral by 2030. I have asked for officers to engage with you on this community led project to establish what would be required from the council to take it forward, such as charge points and parking spaces. I have asked that officers then produce a written briefing to members of this Committee following those discussions as an update, with the aim to produce a report on the topic at a later committee".

62.30 Several members of the Committee expressed their endorsement for the proposals and hoped a detailed plan could be developed.

62.31 **RESOLVED-** That the Committee request an officer report on the matters detailed in the deputation.

(2) Communal bins- Roundhill

62.32 The Committee considered a deputation that requested the removal of named streets within the Roundhill from the roll-out of communal bins as these streets were unsuitable for such a scheme.

62.33 The Chair provided the following response:

"Thank you for your deputation. Firstly, I want to assure you that no decisions have been made about where communal bins will be introduced. As set out in the report to this committee in September 2020 the committee has only approved a consultation to commence with residents, staff and unions. The results of the consultation will be presented back to committee for a decision when completed.

A significant review of the communal system in Brighton & Hove is being completed through the service's Modernisation Programme. The feedback in this deputation are some of the things we are seeking to address as part of this.

Through this work, we have identified some future principles to adopt for the communal bin system. These were presented to this Committee in June 2019 and include:

- Placing all three bin types together, where operationally and practically possible.
- Enclosing each set of bins in a bin bay to ensure bins do not move and infringe other highway spaces
- Changing the capacity to 1100 litres for all bin types to improve the resilience of the service. Collection frequencies will also increase
- Installing sound deadening glass bins to reduce the noise impact of these
- Installing CCTV in appropriate locations to deter moving of bins and fly-tipping. These will be monitored by Environmental Enforcement Officers and where sufficient evidence is available, Fixed Penalty Notices will be issued
- Introducing a cleaning and maintenance regime to improve and sustain the new communal bin system.

Further work is underway to refine this.

Once determined, the proposed locations, the size of communal bins and the frequencies of collections (as requested in the deputation) will be included in the consultation document. This is what has happened for previous communal bin consultation and I assure you will take place for the next round of consultations.

There will be a consultation with the residents of the roads identified in the report to this Committee in September 2020, which may or may not results in communal bins, but we must seek the views of all residents”.

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

63 ITEMS REFERRED FROM COUNCIL

(A) PETITIONS

(1) Cycle Lane- Old Shoreham Road

63.1 The Committee considered a petition referred from the previous meeting of Full Council and signed by 522 people requesting that any plans to extend the cycle lane on Old Shoreham Road be halted until full consultation was undertaken.

63.2 The Chair provided the following response:

“Thank you for your petition. I’m pleased to inform you that at the last ETS committee in November the committee approved the consultation and engagement strategy for all Tranche Two schemes. Within that consultation strategy are plans to begin consultation and engagement on the proposal to extend the existing Old Shoreham Road Cycle lane further west as well as the existing first phase of the Old Shoreham Road scheme that was implemented as part of the Emergency Covid Transport Measures in April last year. I hope this gives you some reassurance that you and the people who have signed your petition will have the opportunity to have their say on the future plans”.

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

(B) DEPUTATIONS**(1) Council Communication of the Climate and Biodiversity Emergency**

63.4 The Committee considered a deputation referred from the previous meeting of Full Council that requested the Council better communicate the severity of the climate and biodiversity emergency on its media platforms.

63.5 The Chair provided the following response:

“Thank you for your deputation.

You are absolutely correct; we are facing a climate and biodiversity emergency and it is something we are focussed on tackling.

Later in this meeting we will hear recommendations from the city’s first Climate Assembly and work being done to explore the possibility of a liveable city centre; just two examples of how seriously we are taking this global problem.

Reference to climate change was briefly removed from the homepage of the council’s website in December so that we could share important information on changes to services and support to residents over Christmas, our impending exit from the European Union and the Coronavirus pandemic.

We have since restored that link to the front page and changed its name to better reflect the seriousness of our climate and biodiversity emergency”.

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

64 MEMBER INVOLVEMENT**(A) PETITIONS****(1) Traffic Calming and Crossing for Carlton Hill School – Councillor Childs**

64.1 The Committee considered a petition signed by 89 people requesting traffic calming and a pedestrian crossing to improve safety around Carlton Hill School.

64.2 The Chair provided the following response:

“Thank you for raising your concerns and presenting the petition today.

I am aware that Carlton Hill School was previously part of our Safer Routes to School programme. As a result of being part of this programme a number of safety measures were introduced following discussion with the school. This included a raised informal crossing near the junction with John Street and a raised table to slow traffic near the school entrance. We also installed two electronic school warning signs and ‘slow’ markings on the carriageway.

Consideration would have been given to introducing a signalised crossing at the time but the number and frequency of people using the crossing would not meet the minimum criteria for the safe installation of a controlled crossing. If signalised crossings are introduced at locations that do not have consistent demand throughout the day, then this can increase the risk of a failure to stop incident occurring and therefore reduce safety. In addition to this, there would be insufficient footway width at the site of the existing

informal crossing to accommodate the required signal equipment whilst still providing minimum footway widths for accessibility.

I appreciate that this may not be the response that you were hoping for and I know that you know we're in a really difficult position after years of austerity but as traffic calming and electronic signage are already in place at this location, it is really difficult for us to offer further physical measures in this instance. In light of the concerns you have raised today, we will however review the current lines and signs and ensure that they meet current standards in terms of condition and location so that we can maximise safety within the current road layout.

As I mentioned earlier in a previous response, later this year we will be having a report about this unfair approach to how we allocate traffic calming measures, but I also want to emphasise that the agenda items today on the climate assembly and liveable city centre aim to tackle road safety in a much more forward thinking approach. Reducing the amount of cars on the road and allowing people to choose sustainable, active and public transport will help make our roads safer for all users, and that is a major priority for us as an administration".

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

(2) Queens Park School - Safer Streets - Road Closure Order – Councillor Childs

64.4 The Committee considered a petition signed by 107 people requesting the introduction of a school street closure order on the street/s adjacent to Queens Park Primary School due to regular incidents of dangerous driving and parking.

64.5 The Chair provided the following response:

"Thank you for bringing this petition to the committee.

As you will be aware, we are fully committed to introducing School Streets across the city having brought an amendment to the ETS Committee on 23 June 2020. Following the successful implementation of 9 road closures through the Emergency School Streets Programme, I have asked officers to look at how School Streets can be delivered as part of a future programme which can be delivered within budget allocations starting in the next financial year.

We are keen to support a School Streets closure at Queen's Park and I can assure you that it will be a priority school for a closure under any future programme. However, these schemes do rely heavily on volunteers for setting up and operating the road closures at both ends of the day so it is very resource intensive and therefore relies on volunteers from the schools to come forward so we will be looking to you and fellow petitioners from the community to make this possible. Officers will always seek to improve road safety where possible and through a future School Streets programme, we will be able to explore where physical measures can be introduced to reduce the pressure on schools to recruit high numbers of volunteers. Proposals will be discussed with ward councillors and schools as well as the wider community.

I hope that gives you and can give your residents some assurances that your school is being worked through and you will be contacted by officers at the earliest opportunity with some proposals".

64.6 Councillor Wares asked if reports would be submitted to the committee on the matter.

64.7 The Chair confirmed a report would be received by a future meeting with the funding and budget implications outlined.

64.8 Several committee members expressed support for a road closure order around Queen's Park Primary School and hoped funding could be found to help it to be progressed.

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

65 FEES AND CHARGES 2021/22

65.1 The Committee considered a joint report of the Executive Director, Economy, Environment & Culture, the Interim Executive Director, Housing, Neighbourhoods & Communities and the Executive Lead Officer, Strategy, Governance & Law that set out the proposed 2021/22 fees and charges for the service areas covered by the Environment, Transport and Sustainability Committee in accordance with corporate regulations and policy.

65.2 Councillor Wares stated that whilst he welcomed the levelling in some charges such as monthly parking permits and traders' fees, Councillor Wares stated that the Conservative Group could not support the widespread and in places, significant rises in fees and charges and would be voting against the recommendations. Councillor Wares highlighted the rises in Bereavement service charges as particularly insensitive at the current time.

65.3 Councillor Williams stated that now was not the time to be increasing parking charges as people shouldn't be penalised for wanting to be safe in a pandemic and therefore avoiding public transport.

65.4 Councillor Brown agreed that parking charges should not be increased as people may avoid public transport for some time and businesses needed as much support as possible when they eventually re-opened. Councillor Brown indicated several significant increases in fees and charges and explained that this meant she could not support the report recommendations.

65.5 Councillor Appich stated that the rises in fees and charges were unacceptable in a pandemic and increasing parking charges would further hinder the visitor economy. Councillor Appich stated that whilst the Labour Group opposed the increases, the matter would be better dealt with at Budget Council rather than in a piecemeal fashion and therefore, the Labour Group would be abstaining on the report recommendations.

65.6 Councillor Wilkinson concurred with the comments made by Councillor Appich adding that continually seeking to increase parking charges in the name of sustainable transport was not a long-term strategy.

65.7 **RESOLVED-**

1) That the Committee approves the proposed fees and charges for 2021/22 as set out within the report and its appendices.

- 2) That Committee delegates authority to the Executive Director of Economy, Environment & Culture (in relation to paragraphs 3.4 - 3.22), the Executive Director of Housing, Neighbourhoods & Communities (in relation to paragraphs 3.23 - 3.26) and to the Executive Lead Officer – Strategy, Governance & Law (in relation to paragraphs 3.27 – 3.33) to change fees and charges as notified and set by central Government during the year.

66 BRIGHTON & HOVE CLIMATE ASSEMBLY

- 66.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out the final report on the Brighton and Hove Climate Assembly and the interim report of the Youth Climate Assembly and requested approval that officers consider the findings in the development of the Carbon Neutral Plan, Local Transport Plan 5 (LTP5) and the Local Cycling and Walking Infrastructure Plan (LCWIP).
- 66.2 In response to questions from Councillor Appich, it was explained that a communications strategy would be devised by the cross-party working group and there were plans to recruit a communications and engagement officer. Plans for local schemes could be taken to the cross-party working group to consider and the recommendations would be implemented through policy development and transport schemes such as the LTP and LCWIP that would be reported through this committee.
- 66.3 In response to Councillor Wares, the Chair stated that all recommendations made would be considered by the Administration and that included viability of a Park & Ride scheme. It was further clarified that developing a matrix of relationship relating to all ten recommendations would be very challenging until the recommendations were considered in depth and scoped and the process for feedback to the Climate Assembly was something that could be taken back to the cross-party working group.
- 66.4 Committee members expressed endorsement and support for the recommendations and praised the high standard of report from the Climate Assembly and Youth Assembly members and expressed their thanks to all of those that took part. Committee Members detailed the importance of addressing climate change and that the report represented a step change in efforts to do so and must be acted upon in an inclusive manner.
- 66.5 **RESOLVED-** That the Environment, Transport & Sustainability Committee:
 - 1) Welcomes the final report of the Brighton & Hove Climate Assembly (Findings Report attached in Appendix 1) and the interim report of the Youth Climate Assembly (attached in Appendix 2);
 - 2) Notes the findings of the Brighton & Hove Climate Assembly, including the assembly's 10 key recommendations that are set out on p4 of the Climate Assembly report at Appendix 1, and notes the interim findings of the Youth Climate Assembly at Appendix 2;
 - 3) Notes the initial response of the city council as set out in Appendix 3;
 - 4) Requests that officers consider the findings of the Brighton & Hove Climate Assembly and the Youth Climate Assembly when developing the fifth Local Transport Plan, the

Local Cycling and Walking Infrastructure Plan and further developing current transport initiatives such as the Liveable City Centre and Ultra Low Emission Zone schemes.

67 LIVEABLE CITY CENTRE AND ULTRA LOW EMISSION ZONE INITIAL FEASIBILITY STUDY

- 67.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that summarised the initial work undertaken on possible options for a Liveable City Centre (previously referred to as a Car-Free City Centre) and expanded Ultra Low Emission Zone in the city, following requests made by the committee. It outlined the technical work undertaken to arrive at conclusions for both initiatives and summarises the initial recommendations set out in a pre-feasibility technical study.
- 67.2 Committee members commended the high standard of the report and highlighted the possible improvements for public health and wellbeing, improving air quality, reducing carbon emissions and the boosting the local economy.
- 67.3 Councillor Wares stated that the proposals needed more thought and appeared rushed and the report was an options scoping exercise not a proper feasibility study. Councillor Wares stated that on that basis, and the lack of commitment for full consultation on the proposals, the Conservative Group would be abstaining on the report.
- 67.4 **RESOLVED-**
- 1) That the Committee note the analysis and outcomes of the initial feasibility work on creating a Liveable City Centre and expanded Ultra Low Emission Zone options for the city.
 - 2) That the Committee agree that the options summarised in paragraphs 3.8 and 3.9 of this report (and illustrated in Chapter 3 of Appendix 1 to this report) should be developed further through more detailed, quantified assessments, which will include the development of business cases and plans for engagement and consultation to identify preferred options for each project.
 - 3) That the Committee requests that reports are brought back to future meetings of this committee for approval of the further development of the business cases and plans for engagement and consultation for the Liveable City Centre and expanded Ultra Low Emission Zone projects.

68 PERMIT REVIEW

- 68.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that proposed recommendations for changes to the operation of various parking permits throughout the city.
- 68.2 Councillor Appich moved a motion on behalf of the Labour Group to amend the recommendations as shown in bold italics below:
- 2.1 That the Committee agrees to amend the following permits as outlined in Appendix A

- School Permit Eligibility and Permit Allocation *
- Trial Business Visitor Permits in Zone S and V
- Hotel Permit Parking

2.2 That the Committee agree that the proposal for a checklist and survey for School Permits as detailed at Appendix A of the report be removed.

- 68.3 Introducing the motion, Councillor Appich stated its purpose was to avoid adding further administrative and bureaucratic processes on to schools particularly at a time when there was significant and sometimes urgent adjustments arising from the pandemic.
- 68.4 Councillor Williams formally seconded the motion.
- 68.5 The Chair observed that whilst she fully supported all school staff, the Green Group would not be supporting the motion as it went against the council's commitments on Carbon Neutrality and the requirement was for only 10% of staff to complete a survey on their active travel habits and how they could be enhanced.
- 68.6 Councillor Wares stated that he supported the changes on School Permit Eligibility and Permit Allocation and Trial Business Visitor Permits in Zone S and V but did not support the changes proposed to Hotel Permit parking so would reluctantly be voting against the report recommendations.
- 68.7 The Chair put the motion to the vote that failed.
- 68.8 The Chair then put the recommendations to the vote that passed.
- 68.9 **RESOLVED-**
- 1) That the Committee agrees to amend the following permits as outlined in Appendix A.
 - School Permit Eligibility and Permit Allocation
 - Trial Business Visitor Permits in Zone S and V
 - Hotel Permit Parking

69 TABLE AND CHAIR LICENSING

69.1 RESOLVED-

- 1) That Committee approve for the Council to continue to agree licences under the Business and Planning Act 2020 from April 2021 to September 2021 (or when the Business and Planning Act expires)
- 2) That Committee approve the council waive the maximum fee chargeable under the Business and Planning Act 2020 to continue to support local businesses through the summer months.
- 3) That if the Business and Planning Act 2020 expires in September 2021 as it is currently due to do, that the Committee agree that the Council ask businesses to apply for a

licence to place outside seating on the highway under the Highways Act 1980 and pay the standard fee, this licence will run for a year and then be annually renewed.

70 STANMER VILLAGE PARKING SCHEME

70.1 RESOLVED-

- 1) That, having taken account of responses to the consultation, the Committee approves the Stanmer Village Parking Management Scheme as detailed in Appendix 1 and plan Appendix 2
- 2) That the Committee delegates authority to the Executive Director Economy, Environment and Culture to make such minor changes to the scheme as he considers appropriate following consultation with the Stanmer Village residents and businesses.
- 3) That the Committee agree that the parking scheme be reviewed 18 months after implementation, in line with the scheduled review of the TRO, to consider how well it is working, with any recommendations for changes to the scheme to be presented in a report to the Environment, Transport & Sustainability (ETS) Committee within the TRO review report.

71 SELF- MANAGED SPORTS FACILITIES IN PARKS AND RECREATION GROUNDS

- 71.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that recommend that the criteria set out in Appendix 2 of the report in relation to the transfer of outdoor sports facilities in parks and recreation grounds be adopted and added to the Community Asset Transfer Policy (CATP).
- 71.2 Councillor Appich moved a motion on behalf of the Labour Group to amend the recommendations as shown in bold italics below:

That Environment Transport and Sustainability Committee:

- 2.1 Notes the progress made in transferring outdoor sports facilities to sports clubs and community organisations.
- 2.2 Recommends that Policy and Resources Committee approves the additional criteria which are to be considered in determining the transfer of outdoor sports facilities in parks to community organisations as set out in appendix 2 and that they are added to the CATP as an appendix.
- 2.3 ***Recommends that Policy and Resources Committee approves a further condition of transfer which will allow the use of the facilities by local residents on low incomes at a reduced rate.***
- 2.4 ***Recommends that Policy and Resources Committee approves that consultation with the community and its representatives takes place before any lease or license is granted.***

- 71.3 Introducing the motion, Councillor Appich stated that its purpose was to ensure thorough consultation took place and to guarantee that low income households living in the facility could continue to access such facilities if they were transferred.
- 71.4 Councillor Fowler formally seconded the motion.
- 71.5 Councillor Wares stated that he was very cautious about adding further conditions to the policy as many things the amendment sought such as enhanced community access was already in place in the CATP. New conditions may create an artificial barrier to community groups who had much greater access to funding than the council and could be a detriment to the improvement of the facilities. Councillor Wares stated that the Conservative Group would be abstaining on the Labour Group motion.
- 71.6 The Chair then put the motion to the vote that passed.
- 71.7 The Chair then put the recommendations as amended to the vote that were agreed.
- 71.8 **RESOLVED-**

That Environment Transport and Sustainability Committee:

- 1) Notes the progress made in transferring outdoor sports facilities to sports clubs and community organisations.
- 2) Recommends that Policy and Resources Committee approves the additional criteria which are to be considered in determining the transfer of outdoor sports facilities in parks to community organisations as set out in appendix 2 and that they are added to the CATP as an appendix.
- 3) Recommends that Policy and Resources Committee approves a further condition of transfer which will allow the use of the facilities by local residents on low incomes at a reduced rate.
- 4) Recommends that Policy and Resources Committee approves that consultation with the community and its representatives takes place before any lease or license is granted.

72 PLAYGROUND REFURBISHMENT PROGRAMME 2021-2025

- 72.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out a new strategy for playground refurbishment and also seeks approval in relation to the funding and procurement of the programme.
- 72.2 In response to a question from Councillor Wares, the Park Projects & Strategy Manager confirmed that should funding identified in the Housing Revenue Account (HRA) be approved, discussions could commence on a joint approach for playground refurbishment where sites were located on both HRA and public land.
- 72.3 Councillor Wilkinson moved a motion on behalf of the Labour Group to amend the recommendations as shown in bold italics below:

That Environment Transport and Sustainability Committee:

- 2.1 Recommends to Policy & Resources Committee that it approve the playground refurbishment programme set out in appendix 1.
- 2.2 Recommends to Policy & Resources Committee that it approves borrowing of up to £0.539m to contribute to the refurbishment of playgrounds.
- 2.3 Recommends to Policy & Resources Committee that it delegates authority to the Executive Director of Economy Environment and Culture to procure and award contracts for up to £3m for playground refurbishment over a period of up to 4 years.
- 2.4 *Recommends to Policy & Resources that the refurbishment programme is informed by consultation with disability groups in order to improve disability access to local playgrounds.***

72.4 Introducing the motion, Councillor Wilkinson stated that the purpose of the motion was explicitly confirm that consultation with disability groups and stakeholders would take place in relation to any refurbishments.

72.5 Councillor Williams formally seconded the motion.

72.6 Committee members collectively welcomed the report and commended the innovative approach taken to obtain funding for refurbishment.

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

72.8 The Chair then put the recommendations as amended to the vote that was agreed.

72.9 **RESOLVED-** That Environment Transport and Sustainability Committee:

- 1) Recommends to Policy & Resources Committee that it approve the playground refurbishment programme set out in appendix 1.
- 2) Recommends to Policy & Resources Committee that it approves borrowing of up to £0.539m to contribute to the refurbishment of playgrounds.
- 3) Recommends to Policy & Resources Committee that it delegates authority to the Executive Director of Economy Environment and Culture to procure and award contracts for up to £3m for playground refurbishment over a period of up to 4 years.
- 4) Recommends to Policy & Resources that the refurbishment programme is informed by consultation with disability groups in order to improve disability access to local playgrounds.

73 ITEMS REFERRED FOR FULL COUNCIL

73.1 No items were referred to Full Council for information.

The meeting concluded at 7.45pm

Signed

Chair

Dated this

day of

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:

(1) Air quality – Imogen Casebourne

Following the Ella Kissi Debrah case, the potential consequences of air pollution arising from heavy traffic have become even clearer. I know that Brighton & Hove City Council has taken steps to monitor air quality in some sites across the city. Has any air quality monitoring been undertaken at the junction of Roedean Road, Wilson Avenue and the Marina slip road?

(2) Pavement Tarmac- David Wilson

I understand that the council's policy is to replace grooved pavement slabs with tarmac when works by a utility company necessitate the pavement being dug up. This has happened on Falmer Avenue in Saltdean which is a very steep road. The tarmac is slippery when we have frosty / icy weather and is a health and safety issue for residents. One resident has already fallen and been injured. Will the council come and inspect in frosty / icy weather and commission the appropriate modifications to bring the pavement back into full use?

(3) Coastal Erosion- Stephen Grant

In some places the A259 between Saltdean and the Marina is only about ten yards from the cliff edge. The undercliff walk was closed recently following some small rock falls. What steps (short and long term) are being taken to prevent further erosion of the cliffs to ensure that the coast road remains viable in the future?

WRITTEN QUESTIONS

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 Nemeth- Climate Neutrality Progress Update

A 'climate emergency' was declared by Brighton & Hove City Council in December 2018 and a Carbon Neutral 2030 Working Group was set up not long afterwards. Would the Chair, in her capacity as head of sustainability for the city, state the percentage of net carbon dioxide emissions that have been cut since the inception of the project?

(2) Councillor Nemeth- Tamarisks on Duke's Mound

The Council's 'Carbon Neutral 2030' logo appears on material promoting the removal of the popular tamarisks on Duke's Mound on the Kemp Town seafront. An increase in biodiversity through the introduction of native species appears to be the principal driver behind this project. Given that there is likely to be less carbon stored at Duke's Mound in 2030 than there is now, and much carbon dioxide has been introduced into the atmosphere simply through carrying out the physical work involved in the project, how can the use of the Carbon Neutral 2030 logo on this particular project be justified?

(3) Councillor Nemeth- Volk's Railway Disabilities-friendly Carriage and Extension

A Notice of Motion calling for various upgrades to Volk's Railway, submitted by the Conservative Group at TECC Committee on 18th November 2020, received cross-party backing. It included calls for signage, a new platform, a shelter, a disabilities-friendly carriage and an extension towards the Marina. A Budget Amendment calling for a £500,000 investment in the carriage, submitted by the Conservative Group at Budget Council on 25th February 2021, led to the approval of £100,000 towards the project. What discussions from a transport perspective have taken place to date?

(4) Councillor Nemeth- Community Tree Planting

Will the Council honour the previous fee for the planting of street trees by community groups of approximately £400 per tree in instances where projects were launched by residents prior to the adoption of the new fee of up to £5,000 per tree?

Subject:	City Environment Modernisation Update		
Date of Meeting:	16 March 2021		
Report of:	Executive Director – Economy, Environment & Culture		
Contact Officer:	Name:	Lynsay Cook	Tel: 01273 292448
	Email:	Lynsay.cook@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The Environment, Transport & Sustainability Committee last received an update on the City Environment Modernisation Programme at its meeting on 29 September 2020. This report provides a further progress update.
- 1.2 The report also provides information and updates relating to several Cityclean service areas since the September report.
- 1.3 The report is also seeking approval to changes to the issuing of Flyering licenses across Brighton & Hove.

2. RECOMMENDATIONS:

- 2.1 That Environment, Transport & Sustainability Committee note the progress of the Modernisation Programme, including the updates in Appendix 1.
- 2.2 That Environment, Transport & Sustainability Committee delegates authority to the Executive Director – Economy, Environment & Culture to make an Order, including all necessary steps therewith, to enable the streets listed below, and the side streets leading from them, to be included within the Flyering licensing scheme; subject to no objections being received:
 - From the current boundary in the west, along the Promenade from Brunswick Square to Basin Road South, including Hove Lawns
 - From the current boundary in the east, along Madeira Drive to Black Rock
 - From the current boundary at the Western Road / Brunswick Place junction west along Western Road, onto Church Road with the junction of Sackville Road
 - George Street (Hove), Blatchington Road between Haddington Close and Ventnor Villas and Goldstone VillasIn the event of any objections to the proposed Order being received, a further report shall be brought to Committee to enable the objections to be considered and for a decision as to whether the Order should be made.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The City Environment Modernisation Programme is developing a sustainable future for the service in Brighton & Hove in the context of reducing council budgets, increasing customer demand and an expanding service offer. Many City Environment services are statutory and have been under a lot of scrutiny. The service has an integral role in resident, business and visitor perceptions of Brighton & Hove and is fundamental to the success and attraction of the city.
- 3.2 The depth, breadth and complexity of the issues that are being addressed at Cityclean cannot be underestimated. A significant proportion of management time and effort is being used to address these issues in order to build a strong foundation which is required to ensure visible and sustainable improvements in service delivery for the future.
- 3.3 Appendix 1 contains an update on each of the key projects within the Modernisation Programme. A green RAG rating means the project is on track, an amber rating means the project is slightly off track and red means the project is off track.

Flyering licenses

- 3.4 Flyering is the giving out of free printed materials to the public to advertise things like events, businesses or product promotions. Flyering can cause lots of litter so in some areas of the city, those handing out materials are required to have a licence.
- 3.5 A small project was completed as part of the Modernisation Programme to identify improvements to the Flyering service. One recommendation is that Flyering licenses should be required for other areas of the city and not only [Brighton city centre](#). Flyering can cause lots of litter and via the issuing of licenses, the council can try and ensure that some of the cost of cleaning this litter is covered.
- 3.6 It is recommended the Flyering license area is extended:
- From the current boundary in the west, along the Promenade from Brunswick Square to Basin Road South, including Hove Lawns
 - From the current boundary in the east, along Madeira Drive to Black Rock
 - From the current boundary at the Western Road / Brunswick Place junction west along Western Road, onto Church Road with the junction of Sackville Road
 - To include George Street (Hove), Blatchington Road between Haddington Close and Ventnor Villas and Goldstone Villas
- 3.7 The Flyering license area will also include each of the side roads leading off the areas above to prevent those distributing free printed material from circumventing the scheme.
- 3.8 In accordance with Section 94B and Schedule 3A of the Environmental Protection Act 1990, land subject to Flyering licenses must be “designated”. Designated land can include publicly maintainable highway. However, land can only be designated where the litter authorities “is satisfied that the land is being

defaced by the discarding of free printed matter which has been distributed there”.

- 3.9 To make the changes, the council must issue a Notice setting out the proposal which must be published in at least one local newspaper, posted directly on the land and on the council website. The Notice must contain details of the land to be designated, the date the proposal will come into force (which must be at least 28 days from the date the notice is given) and the period during which objections to the proposal can be made (which must be a period of at least 14 days from the date the notice is given). The council is required to consider all objections received. If objections are made, a further report will be brought to committee. If the council decides to go ahead with the Order, a Notice must be published announcing the decision. The Notice must be published in at least one local newspaper, posted directly on the land and on the council website. The Notice must contain the date the Order will come into force.
- 3.10 Another recommendation from the project was to simplify the pricing structure to make it easier for businesses to understand the costs of the licence. In the Fees and Charges 2021/22 report at its January 2021 meeting, Environment, Transport & Sustainability Committee approved the proposed fees and charges for 2021/22.
- 3.11 For this committee’s information, the previous costs and recently approved costs are:

New charges

	1 day	1 week	1 year	Per additional badge
24 hours	£50	£140	£300	£32

Previous charges

	28 days	12 months	Per additional badge
7am-7pm	£57.30	£113.50	£29.80
24 hours	£86.00	£169.80	£29.80

- 3.12 As per the Environmental Enforcement Framework, Fixed Penalty Notices (FPNs) can be issued for unauthorised Flyering under section 94B of the Environmental Protection Act 1990. Therefore, subject to Member approval, extending the geographical area for which licenses are required means anyone Flyering in a designated part of the city without a licence may receive an FPN for £150.
- 3.13 Income received from Flyering licenses will help to ensure that some of the cost of cleaning litter caused by Flyering is covered. In addition, income from the issuing of FPNs is used for specific environmental purposes such as providing additional litter and dog bins, again tackling littering.

Composition analysis

- 3.14 In autumn 2020, Cityclean commissioned a waste compositional analysis to provide insight into the residual waste stream of kerbside properties and those using shared and communal bins. This data is being used to inform the council's Waste, Resources & Street Cleansing Strategy and contribute to relevant projects within the Modernisation Programme. A selection of bins were sampled over a four-week period in September 2020. Appendix 2 contains the headline results.
- 3.15 The information is being used to inform the Managing Waste Responsibly Project within the Modernisation Programme. Actions that Cityclean will be taking forward are:
- Reviewing and updating recycling letters, flyers and education materials, particularly to include less obvious recyclable materials i.e. bottles from kitchen and bathroom, aerosols
 - Sending out a recycling flyer with all council tax bills, building on last year's exercise. This will also be shared with the Universities for circulation to students.
 - Reviewing all webpages, particularly in relation to glass
 - Identifying other options for collection of garden waste for residents unable to use the current wheelie bin service
 - Undertaking a campaign on food waste with Brighton & Hove Food Partnership
 - Continuing to promote the community composting scheme
 - Using data to develop and deliver a communications campaign on other waste streams
 - Reviewing letter templates to ensure messaging reflects what the data is saying, particularly in relation to recycling points and HWRS facilities
- 3.16 Cityclean is also determining the future frequency of residual waste composition analysis to identify the impact subsequent actions are having and to change or take additional action as necessary. In addition, the service is considering whether to complete the same exercise for recycling and the frequency of it, to tackle the significant issue of contaminated recycling.

National Waste & Resources Strategy

- 3.17 Following the release of the National Waste and Resources Strategy in 2018, the government are introducing laws through the Environment Bill, currently anticipated in 2023. The key areas covered by the new legislation are:
- Establishment of the regulating body Office for Environmental Protection
 - Collections consistency (core standard recycling materials)
 - Deposit Return Scheme
 - Extended Producer Responsibility

Office for Environmental Protection

- 3.18 Following the UK's exit of the EU, a replacement body – the Office for Environmental Protection (OEP) – will be established to replace the role of the European Commission in upholding environmental targets. The principal objective of the OEP in exercising its functions is to contribute to environmental

protection and the improvement of the natural environment. The OEP is being legislated for through the Environment Bill and will be based in Bristol. It does not replace the Environment Agency. The OEP will monitor the government's progress towards improving the natural environment and will investigate complaints regarding failures of public bodies to comply with environmental law.

Collections consistency

- 3.19 Following on from the 2019 consultation on the government's Resources and Waste Strategy, Defra is developing more detailed proposals for a second consultation based upon the draft Environment Bill which is due for publication in early 2021. At the last consultation, Defra proposed additional materials that could be required to be collected at kerbside including tin foil trays and aerosols; food and drink cartons; and plastic films. It is possible that some materials are required to be collected separately, such as fibres, in order to improve the quality of this stream. Pots, Tubs and Trays (PTT) are likely to be included as a 'core material' to be collected at the kerbside. Consultation on the additional materials is likely to take place Spring 2021.
- 3.20 Whilst the draft Environment Bill does not reference it, the government has indicated that garden waste collections could become free of charge due to what they see as "inconsistent outcomes" produced by charged for services. They are seeking to "bring greater consistency and clarity to the approach taken by Local Authorities in this area". A consultation is expected but no timeline has been given for this yet.
- 3.21 In the Bill, the government has committed to introducing separate, weekly food waste collections from 2023. Cityclean is currently working with WRAP and consultants to carry out a food waste service options appraisal. The consultants are mapping the current service to understand how a food waste collection service can be introduced and the costs associated with it. Options will be developed including the vehicles to be used, containers, caddies, liners and communications required to launch the service.

Deposit Return Scheme

- 3.22 The Government has committed to introducing a Deposit Return Scheme (DRS) for containers that will incentivise people to recycle drinks containers. The specific details of the DRS will be presented in a second consultation in early 2021. The mix of DRS materials is not finalised, although it is thought to include glass, metals and plastic. The government has said that it is exploring a funding formula whereby a local authority could be paid the deposit amount on drinks containers collected at kerbside without residents having to physically return them via a designated return point.

Reformed Extended Producer Responsibility

- 3.23 The Extended Producer Responsibility (EPR) system is proposed by government as the mechanism by which any new burdens borne by authorities will be largely funded. The producers of various materials placed on the market will pay into the scheme and those payments will be passed to authorities to fund collections and

processing. There are no recent updates on the EPR with the second consultation due early 2021.

Continued Covid 19 response

- 3.24 Cityclean continues to work hard to sustain the service in the light of the pandemic. The service has been affected with some staff testing positive and some having to self-isolate, alongside team members who are not at work due to normal winter sickness. Agency staff have been used to cover and contingency plans are in place. However, as the situation changes daily, the service has had to adapt quickly and sometimes as short notice. Communications have been published and residents have been asked to be patient if their service is disrupted.
- 3.25 Cityclean has also seen increased volumes of waste to collect as with shops being closed, more people are buying food, clothes, luxuries and essentials online. This has created more household waste and recycling including bags, boxes, paper and plastic. The impact means it takes longer to collect as the trucks reach capacity quicker and more tips are needed.

Inspection from Health & Safety Executive

- 3.26 On 25 November 2020, the Health & Safety Executive (HSE) undertook an unannounced Covid-related spot check at Hollingdean Depot. The Inspector was given a tour of the site to observe the Covid-secure measures in place and asked senior officers on site several questions to further understand the mitigations in place. These mitigations include Covid signage, one-way systems in buildings, perspex screens in the canteen and multiple hand sanitiser locations.
- 3.27 The HSE were satisfied with the measures in place and no further action was required.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The City Environment Modernisation Programme is developing a sustainable future for the service in Brighton & Hove in the context of reducing council budgets, increasing customer demand and an expanding service offer. Within this, work is taking place to improve performance on refuse, recycling, garden and trade waste collections and street cleansing, as well as adopting a more commercial approach to income generating services. Without the continuation of the Programme, there is a risk that improvements will not be delivered and there will be further pressures on the City Environment budget.
- 4.2 Litter caused by Flyering directly impacts on street cleansing resources and the tidiness of the city. By extending the geographical area for which licenses are required, the council can try and ensure that some of the cost of cleaning this litter is covered.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 As noted above, proposals to extend Flyering licenses will be subject to public notice, allowing objections to be made.
- 5.2 Previous community and consultation activities in relation to City Environment are detailed in the committee reports listed as Background Documents below.

6. CONCLUSION

- 6.1 This report provides Environment, Transport & Sustainability Committee with a progress report on the Modernisation Programme and other areas of Cityclean service delivery. Improvement and modernisation work continues to be delivered, but there is still some way to go.
- 6.2 Increasing the geographical range for Flyering licences will partly recover the cost of work required to clear the litter generated by Flyering activity.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 This report is an update report on progress on existing initiatives which are funded from existing resources. It is expected that pressure funding bids for additional resources will, if required, be brought forward for consideration in the next budget setting round.
- 7.2 It is expected that the recommendation to extend the existing Flyering license scheme to the designated areas will be self-funding and/or cover some of the cost of cleaning litter caused by Flyering (paragraph 3.13). The financial impact of Covid 19 on the service and service delivery is reviewed, monitored and reported as part of budget monitoring (paragraphs 3.24 and 3.25).

Finance Officer Consulted: Jess Laing

Date: 03/03/2021

Legal Implications:

- 7.3 The legislative background to the proposed extension of Flyering licences is set out in paragraphs 3.8 and 3.9 of the report. There are no other direct legal implications arising from the report.

Lawyer Consulted: Hilary Woodward

Date: 04/03/2021

Equalities Implications:

- 7.4 Any resident unable to easily access refuse or recycling collection services can apply for an assisted collection.
- 7.5 Equalities implications relating to other City Environment projects within the Modernisation Programme are detailed in the committee reports listed as Background Documents below.

Sustainability Implications:

- 7.6 The City Environment Modernisation Programme is seeking to increase recycling rates and improve street cleanliness.

SUPPORTING DOCUMENTATION

Appendices

1. City Environment Modernisation Programme update
2. High-level results of composition analysis

Background Documents

1. Fees and Charges 2021/22 Report to Environment, Transport & Sustainability Committee on 21 January 2021
2. City Environment Modernisation Update to Environment, Transport & Sustainability Committee on 29 September 2020
3. Internal Audit Annual Report and Opinion 2019/20 to Audit & Standards Committee on 21 July 2020
4. Fleet Procurement Options to Environment, Transport & Sustainability Committee on 26 November 2019
5. City Environment Modernisation Update to Environment, Transport & Sustainability Committee on 8 October 2019
6. City Environment Modernisation Update to Environment, Transport & Sustainability Committee on 25 June 2019
7. City Environment Modernisation Update to Environment, Transport & Sustainability Committee on 22 January 2019
8. Environmental Enforcement Framework Report to Environment, Transport & Sustainability Committee on 27 November 2018
9. Graffiti Reduction Strategy Report to Environment, Transport & Sustainability Committee on 27 November 2018
10. Public Convenience Report to Policy, Resources & Growth Committee on 11 October 2018
11. City Environmental Management – Modernisation Programme Update Report to Environment, Transport & Sustainability Committee on 9 October 2018
12. City Environmental Management – Modernisation Programme Update Report to Policy, Resources & Growth Committee on 12 July 2018
13. Update on Chargeable Garden Waste Collection Service Report to Environment, Transport & Sustainability Committee on 28 June 2016
14. Proposals for a Chargeable Garden Waste Collection Service Report to Environment, Transport & Sustainability Committee on 13 October 2015
15. Cityclean Service Plan and Priorities Report to Policy & Resources Committee on 9 July 2015

Appendix 1: Programme Update

Project Information

Project name	Commercial bins on the highway	Project description	Creating and implementing a model to manage commercial bins on the highway across Brighton & Hove. Once agreed, it will form part of the Environmental Enforcement Framework.
RAG status	Amber	Timescales	September 2019 to March 2022
Percentage complete	25%	Modernisation dependencies	Customer experience Environmental enforcement Managing waste responsibly
Recent activities	Public consultation questionnaire and supporting documents published on consultation portal The deadline has been extended on a couple of occasions due to low response rates from businesses Waste management providers in the city have been written to, to encourage them to respond		
Risks and issues	Resources to implement agreed scheme Lack of support for model from public consultation Timing of implementation due to Covid-19 response Further Covid-19 disruption Capacity of businesses and other stakeholders to respond	Next steps	Write to all businesses in proposed T-Zones, encouraging them to respond to the consultation on the consultation portal

Project Information

Project name	Communal bin system	Project description	Reviewing the existing communal bin system and identifying areas for improvement with the current distribution of bins, capacity offered for different waste streams, improvements to glass recycling (bins, contamination of, and noise), bin bays, signage, type
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Appendix 1: Programme Update

			<p>of bins, expansion of waste streams, and application of colour coding for the different waste streams</p> <p>Applying any recommended changes identified from the review across all existing communal areas through a phased approach</p> <p>Ensuring any relevant changes to the system are reflected as necessary within the relevant Standard Operating Procedure (SOP) for communal bins</p> <p>Expanding the communal bin area</p>
RAG status	Green	Timescales	June 2020 – March 2023
Percentage complete	25%		
Recent activities	<p>Completed communal bin review for Brunswick & Adelaide</p> <p>Finalised Standard Operating Procedures for siting, moving and adding communal bins</p> <p>Organised existing data for some wards (Regency, St Peter's & North Laine and Queen's Park) within communal bin database and further data captured as necessary</p> <p>Created communal bin maintenance database</p> <p>Created communal bin change tracker; the tracker includes requests for changes, moving of bins and a log of issues</p> <p>Started trialling of sound deadening bins for glass recycling</p>	Modernisation dependencies	<p>Customer experience</p> <p>Environmental enforcement</p> <p>Fleet replacement</p> <p>Food waste options appraisal</p> <p>IT systems</p> <p>Keeping the city clean review</p> <p>Managing waste responsibly</p> <p>Procurement review</p> <p>Wheelie bin audit and rollout</p> <p>[Waste composition analysis]</p>
Risks and issues	<p>Resources – both time and finance</p> <p>Lack of support for expansion from resident consultation</p> <p>Industrial relations</p> <p>Highways Traffic Regulation Orders</p>	Next steps	<p>Finalise financing arrangements</p> <p>Continue engagement on expansion of communal bin area</p> <p>Complete analysis and produce reports for Regency, St Peter's and North Laine and Queen's Park wards</p>

Appendix 1: Programme Update

	Further Covid-19 disruption Brexit – bins purchased from Europe Lack of suitable bin for glass recycling		Organise data for remaining wards: East Brighton, Central Hove, Westbourne, Goldsmid, Preston Park, Hanover & Elm Grove, Rottingdean Coastal and Hollingdean & Stanmer.
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Project Information

Project name	Customer experience	Project description	Improving the customer experience and providing a consistent service to everyone who contacts Cityclean
RAG status	Green	Timescales	January 2019 – March 2022
Percentage complete	30%	Modernisation dependencies	Environmental enforcement Fleet replacement Food waste options appraisal Graffiti reduction IT systems Keeping the city clean review Management Framework Managing waste responsibly Weed management Wheelie bin audit and rollout
Recent activities	Continued review of Accessibility Line 15 Traffic Regulation Orders advertised to the public on 12 March. The Orders contain measures to address issues of persistent missed collection in 15 roads across the city 34 compliments received in Q3, the same as Q2; Cityclean on track to receive more compliments than last year Stage 1 Complaints reduced again in Q3 from 89 to 68; for the third consecutive quarter this year, complaint numbers are lower than last year		
Risks and issues	Further Covid-19 disruption Loss of support for project	Next steps	Continue advertisement of Traffic Regulation Orders

Project Information

Project name	Environmental Enforcement: CCTV	Project description	Procuring closed-circuit television (CCTV) cameras and Automatic Number Plate Recognition (ANPR)
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Appendix 1: Programme Update

			camera system for the deterrence and or detection and of fly tipping at hot-spots in Brighton & Hove.
RAG status	Green	Timescales	Completed November 2020
Percentage complete	100% COMPLETE		
Recent activities	Awarded contract and Purchase Order raised Installed CCTV at all sites and live Officers trained Privacy Notice finalised and uploaded to BHCC website CCTV signage designed and installed at sites <i>Surveillance Camera Commissioner Passport to Compliance Stage 1</i> completed Completed Tender Evaluation report <i>'Working as a CCTV Operator'</i> training completed by two Environmental Enforcement Officers	Modernisation dependencies	Communal bin system Customer experience Graffiti reduction IT systems Managing waste responsibly
Risks and issues	Funding removed Members withdraw support Supplier insolvency before delivery Fly tipping will continue/increase if delay in procurement and installation of cameras	Next steps	Management becomes part of business as usual for the Environmental Enforcement Team Instigate contract management arrangements Regular contract meetings with supplier Daily review of all camera images Review data collected at each site at the end of six month and 12 month period to assess impact and inform decision making

Project Information

Project name	Environmental enforcement: ticketing and software system	Project description	Procuring a back-office system for environmental enforcement to officers to use mobile handheld technology to capture, upload and print a Fixed
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Appendix 1: Programme Update

			Penalty Notice (FPN). This will be paired with an electronic bluetooth printer.
RAG status	Green	Timescales	August 2019 to June 2021
Percentage complete	70%	Modernisation dependencies	Communal bin system Customer experience Graffiti reduction IT systems Managing waste responsibly
Recent activities	<p>Trialled software with preferred supplier and IT&D</p> <p>Met with IT&D and Finance to review payment integration with software</p> <p>Met with other local authority to benchmark software</p> <p>Reviewed IT&D Project Initiation Document</p> <p>Liaised with Procurement to discuss contract options</p> <p>Drafted Service Specification</p>		
Risks and issues	<p>Funding removed</p> <p>Members withdraw support</p> <p>Supplier insolvency before delivery</p>	Next steps	<p>Continue to work with IT&D on Project Initiation Document and system integration</p> <p>Liaise with Head of Service on contract details</p> <p>Send draft Service Specification to IT&D for approval; once approved send to Procurement</p> <p>Draft contract</p> <p>Award contract</p> <p>Install system</p>

Project Information

Project name	Fleet replacement	Project description	Delivery of a 10-year strategy and green procurement plan, providing cost and savings projections. The strategy includes the migration to new technology as it develops, such as hydrogen fuel cells, to reduce maintenance and carbon emissions.
RAG status	Green	Timescales	September 2020 – March 2030

Appendix 1: Programme Update

Percentage complete	60%		
Recent activities	<p>10-year Fleet Strategy agreed at Environment, Transport & Sustainability Committee and Policy & Resources Committee; implementation has started</p> <p>Tendered and awarded contract for first electric truck</p> <p>Secured additional £1.5m funding for 2021/22 for fleet replacement, to electric</p> <p>Commenced working with UKPN to ensure depot power capacity is correct</p> <p>Developed plans to replace three Refuse Collection Vehicles with electric in 2021/22 and convert one from diesel to electric</p> <p>Purchased new electric Graffiti van</p> <p>Started working with City Parks to introduce more electric and low carbon vehicles as well new plant to reduce need for hiring</p> <p>Started tender process for new sweeper; these will be diesel with electric options to follow closer to 2030</p> <p>Completed business plan for commercial working in the workshop</p>	Modernisation dependencies	<p>Communal bin system</p> <p>Customer experience</p> <p>Food waste options appraisal</p> <p>Health & Safety</p> <p>Hollingdean Depot</p> <p>IT systems</p> <p>Managing waste responsibly</p> <p>Operator's Licence</p> <p>Procurement review</p>
Risks and issues	<p>Resources – both time and finance</p> <p>Power infrastructure implemented and available</p> <p>Competing priorities; Covid-19 response, service delivery and modernisation and improvement work</p> <p>Brexit – vehicles purchased from Europe</p>	Next steps	Continue to implement and monitor the Strategy

Appendix 1: Programme Update

Project name	Food waste options appraisal	Project description	Completing an options appraisal to introduce a food waste collection service to households across the city.
RAG status	Green	Timescales	September 2020 – March 2021
Percentage complete	70%	Modernisation dependencies	Communal bin system Customer experience Fleet replacement Managing waste responsibly Procurement review Wheelie bin audit and rollout
Recent activities	Completed the scope for WRAP (Waste and Resources Action Programme), to support procurement of consultants, to carry out analysis of the service and provide fully costed models of delivery for food waste collections to all households across the city		
Risks and issues	Resources – both time and finance Data availability National Waste & Resources Strategy Further Covid-19 disruption	Next steps	Consultants to finalise options report in March 2021 Findings to be presented to committee in summer 2021

Project Information

Project name	Graffiti reduction	Project description	Delivery of Graffiti Reduction Strategy to reduce the amount of graffiti vandalism around Brighton & Hove.
RAG status	Amber	Timescales	November 2018 – March 2023
Percentage complete	50%	Modernisation dependencies	Customer experience Environmental enforcement IT systems Keeping the city clean review
Recent activities	Scheduled completion of the community mural on New England Street in March From February 2021, an external graffiti removal contractor is operating on the seafront through a three-year contract. This includes patrolling twice weekly, covering the seafront land south of the A259		

Appendix 1: Programme Update

	<p>between Hove Lagoon and Saltdean. They will also attend immediately to reports of offensive graffiti.</p> <p>Started designing new “graffiti is a crime signage” to place in hotspots across the city</p> <p>Initiated planning for Great British Spring Clean 2021</p> <p>Continued working and patrolling with Sussex Police</p>		
Risks and issues	<p>Private property owners do not comply with Community Protection Warnings</p> <p>Competing graffiti removal priorities</p> <p>Further Covid-19 disruption</p> <p>Changes to project lead</p>	Next steps	<p>Develop Service Level Agreements with Statutory Undertakers</p> <p>Begin multi agency media campaign to provide education on the impact of graffiti vandalism, and enable residents to remove and prevent graffiti vandalism</p> <p>Install “graffiti is a crime signage”</p>

Project Information

Project name	Health & Safety	Project description	Improving health & safety compliance and performance across City Environmental Management (CEM)
RAG status	Amber	Timescales	Ongoing
Percentage complete	50%	Modernisation dependencies	<p>Fleet replacement</p> <p>Hollingdean Depot</p> <p>Keeping the city clean review</p> <p>Management Framework</p> <p>Operator’s Licence</p> <p>Workstyles</p>
Recent activities	<p>Covid-19 risk assessments revised in line with new national lockdown and virus variant strains, including the creation of “staff bubbles” wherever practicable to protect the service from a mass break out and ensure business continuity</p> <p>CEM Health & Safety Board meeting monthly</p>		

Appendix 1: Programme Update

	<p>Ongoing work on risk assessments and compliance to Noise at Work Regulations in Cityclean Glass Collections and City Parks</p> <p>Ongoing work on risk assessment and compliance to Hand Arm Vibration Regulations in City Parks; now also being rolled out in Cityclean Fleet and Operations</p>		
Risks and issues	<p>Constantly emerging new priorities and risks; Covid-19 response, incident investigation, union raised issues</p> <p>Ongoing need for modernisation of the service including health and safety performance management, with suitable and sufficient risk assessments backed up by a working, evidencable training matrix</p> <p>Health & Safety Executive interventions and recommendations</p>	Next steps	<p>Utilise Health & Safety Board meetings to identify priority hazards and agree by who, how and the timescales for which these risks will be reduced</p> <p>Finalise implementation of both Noise and Hand Arm Vibration work</p> <p>Progress the Cityclean suite of risk assessments in terms of both quantity and quality</p> <p>Undertake further priority audits on a risk basis</p> <p>Improve fire compliance across City Parks mess rooms, fuel and equipment stores</p>

Project Information

Project name	Hollingdean Depot	Project description	Improving safety and security at Hollingdean Depot and ensuring the infrastructure is fit for purpose.
RAG status	Green	Timescales	August 2019 – December 2021
Percentage complete	60%	Modernisation dependencies	<p>Fleet replacement</p> <p>Health & Safety Management Framework</p> <p>Operator's Licence</p> <p>Workstyles</p>
Recent activities	<p>Implemented programme of quarterly workplace inspections in place in line with HS-S-31 building management standard</p> <p>Localised COSHH documents in security hut for quick access</p>		

Appendix 1: Programme Update

	Dedicated COSHH and flammables storage facilities and control measures in place New Portacabin installed on site for additional meeting space Salto card reader system activated Vehicle wash bay catchment pits rebuilt Commenced installation of new hardwired fire alarm system Installed corporate Wi-Fi across site Parking plan developed		
Risks and issues	Further Covid-19 disruption	Next steps	Complete repairs to perimeter walls Extend CCTV coverage Realign safe walking routes and parking spaces

Project Information

Project name	IT systems	Project description	Modernising the service and supporting the wider programme of change through technology
RAG status	Green	Timescales	February 2020 – March 2022
Percentage complete	20%	Modernisation dependencies	Communal bin system Customer experience Environmental enforcement Fleet replacement Graffiti reduction Managing waste responsibly Wheelie bin audit and rollout
Recent activities	Recruited Project Manager and Business Analyst to start project		
Risks and issues	Funding request not approved Competing priorities	Next steps	Prepare project documentation

Appendix 1: Programme Update

Unable to recruit to necessary roles to deliver project

Project Information

Project name	Management Framework	Project description	Improving management processes at Cityclean to ensure BHCC policies and processes are followed.
RAG status	Amber	Timescales	TBC
Percentage complete	50%	Modernisation dependencies	Customer experience Health & Safety Hollingdean Depot Keeping the city clean review Managing waste responsibly Operator's Licence
Recent activities	Covid secure systems of work introduced to maintain service during Covid Improved completion of 121s and PDPs PDP designed specifically for staff, covering wellbeing, performance and health & safety; and clear objectives set linked to service improvement Regular casework meetings held with HR to manage attendance and performance more swiftly and consistently Recruited to three Operations Manager posts Management redesign drafted and awaiting budget approval to commence consultation Improved communication within management and supervisory roles with systems in place for key tasks e.g. H&S Tool Box Talks and responding to complaints		
Risks and issues	Competing priorities, particularly maintaining frontline service delivery Further Covid-19 disruption	Next steps	Consult on service redesign Design and deliver management development programme

Appendix 1: Programme Update

Project Information			
Project name	Managing waste responsibly	Project description	Delivering an informative and educational campaign to assist residents, visitors, businesses and crews to dispose of waste responsibly.
RAG status	Amber	Timescales	February 2019 to March 2022
Percentage complete	20%	Modernisation dependencies	Commercial bins on the highway Communal bin system Customer experience Environmental enforcement Fleet replacement Food waste options appraisal IT systems Keeping the city clean review Wheelie bin audit and rollout [Bring site audit] [Composition waste analysis] [Garden waste] [Tech Take Back]
Recent activities	Completed waste composition analysis and added actions to Project Plan Commenced new Tech Take Back Project; between 12 November 2020 and 28 January 2021: <ul style="list-style-type: none"> • There were 591 household collections • 6474 items were collected • Weighing a total of 10.9 tonnes • 616 tonnes of CO2 emissions were saved through reuse of these items Brought bulky waste service in-house Designed leaflet to send with Council Tax bill		
Risks and issues	Resources – both time and finance National Waste & Resources Strategy Other priorities; Covid-19 response, service delivery and modernisation and improvement work Brexit – materials end destinations	Next steps	Refresh project plan Initiate contact with universities

Project Information

Appendix 1: Programme Update

Project name	Operator's Licence	Project description	Improving the current standing of the BHCC Operator's Licence.
RAG status	Green	Timescales	September 2019 – ongoing monitoring
Percentage complete	85%	Modernisation dependencies	Fleet replacement Health & Safety Hollingdean Depot Management Framework
Recent activities	Operator Licence OCRS score increased due to no fail MOT plan Licence in strong position and would pass an audit easily		
Risks and issues	Withdrawal of support from workforce or trade unions Traffic Commissioner interventions and recommendations	Next steps	Quarterly monitoring meetings Deliver driver handbook Continue to migrate drivers onto Tacho Card Explore accident reduction options

Project Information

Project name	Procurement review	Project description	Improving the procurement and contract management in Cityclean to deliver value for money and comply with council policies and procedures.
RAG status	Amber	Timescales	June 2020 – December 2021
Percentage complete	50%	Modernisation dependencies	Communal bin system Fleet replacement Food waste options appraisal
Recent activities	Improved contract management arrangements in place for key contracts, including contractor relationships and contract meetings		
Risks and issues	Competing priorities Covid-19 disruption to suppliers Brexit	Next steps	Finalise project documentation Continue to embed approved arrangements Take forward service redesign

Appendix 1: Programme Update

Project Information			
Project name	Weed management	Project description	Reviewing the effectiveness of manual weed removal techniques following decision by ET&S Committee to end the use of glyphosate in all the city's parks, open spaces, pavements, verges and housing land.
RAG status	Green	Timescales	July 2019 – January 2022
Percentage complete	90%	Modernisation dependencies	Customer experience
Recent activities	Reviewed effectiveness of manual review techniques Prepared for March Environment, Transport & Sustainability Committee		
Risks and issues	Competing priorities; Covid-19 response, staff moved to other teams and manual weeding not completed as originally planned	Next steps	Continue with preparations for 2021 weeding season

Project Information			
Project name	Wheelie bin audit and rollout	Project description	Implementing a wheelie bin recycling service to all the streets identified as suitable for this service from the city-wide wheelie bin audit.
RAG status	Green	Timescales	September 2019 to September 2021
Percentage complete	70%	Modernisation dependencies	Communal bin system Customer experience Food waste options appraisal IT systems Managing waste responsibly
Recent activities	Compiled list of streets suitable for recycling wheelie bins Started conversations Operations Team to confirm suitability of streets for recycling wheelie bins		
Risks and issues	Resources – both time and finance Suppliers	Next steps	Continue to liaise with Operations Team and meet with affected collection round crews and trade unions

Appendix 1: Programme Update

	Differing views on recommendations		Create delivery plan for rollout of recycling wheelie bins, including communication with ward councillors Rollout recycling wheelie bins as per actions within the delivery plan
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Project Information			
Project name	Workstyles	Project description	Creating new office space at Hollingdean Depot, incorporating Workstyles principles.
RAG status	Amber	Timescales	November 2019 – TBC
Percentage complete	25%	Modernisation dependencies	Health & Safety Hollingdean Depot
Recent activities	Completion of Covid-19 risk assessments for offices at the depot and implementation of mitigating measures Recommended project with Workstyles Team		
Risks and issues	Staff working in portacabins which are coming to end of life and do not provide sufficient space, exacerbated since the pandemic Resources – both time and finance Further Covid-19 disruption	Next steps	Determine resources available to take forward this work Old main office to be demolished

Appendix 2: composition analysis results

Recyclable materials

- On average, 8.8% or 0.68kg/hh/wk of kerbside residual waste was compatible with mixed recycling collections. Of this, 47% was recyclable paper and card, 28% glass, 13% metals and 12% plastic bottles.
- The residual waste from shared bins was 17.8% compatible with mixed recycling collections. Of this, 62% was recyclable paper and card, 15% glass, 12.5% plastic bottles and 10% metals.
- The residual waste from communal bins was 14.6% compatible with mixed recycling collections. Of this 49% was recyclable paper and card, 33% glass, 10% metals and 8% plastic bottles.

Volume of waste

- Around 88% of Brighton & Hove kerbside households set out residual waste, generating 7.65kg/hh/wk of this material, which equates to 399kg/hh/yr.
- The comparable figure is not available for shared or communal bins as it cannot be determined how many households use each bin that was sampled due to their communal nature.
- The residual waste from kerbside properties contained 1.58kg/hh/wk of recyclable garden waste and fruit & vegetable peelings. These accounted for 20.6% of total waste. Therefore, a total of 29.5% or 2.25kg/hh/wk of residual bin contents is potentially kerbside recyclable.
- The residual waste from shared bins was 9.6% garden waste and peelings with communal bins being 20.4%. Most of these households will not have access to garden waste collections.

Food and garden waste

- 37% (2.8kg/hh/wk) of the contents of kerbside residual bins across Brighton & Hove consisted of food and drink waste. Around 60% of food waste was deemed avoidable – 53% of this was packaged.
- 33.4% of the contents of residual waste from shared bins consisted of food and drink waste. Around 66% of food waste was deemed avoidable – 52% of this was packaged.
- 31.9% of the contents of residual waste from communal bins consisted of food and drink waste. Around 60% of food waste was deemed avoidable – 56% of this was packaged.
- 8% of kerbside residual waste consisted of garden vegetation. This compares with less than 3% for shared bins and 10.7% for communal bins.

Recyclable materials: paper

- 27% of the paper in kerbside residual bins was of a recyclable format, contributing 1.9% towards the total residual waste collected across Brighton & Hove.
- From shared bins, 56% was recyclable accounting for 3.8% of the total.
- In communal bins, 31% was recyclable accounting for 2.2% of the total.

Recyclable materials: card and cardboard

Appendix 2: composition analysis results

- 65% of the card and cardboard in kerbside residual bins was of a recyclable format, contributing 2.3% towards the total residual waste.
- From shared bins, 87% was recyclable accounting for 7.3% of the total.
- In communal bins, 83% was recyclable accounting for 5.0% of the total.

Recyclable materials: plastics

- On average, 8% of the plastic in kerbside residual bins was formed of plastic bottles, forming 1.0% towards the total residual waste.
- From shared bins, 22% was recyclable bottles accounting for 7.3% of the total.
- In communal bins, 15% was recyclable bottles accounting for 5.0% of the total.

Recyclable materials: metal

- On average 44% of the metal in kerbside residual bins was formed of recyclable packaging, contributing 1.9% towards the total residual waste.
- From shared bins, 56% was recyclable accounting for 7.3% of the total.
- In communal bins, 54% was recyclable accounting for 1.5% of the total.

Recyclable materials: glass

- 79% of the glass in kerbside residual bins across Brighton & Hove was due to bottles and jars that could have been alternatively recycled at the kerbside. This amounted to 2.5% of the total residual waste.
- From shared bins, 87% was recyclable accounting for 2.7% of the total.
- From communal bins, 92% was recyclable accounting for 4.8% of the total

Subject:		Pesticide reduction and weed management review	
Date of Meeting:		16 March 2021	
Report of:		Executive Director – Economy, Environment & Culture	
Contact Officer:	Name:	Lynsay Cook	Tel: 01273 292448
	Email:	Lynsay.cook@brighton-hove.gov.uk	
Ward(s) affected:		All	

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

- 1.1 On 26 November 2019, the Environment, Transport & Sustainability Committee:
- Agreed to end the use of glyphosate by City Environmental Management services with immediate effect, other than in exceptional cases to kill invasive plant species, such as Japanese Knotweed or to kill tree stumps.
 - Agreed that City Environmental Management will not engage with contractors to use glyphosate on any land managed by these departments.
 - Approved for City Environmental Management to work with other departments to phase out glyphosate use across the council and to work towards phasing out other pesticide use by 2022.
 - Noted that the removal of weeds in parks and on hard surfaces will be undertaken manually as an alternative approach to using pesticides.
 - Agreed that an update report should be brought back to committee to update Members on progress and the results and to review this approach to weed removal.
- 1.2 This report is an update to Members on pesticide reduction and weed removal during 2020 following these approvals.

2. RECOMMENDATIONS:

- 2.1 That Environment, Transport & Sustainability Committee note the report.
- 2.2 That Environment, Transport & Sustainability Committee approve for City Environment and City Transport to explore options to reduce weed growth on footways and highways during construction works and bring a report back to Committee with findings for a decision, where appropriate.

3. CONTEXT/ BACKGROUND INFORMATIONHard surfaces: footways and highways

- 3.1 The weeding season for hard surfaces takes place between March and October. No glyphosate was used for weed removal during 2020. When adopting the manual approach, Cityclean were open and clear that they would not be able to

remove the weeds to the same extent and therefore, there would be more weeds. However, this also brings some benefits of encouraging insects and increased biodiversity. Indeed, many residents have asked us not to remove weeds when they have seen the insects flourish.

- 3.2 In low footfall areas, the intention was to employ six additional operatives to complete manual weeding, which involved using hoes and by brushing and ripping weeds. In high footfall areas such as the town centre where roads and pavements are swept daily, existing operatives continued to manage and sweep weeds.
- 3.3 A review of the weeding season has been completed by Cityclean:
- The deployment of additional operatives and the weeding schedule was deeply impacted by Covid 19 pandemic, lockdowns and issues with recruitment. For a time, operatives were diverted to more urgent frontline duties to cover for colleagues self-isolating
 - Existing Cityclean operatives began weeding in March, with the additional seasonal staff joining in July and working through to October, when the focus changed to leaves
 - The plan was to have six additional staff however, on average this was about four per week due to supply issues and the pandemic
 - Operatives visited 472 roads across the city, which includes sections of roads and full completion of roads
 - Areas targeted were based on feedback and complaints received, observations by Street Cleansing operatives and Team Leaders and experiences from previous years; of the areas that were cleared, they were visited once
 - Five stage one complaints concerning weeds were received between 1 March 2020 and 12 February 2021; further reports were received directly by Cityclean
 - Cityclean also received several informal complaints about removing weeds as residents were enjoying the wildflowers and insects that came with them
 - The pandemic has meant that the patterns of people using pavements has been different to a usual year; in some areas there may have been higher footfall and in others, lower
- 3.4 Feedback from staff has been:
- Removing weeds without pesticides is much harder
 - The preferred method is using the weed ripper and more appropriate to use than hoes, as the latter can damage pavements. However, small stones can be caught and so the area must be clear of debris to use this machinery
 - It is not possible to do all day long; operatives cannot sustain the same task all day for health & safety reasons therefore operatives worked in crews taking it in turns to complete certain tasks and use particular equipment
 - A new brush attachment for sweepers was trialled, however the brush was not strong enough to clear the weeds
- 3.5 For 2021, the following changes will be made:
- Recruitment of weeding staff will be included in the seasonal recruitment campaign (which is usually for additional litter pickers in the beach), rather than rely on agency staff to ensure supply of operatives

- Weed removal will be rotated so crews are using the equipment for limited periods of time
- Using Cityclean's better understanding of where weeds are kept down by footfall and where more attention is required, areas can be targeted and resources deployed accordingly

City Parks

- 3.6 A review of the weeding season has been completed by City Parks:
- Weed removal has not been affected to the same extent as Cityclean as a result of Covid and changes in footfall
 - The service was helped by a hot and dry summer which meant weed growth and removal was not an issue
 - It should be noted that the volume of hard surface work for City Parks is considerably less compared to hard surface weed removal carried out by Cityclean
 - The volume of complaints and feedback received by the service is comparable to previous years
- 3.7 Feedback from staff has included comments concerning the wire brushes used. As a result, the service is no longer using these. Staff have also highlighted the additional time involved in weed removal and the difficulty in controlling some perennial weeds, notably bindweed in shrubberies.
- 3.8 While there has been little adverse feedback from service users on this year's approach, sports organisations are concerned about the potential of a future total ban, and the ability to provide good quality grass playing surfaces.
- 3.9 For 2021 no changes are currently planned. However, if this summer is wetter problems may arise and City Parks will manage accordingly.

Impact on footways and highways

- 3.10 It must be acknowledged that weeds will result in trip hazards where they grow around slabs and will lead to an increase in claims against the council, as the council has a statutory duty to maintain the highway. Feedback from the Highway Asset & Maintenance Team on the impact of the manual weed removal programme on footways and highways indicates that the Inspectors have been identifying more issues.
- 3.11 Increasingly, footways are being replaced and repaired using tarmac, rather than paving slabs. It has been noted that by not treating the ground during construction works, that weeds grow through the tarmac. This presents challenges for manual techniques as it is not so easy to use the equipment to remove them compared to gaps in pavement slabs. This means hoeing is not possible as it can damage the tarmac and puts the investment in new footway surfaces at risk.
- 3.12 There is also a risk that if weeds are not removed (by whatever means) this is likely to lead to increased insurance claims and increased deployment of contractors to deal with the trip hazards, both leading to increased costs.

- 3.13 City Environment and City Transport will continue to explore what options exist to reduce weed growth on footways and highways during construction works. This will support the continued programme of manual weed removal and reduce the need for additional remedial work to structures that should last 15 to 20 years.

Impact on biodiversity

- 3.14 The City Parks' Conservation Team, in collaboration with the Living Cost Programme, recently commissioned an ecological survey of the 19 Bee Banks which were introduced to the city in 2003, with most of them put in place in recent years. This study has shown that 745 species have been found in just 1.26 hectares across the city, including a species of new bee to Sussex. The study also found that 58 invertebrates had a conservation status. This is an incredible success for Brighton & Hove.
- 3.15 While it's not possible to prove a link between ending the use of glyphosate and the impact it has on biodiversity, it is known that glyphosate presents a risk to bees and other insects so is likely to be a contributing factor in enabling them to thrive.
- 3.16 The council is aiming for another 12 areas of wildflower planting for pollinators as part of the Greening the Cities Changing Chalk to further encourage biodiversity and enable it to flourish.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Consideration has been given to other non-pesticide removal techniques. However, there are no products on the market that are pesticide free or effective enough to tackle weeds across the city. Strong salt water will kill weeds but there is a risk that the salt will cause damage to other highway structures and vehicles.
- 4.2 Cityparks are continuing to mulch beds with woodchips produced during pruning operations, which deals with annual weeds, but generally, not perennial weeds.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The council is aware of a growing concern from residents about the use of pesticides in the city which is demonstrated by many enquiries via councillors, MPs and residents themselves.
- 5.2 In the report in 2019, it was noted that a survey would be carried out to seek the views of residents. Because this year's weed removal programme was so disrupted by the pandemic, this was not undertaken. Instead, a public consultation will take place next autumn to obtain the views of residents.
- 5.3 In September 2020, the council launched a campaign to keep Brighton & Hove Tidy, starting with a cleaning blitz on some of the city centre's dirtiest streets and pavements. As part of the campaign, communities across the city were asked to consider joining the cleaning effort. Over 300 people took part over the two weeks of activities carrying out graffiti paint-outs, sticker removal, beach and park

cleans, litter picking and weed removal. A further campaign is being planned for 28 May to 13 June.

6. CONCLUSION

- 6.1 In 2020 the pandemic impacted on Cityclean's ability to deliver the manual weeding programme because of the difficulties recruiting and other pressures in the service. In addition, there has been abnormal patterns of footfall across the city meaning that weed growth in a typical year could be very different. Consequently, it has not been possible to accurately assess the impact of manual weed removal, nor the associated resourcing requirements.
- 6.2 Recruitment has started for this year's weeding programme, acknowledging the recruitment issues from last year. Arrangements will be reviewed on an ongoing basis and another end-of-season review will be completed and shared with Members.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications from the recommendations of this report. It is assumed that any costs will be met from existing service resources. This will be reviewed as part of monthly budget monitoring and reporting, if required, a pressure funding bid will be made for a future financial year.

Finance Officer Consulted: Jess Laing

Date: 03/03/2021

Legal Implications:

- 7.2 There are no direct legal implications arising from the recommendations of this report.

Lawyer Consulted: Hilary Woodward

Date: 03/03/2021

Equalities Implications:

- 7.3 Feedback from residents and stakeholders, including from groups representing residents with disabilities, will be sought to inform the 2021 review, and included in the next update to committee.

Sustainability Implications:

- 7.4 The sustainability implications are included in the main body of the report and the November 2019 report which is available in Background Documents below.

SUPPORTING DOCUMENTATION

Appendices

None

Background Documents

1. Report to Environment, Transport & Sustainability Committee on 26 November 2019: [Reducing the use of pesticides](#) (item 48)

Subject:	Pots, Tubs & Trays Recycling		
Date of Meeting:	16 March 2021		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Lynsay Cook	Tel: 01273 292448
	Email:	Lynsay.cook@brighton-hove.gov.uk	
Ward(s) affected:	Hollingdean & Stanmer; All		

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

- 1.1 This report contains information for Members to consider on the introduction of Pots, Tubs & Trays (PTT) into the recycling stream across Brighton & Hove.
- 1.2 In considering whether to collect PTTs from households and sort at the Hollingdean Materials Recovery Facility (MRF) councillors are asked to consider the benefits, disbenefits, risks and opportunities associated of this. This report also covers the cost of introducing the change and how this will be funded.
- 1.3 The information provided in this report is a high-level analysis of the costs to introduce PTT into the recycling stream. A more detailed analysis is required, via a feasibility study, on retrofitting the Hollingdean MRF so that it can receive and partially sort PTT and also understand the ramifications of sending an unsorted mix of PTT for further processing and sorting. This feasibility study will refine the costs of the retrofit; it will not provide any further clarity on recycling levels and tonnage as based on current volumes; this is the tonnage that will be recycled.
- 1.4 Members last received an update on the potential for PTT recycling on 27 November 2018 via a report in response to the *Improve Brighton & Hove's Recycling Scheme* petition (see background documents). This report provides a further update and seeks authority for a feasibility study on the costs of retrofitting the MRF to introduce PTT recycling.

2. RECOMMENDATIONS:

- 2.1 That Environment, Transport & Sustainability Committee authorises for a feasibility study to be completed on the costs to retrofit the MRF to introduce PTT recycling, including the carbon impact of the construction works, processing of the material at the MRF rather than the Energy Recovery Facility (ERF) and the additional transport of this material.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In Brighton & Hove, paper, cardboard, aerosols tins and cans are recycled. For plastic, all plastic bottles are recycled; this includes drinks containers, kitchen and bathroom products and milk bottles. Other plastics, commonly known as

Pots, Tubs & Trays (PTT) are made from a much cheaper grade of plastic and are not currently included in recycling collections. Appendix 1 contains more information on the lower grade plastics and their common uses.

- 3.2 PTT is currently sent to the Energy Recovery Facility at Newhaven and generates electricity for 25,000 homes. None of it goes to landfill. In 2019/20:
- 29.4% of the household waste in the city was sent for reuse, recycling, composting or anaerobic digestion; this equates to 29,970 tonnes
 - 552.3kg of residual waste per household was collected; this equates to 71,917 tonnes
 - 2.7% of waste was sent to landfill; this equates to 2,779 tonnes
- 3.3 Some fractions within household PTT, such as polypropylene (PP) have recognised viable market opportunities and are commonly sorted in the UK and EU. However, some of the other plastic polymer types have less well-developed markets for recycling and can be sent to energy from waste, which attracts an associated disposal cost.
- 3.4 An analysis has been completed to determine the benefits, disbenefits, risks and opportunities associated with the introduction of PTT into the recycling stream, the results of which are presented below. A review by Veolia is in Appendix 2.

Benefits

- 3.5 Recycling PTT is an attractive offer to residents and the media, as many other local authorities collect the material.
- 3.6 PTT is bulky, but lightweight. It is estimated that around 550 tonnes of PTT will be recycled per annum, increasing the recycling rate by 0.5%. (Please note, 16,600 tonnes of recycling are currently handled by the MRF per annum).
- 3.7 Recycling PTT will reduce the contamination level within wheelie bins and communal bins. Many residents place PTT in recycling bins as they believe they are recyclable. When recycling is contaminated, the contents of the whole bin and – in many cases – lorry load must be treated as waste and not recycled. This also has a disposal cost.

Disbenefits

- 3.8 The mixed nature of the plastic material means that, depending on end markets, only 22-39% of the total would be regularly recycled. The remaining 78-61% would be sent to energy recovery and attracting a disposal cost. This is comparable with national rates of PTT collected for recycling.
- 3.9 The relatively small yield of lightweight material represents a significant initial and ongoing cost in order to capture it and then sort and process.

Risks

- 3.10 The costs in section 3.25 to 3.27 may turn out to be more than budgeted for.

- 3.11 The mixed nature of the plastic material means that, depending on end markets, only 22-39% of the total would be regularly recycled, with up to 78% going to energy recovery after collection and sorting.
- 3.12 Residents may assume that all PTT placed in recycling bins will be recycled. The council must be clear that up to 70% may not be recycled which may impact on public confidence.
- 3.13 Only PP (polypropylene) has a stable recycling market in the UK and on the continent. The recyclability of PET (polyethylene terephthalate) trays has not yet been demonstrated at scale. PS (polystyrene) and PVC (polyvinyl chloride) are not recyclable and no infrastructure is planned for it as the industry guidance is to avoid these polymers as much as possible.
- 3.14 It is known that some PTT collected in the UK is still being exported and disposed of irresponsibly and damaging the environment in developing countries. While Veolia will provide a full audit trail, once these materials are sold on, they will not have control. As the markets are so volatile, there is a risk that some of our plastics could be exported and managed irresponsibly.
- 3.15 Although delayed, the Environment Bill will oblige local authorities and industry to make several changes to how resources are managed, including the introduction of a core set of materials for local authorities to collect. The Bill also suggests there will be funding mechanisms to help with additional financial burdens that authorities may face. The form, amount and conditions attached to this funding are unknown at this stage. PTT is one possible material stream; other materials may include aluminium foil and cartons.
- 3.16 Introducing a range of less marketable plastics, and any contamination that comes with them, is likely to have an effect on the quality and value of the materials currently processed at Hollingdean. This could lead to a reduction in income to the Waste PFI reserve, which it is not possible to estimate.
- 3.17 While other local authorities do collect PTT, if they track that material, they are likely to see a mixed picture of some UK processing, overseas exports and a trail of not insignificant process loss. They are also likely to see that material being traded in some volatile markets. Recycling will take place but it's difficult to ascertain exactly what that looks like on a month by month basis.
- 3.18 Redevelopment of the Hollingdean MRF would require planning permission and Permitting approval, which includes consultation. The contract with Veolia is also a joint venture with Defra and ESCC who would also need to be consulted.

Opportunities

- 3.19 Burdens funding, associated with the Environment Bill, may be a source of funding which could enable the MRF to be retrofitted later, in line with legislation, and not at a cost to the council.
- 3.20 In the Environment Bill, the government is seeking to ensure packaging producers take more responsibility for the costs any waste of that packaging imposes, according to the 'polluter pays' principle, via Extended Producer

Responsibility (EPR). This will ensure producers pay the full net cost of dealing with their packaging waste to incentivise recyclability in its design. Producers currently only pay about 10% of these costs; the government is seeking to increase this to 100%. This is likely to change the types of plastics used during manufacture, increasing the volume that can be recycled

- 3.21 If PTT becomes a core material within the Environment Bill, it is likely that this will drive innovation, and in the future, the markets for recycling PTT will improve.
- 3.22 Reducing the volume of plastics sent to the ERF will contribute to the decarbonisation of the plant.
- 3.23 Veolia, through its Hollingdean MRF, produces a range of high-quality recyclable outputs. Concentrating on these streams enables Veolia to find viable, sustainable markets for these materials. BHCC and East Sussex County Council are assured that the onward movement, further sorting and later processing of materials is carried out in an appropriate way.
- 3.24 Redevelopment of the Hollingdean MRF would require planning and Permitting approval, which includes stakeholder consultation. The contract with Veolia is also a joint venture with Defra and ESCC who would also need to be consulted.

Costs

- 3.25 An initial 2021 high-level review estimates that a retrofit of the MRF will cost around £0.746m, with ongoing revenue costs of £0.080m per annum.
- 3.26 High level costings indicate the usual income share on the recycled material would provide BHCC around £0.028m per annum but after offsetting against the increased costs of residue disposal of £0.032m per annum and the annual running costs of £0.080m, collecting PTT would cost BHCC approximately - £0.084m per annum. This would mean that the costs to the Waste PFI would increase and there would be fewer funds to put in reserves each year.
- 3.27 Retrofitting the MRF would close the site for approximately two weeks. Processing recyclate elsewhere would cost BHCC £0.046m whilst changes were made.
- 3.28 All costs and income etc. are high level and are estimates would be refined through the in-depth feasibility study.

Funding

- 3.29 Following the Deed of Variation Report at Policy & Resources Committee in December 2019 where it was reported that a contract negotiation had delivered approximately a £1m saving plus recurring savings for the life of the contract, Members agreed to instruct Officers to identify how the savings could be ringfenced in order to fund additional recycling measures, including collection of more plastics. In March 2020, £0.0470m was ringfenced in order to fund additional recycling measures, including the collection of more plastics. This can be used towards the capital cost of the retrofit.

- 3.30 Changes have been made to the opening hours at the Hollingdean Waste Transfer Station which produces a saving of £0.050m to £0.060m per annum. This can be used towards the ongoing estimated additional revenue costs of £0.084m.
- 3.31 Cityclean will shortly be consulting on the introduction of charges for non-household waste at the Household Waste Recycling Sites. Some indicative financial modelling of the impact of charging has been carried out. Based on the same charging being adopted as East Sussex and considering similar setup and running costs, it is anticipated that savings of up to £0.150m per annum can be achieved. This is subject to the outcome of the consultation, further committee decisions and conversations with Veolia about how the operation will work. This income will be ringfenced to the Waste PFI and can be used towards ongoing revenue costs.

Feasibility study

- 3.32 A full feasibility study will clarify the technical options available to sort PTT at Hollingdean. It will also clarify the possible option to put PTT through the facility for later sorting at Veolia's Plastic Recovery Facility at Rainham, Essex. Analysis of this option would detail issues surrounding possible contamination of the fibre outputs at Hollingdean and also the degradation of the Plastic Bottle outputs.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Other options considered were:
- Await further information about the core set of materials in the Environment Bill and the parameters of burdens funding. Although the Bill has been delayed, a consultation is taking place in March and the expectation is that there will be more information within this. If PTT becomes a core material, it is likely that, in the future, the markets for recycling PTT will improve. If PTT is not a core material, the emphasis will be on eliminating this from production through Extended Producer Responsibility and taxation on producers is more likely to end the use of it, so it may not be worth the investment.
 - Launch a communications campaign explaining why it is not recycled in Brighton & Hove, referencing: the risks of it ending up exported; that if it is collected, up to 70% would not get recycled as there is no market for it; emphasising that no PTT is exported, ends up in the sea or landfill etc. The campaign could also focus on increasing plastic bottle recycling which is good quality and will be recycled.
 - Run a public consultation on the matter, explaining the benefits, disbenefits, risks and opportunities of introducing this recycling stream, and seek the views of residents. The results would be presented to Environment, Transport & Sustainability Committee to agree a way forward.
 - Initially focus on working with Veolia to introduce foil recycling for which there is a clear market and is very likely to be included as a core material in the Environment Bill.

End destinations

- 4.2 As highlighted in a [report to Environment, Transport & Sustainability Committee](#) in November 2018 in response to a petition to increase our recycling scheme, *there is currently no, or very limited, markets for the recycling of pots, tubs and trays (PTTs) and therefore it is unlikely that a business case can be made for the investment required in collection and sorting services. However, the situation will be closely monitored for market changes.* Furthermore, 'Everyday Plastic' by Webb and Schneider states that an estimated 63% of plastics collected for recycling in the UK, are exported. In July 2018 the National Audit Office stated there is a significant risk that PTT is exported from the UK for recycling and ending up in landfill in the importing countries, rather than being recycled. A report by Greenpeace published in 'Unearthed' in October 2018 stated an extensive quantity of plastic waste, bagged by several UK local authorities, was found on multiple sites in Malaysia. This plastic was being stored in conditions that rendered it largely impossible to recycle.
- 4.3 A [May 2019 report from Recoup](#) stated 52% of councils responding to a survey said they had experienced difficulties with plastics markets in recent months. The councils said they found good demand for sorted bottle grades such as clear PET and natural HDPE bottles.
- 4.4 While the reports are a couple of years old, there is little evidence that this has changed.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Redevelopment of the Hollingdean MRF would require planning and Permitting approval, which includes stakeholder consultation. The contract with Veolia is also a joint venture with Defra and ESCC who would also need to be consulted.

6. CONCLUSION

- 6.1 This report presents the benefits, disbenefits, risks and opportunities associated with the introduction of PTT recycling in Brighton & Hove.
- 6.2 A feasibility study will provide the council with the technical options and costs for retrofitting the MRF to process PTT.
- 6.3 The study will be brought to a future committee for Members to consider the next steps.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The proposed feasibility study will establish the financial impacts of the proposal although high level estimates are included within this report. The study will be funded from the £0.470m resources ringfenced within the Waste PFI reserve. Any net costs will take into account the £0.050m to £0.060m recurrent savings from changes to the Hollingdean Waste Transfer station opening times and

potential savings from charging for non domestic waste at Household Waste recycling sites.

Finance Officer Consulted: James Hengeveld

Date: 04/03/2021

Legal Implications:

- 7.2 There are no direct legal implications arising from the report.

Lawyer Consulted: Hilary Woodward

Date: 02/03/2021

Sustainability Implications:

- 7.3 The sustainability implications are outlined in the main body of the report.

Corporate / Citywide Implications:

- 7.4 *Collecting a wider range of plastics for reprocessing when market conditions improve* is a commitment within the Corporate Plan.

SUPPORTING DOCUMENTATION

Appendices








1. Pots, Tubs & Trays classifications
2. Veolia Hollingdean MRF – update 02/2021











Background Documents

1. [Improve Brighton & Hove's Recycling Scheme Petition Report](#) to Environment, Transport & Sustainability Committee on 27 November 2018 (item 45)
2. [Deed of Variation to the Integrated Waste Management Services Contract Report](#) to Policy & Resources Committee on 5 December 2019 (item 96)

Appendix 1: Pots, Tubs & Trays classificaitons

Plastic Resin Identification Codes

						
PETE	HDPE	PVC	LDPE	PP	PS	OTHER
Polyethylene Terephthalate	High-Density Polyethylene	Polyvinyl Chloride	Low-Density Polyethylene	Polypropylene	Polystyrene	Other

Margarine & ice cream tubs	PP	
Meat & ready meal trays	PP or PET	 
Fruit & vegetable punnets/trays	PET, PP or PS	  
Cleaning products	HDPE or PP	
Yoghurt & dairy pots	PP or PS	
Deli fillers	PP or PET	
Bakery good trays	PET or PS	

Veolia Hollingdean MRF - Update 01/2021

Plastics Pots, Tubs and Trays Recycling

1. Executive Summary

Hollingdean Materials Recovery Facility started to operate in 2008, servicing primarily East Sussex County Council and Brighton and Hove City Council. Currently, this facility sorts circa 20,000 tonnes per year of Dry Mixed Recycling (DMR) into Cardboard, Mixed Paper, Mixed Bottles, Ferrous Materials and Non Ferrous Materials.

The Waste Collection Authority in Brighton and Hove City Council has requested Veolia to update options to include plastic Pots, Tubs and Trays (PTTs) into the household kerbside collection.

Veolia has reviewed the market conditions and the technical requirements that such a change would entail.

According to Veolia's experience in other municipal contracts, the inclusion of PTT into the recycling bin would represent an increase of up to 2% of the total input material, of which only 0.5% is valuable PP plastics. The rest of the PTT (Polystyrene, composite plastics, etc) would need to go to energy recovery or landfill.

Additionally, the addition of plastic PTT would likely impact the quality of the fibre due to organic cross contamination and plastic contamination but also the mixed bottles which would then contain other types of plastics.

This report provides an overview of the capital and operational costs required to adapt the Hollingdean MRF process in order to provide the ability to recover the PP fraction from the additional PTT fraction.

2. PTT Stream Characterisation

Based on existing Veolia municipal contracts, it has been calculated that the PTT stream will add additional tonnages (up to 2% of the total input stream) with the composition as described in the table below.

Breakdown of Consumer Packaging by Format and Polymer						
Post-Consumer PTT	PP	PET	PS	PVC	Other	Total
	22%	60%	10%	7%	1%	100%
Source - "PlasFlow 2017" Report (WRAP / VALPAK)						

As mentioned above, only the PP has a stable recycling market in the UK and on the continent. Despite recent effort, of which Veolia is taking part, the recyclability of the PET Trays has not yet been demonstrated at scale. The PS and the PVC are not recyclable and no infrastructure is planned for it as the industry guidance is to avoid these polymers as much as possible.

It is important to note that the vast majority of the plastic PTT is placed on the market to package food. Veolia's experience is that adding PTT would, despite communication effort, inevitably add food waste contamination in the MRF input and cause quality issues for the mixed fibre grade.

3. CAPEX and OPEX estimates

A preliminary assessment of the equipment required for the process to cope with the new materials had been investigated. The current setup with one 2m optical sorter to extract plastics and a picking cabin with space for 2 operatives does not allow the efficient extraction of additional plastic material and its quality control. Due to the increased plastic content in the input, the optical sorter is operating above its design capacity. Adding further plastic into the plant would certainly impact the plastic recovery efficiency of all plastics (including the bottles) and more plastics would reach the following optical sorter which controls the quality of part of the fibre.

Additionally, there is a concern that large plastic trays, or films, would find its way into the fibre via the trommel. This would require, at the minimum, additional operatives to control the fibre quality on each line.

The addition of plastic PTT into the input stream would then require the upgrade of the optical sorter (to a 2.8m wide unit) along with the extension of the existing picking cabin. This is mainly due to the additional volume which is, in the main due to the low density of plastic, consequently the costs are:

- Total CAPEX: c.£700,000
- Total OPEX: c. £80,000 per annum (4 additional operatives per shift)

Any upgrade of the plant will require shutdown of the facility for an estimated 15 working days.

4. Risks identified

Increasing the plastic content of the input has some risks attached summarised below:

- a. Overload of the 3D line with potential to decrease recovery and / or quality of Mixed bottles, Mixed Paper, Ferrous and Non Ferrous.
- b. Mixed Paper quality will be put at risk since the last unit of the process recovers Mixed Paper without manual Quality Control.
- c. Mixed Bottle Quality will be at risk. More PTTs will make their way to the bunker, decreasing the quality of the product.
- d. Quality requirements for Plastic and Paper are very strict and likely to demand higher quality products in the forthcoming months (Basel Convention Change). A decrease in quality of these commodities might compromise current outputs or revenues.

- e. Mixed Paper Quality decrease represents a higher risk than Mixed Bottles because of the volume produced (8,859 tpa vs 1,115 tpa of Mixed Bottles)
- f. Feasibility of the installation of a bigger optical unit needs to be probed.
- g. Mixed Paper upgrade planned for Hollingdean MRF is likely to compromise the feasibility of this modification due space constrictions.
- h. Residue Rate will increase because of cross contamination and non-recovered PTT.
- i. Output storage capacity shall be increased to accommodate at least 1 load of baled PP, which will require additional outdoor storage considering the very limited storage indoors.

5. Conclusion

Having considered all the risks identified and impact on net revenues from the inclusion of the PTTs into the recycling bin, Veolia would not, from an economical and compliance point of view, recommend the adaptation of Hollingdean MRF to accept PTTs into the Dry Mixed Recycling.

The market requirement in terms of quality for the fibre and plastic grades are getting regularly increased and further restrictions on exports to come (i.e. Basel Convention) could mean that a mixed bottles grade containing other polymers than HDPE, PET and PP would be banned from export.

However, Veolia will continue to work with Brighton and Hove City Council to explore whether there is an alternative approach for the collection of PTT as we have been doing thus far.

Subject:	2030 Carbon Neutral Programme		
Date of Meeting:	16 March 2021 ETS Committee 18 March 2021 P&R Committee		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Kirsten Firth Rachel Williams	Tel: 01273 291098
	Email:	kirsten.firth@brighton-hove.gov.uk rachel.williams@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The purpose of this report is to introduce the 2030 Carbon Neutral Programme which is a coordinated programme of projects that aims to help the city to address the climate crisis and transition to carbon neutrality by 2030. The report also sets out proposed changes to the governance of the 2030 Carbon Neutral Programme relating to the oversight of the Sustainability and Carbon Reduction Investment Fund and the Climate Assembly Action Capital Investment Fund.

2. RECOMMENDATIONS:That the Environment, Transport & Sustainability Committee:

- 2.1 Recommends the 2030 Carbon Neutral Programme to Policy & Resources Committee for approval
- 2.2 Recommends to Policy & Resources Committee that the oversight of the Sustainability & Carbon Reduction Investment Fund (SCRIF) is transferred from the cross-party SCRIF Member Oversight Group (MOG) to the cross-party 2030 Carbon Neutral Member Working Group, and the SCRIF MOG is stood down

That the Policy & Resources Committee

- 2.3 Approves the 2030 Carbon Neutral Programme which is attached in Appendix 1
- 2.4 Approves the transfer of oversight of the Sustainability & Carbon Reduction Investment Fund from the cross-party SCRIF Member Oversight Group (MOG) to the cross-party 2030 Carbon Neutral Member Working Group and the ending of the SCRIF MOG

- 2.5 Agrees to delegate the decision to finance projects through the SCRIF and the new Climate Assembly Action Capital Investment Fund to the Executive Director Economy, Environment & Culture in consultation with the cross-party 2030 Carbon Neutral Member Working Group (as set out in paragraphs 3.8 and 3.9)
- 2.6 Approves the updated draft Terms of Reference for the 2030 Carbon Neutral Member Working Group, which is attached in Appendix 2, and the ending of the SCRIF MOG
- 2.7 Notes the overall unallocated SCRIF resources to support the 2030 Carbon Neutral Programme is £7.118m, of which £3.9m will be allocated alongside the Local Transport Plan investment programme and £3.218m will be allocated through the SCRIF
- 2.8 Notes the establishment of the Climate Assembly Action Capital Investment Fund of £1.404m to support the 2030 Carbon Neutral Programme.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Brighton & Hove City Council declared a Climate and Biodiversity Emergency in December 2018 and has pledged to become a carbon neutral city by 2030. The delivery of the 2030 Carbon Neutral Programme is a key priority in the city council's corporate plan 2020-23. In December 2019 Policy & Resources Committee approved the establishment of the cross-party 2030 Carbon Neutral Member Working Group to oversee the creation and delivery of the 2030 Carbon Neutral Programme to help the city to transition to carbon neutrality by 2030.
- 3.2 The 2030 Carbon Neutral Programme is a coordinated programme of priority projects that aims to continue and accelerate the city's transition to carbon neutrality by 2030. The programme contains projects under five thematic areas for climate action: travel & transport; energy & water; waste; built environment; nature & environment (food, land-use and agriculture). In addition, there are six cross-cutting themes: community engagement; jobs, education & skills; circular economy; adaptation; carbon offset; and procurement.
- 3.3 This Programme focuses on the period to 2023, with less detail on the remaining period to 2030. Some projects are indicated for further development over the next few years and a programme review and update is planned for 2023. It is important to note that the Programme is not designed to identify every action and project that will transition the city to carbon neutral by 2030. It does however indicate the initial programme of projects, and those projects that the council will take a role in delivering.
- 3.4 The Programme could help cut nearly a third of the city's carbon emissions by 2030. In addition, national actions (particularly decarbonisation of the electricity grid) could save another third at least. A Key Performance Indicator on *Reduction in Greenhouse Gas Emissions* will be monitored annually from 2020-21 onwards. Measuring reduction of carbon emissions can be fairly accurate for some types of work, such as building energy performance; but other projects, for example behaviour change, are more difficult to measure and require many assumptions to be made. So the Programme will include further work to refine this estimate and help us track progress.

- 3.5 The city council is carrying out many projects on council buildings, social housing and operational energy use, which will help cut the council's corporate carbon emissions. However, the carbon neutral 2030 target is a city-wide one and as such needs the engagement and participation of residents, schools, businesses and institutions across the city. The council is also engaging with many regional partners including Coast to Capital Local Enterprise Partnership, Greater Brighton and The Living Coast Biosphere, to create partnerships that will help to accelerate progress on climate action. It is particularly important that climate action is fair and inclusive and ensures that all residents have an opportunity to participate.
- 3.6 In July 2019 Policy & Resources Committee approved the establishment of the Sustainability and Carbon Reduction Investment Fund (SCRIF) and the initial 2019/20 SCRIF allocation of £0.5m to invest in citywide projects. The Committee also approved the creation of the cross-party SCRIF Member Oversight Group (MOG), a 'task and finish' group. In 2019/20, via an internal bidding process overseen by the SCRIF MOG, £0.382m was awarded to a range of sustainability and carbon reduction projects. These include electric vehicle fast chargers, exhaust converters for older buses, Sustainable Drainage System (SuDS) projects and community composting.
- 3.7 In 2020/21 an additional £0.5m was allocated to the SCRIF. This funding was not allocated to projects as it was 'paused' by P&R Committee as part of the Covid response, until December 2020. Policy & Resources Committee approval is required before this funding can be spent. Furthermore in 2020/21 £3.9m was allocated to SCRIF transport; this was deferred to 2021/22 as the anticipated income from additional parking and bus lane enforcement charges required to borrow it would not be achieved during 2020/1. P&R Committee agreed in April 2020 to the principle of incorporating the £3.9m into the LTP capital programme and that its allocation to projects will also be considered and agreed by ETS Committee. A report on the LTP capital programme is also on this committee agenda. The remaining SCRIF 2019/20 and 2020/21 funding will be carried forward to 2021/22. On 25 February 2021 Budget Council agreed an additional £2.6m SCRIF allocation. In summary:

Sustainability & Carbon Reduction Investment Fund remaining to be allocated to projects (at 2/3/21)

2019/20 SCRIF unallocated*	£0.118m
2020/21 SCRIF unallocated	£0.500m
2020/21 SCRIF-Transport unallocated	£3.900m
2021/22 SCRIF **	£2.600m
Total SCRIF	£7.118m

*Funding approved at Policy & Resources Committee, July 2019

** Agreed at Budget Council on 25/2/21

- 3.8 The SCRIF and the SCRIF MOG were created prior to the initiation of the 2030 Carbon Neutral Programme in December 2019. The SCRIF forms a key source city council capital funding to support delivery of carbon reduction and climate adaptation projects, along with funding in service budgets. It is therefore

recommended that in future the SCRIF is overseen by the cross-party 2030 Carbon Neutral MWG, which has oversight of the programme of carbon reduction and climate adaptation projects. An amended draft Terms of Reference for the 2030 Carbon Neutral MWG is attached in Appendix 2. In line with this recommendation it is proposed that the SCRIF MOG is ended.

- 3.9 On 25 February 2021 Budget Council committed £1.404m capital funding for the creation of a Climate Assembly Action Capital Investment Fund. It is proposed that this fund is also overseen by the 2030 Carbon Neutral Member Working Group and the draft Terms of Reference in Appendix 2 has been amended accordingly.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The council has a clear corporate priority to take all action required to make our city carbon neutral by 2030.
- 4.2 Directorates across the council are already pursuing projects that will help to reduce carbon emissions. The 2030 Carbon Neutral Programme builds on existing work as well as establishing where more can be done. It gives the council a platform and rationale for engaging with the community to enhance and broaden participation in climate action.
- 4.3 Climate change brings with it many risks to communities and the city, including overheating, drought, flooding, coastal erosion and loss of biodiversity. Some of these risks would be extremely costly and difficult to tackle, if action is not taken both to reduce carbon emissions and to adapt to the climate changes which are happening already.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Recruitment is underway to recruit a Climate Emergency Communication & Engagement Officer to lead this work across the programme, including city climate campaign work. Individual projects within the 2030 Carbon Neutral Programme will undertake individual consultations.
- 5.2 The council commissioned Ipsos MORI to design and deliver the Brighton & Hove Climate Assembly in September - November 2020, focusing on reducing carbon emissions from transport and travel. A randomly selected but representative group of 50 residents from across the city were selected to take part. A range of selection criteria were applied: gender, age, ethnicity, long-term illness or disability, occupation, car ownership and area of the city. Invitations were sent to 10,000 local households, 700 residents applied for one of the 50 places; a very strong response compared to Citizens' Assemblies elsewhere. The Recommendations from the Climate Assembly have informed the development of the 2030 Carbon Neutral Programme and are being used to help develop the fifth Local Transport Plan and the Local Cycling & Walking Infrastructure Plan.
- 5.3 Local young people designed and delivered a Youth Assembly in October – November 2020 on the same topic.

- 5.4 In September 2020 the city council launched the on-line space 'Let's talk climate change': <https://climateconversationsbrighton.uk.engagementhq.com/>. This platform has links to all the Climate Assembly materials and involves the wider city in conversation, polls and submitting ideas about local action on climate change. To date, the focus has been on transport and travel and engagement on the City Downland Estate Plan. The on-line space will cover a range of other themes / initiatives over the coming months and seek residents' input to help the city to transition to carbon neutrality.

6. CONCLUSION

- 6.1 The 2030 Carbon Neutral Programme brings together a strong programme for climate action across all council directorates, working with a range of partners. It suggests where further development is needed in the next 2 years. This helps to set the direction for the council to fulfil its ambition to become a carbon neutral city by 2030.
- 6.2 The SCRIF and CAACIF will help to accelerate city wide climate action projects led by the city council.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The total unallocated capital resources to support the 2020 Carbon Neutral programme through the SCRIF is £7.118m as set out in the table at paragraph 3.7 and is fully funded and reflected in the capital investment programme. This incorporates funding approved at Budget Council on 25 February 2021. All allocations from these resources will need to meet the definition of capital investment and this will form part of the advice provided as allocations are agreed. Included within these resources is £3.9m funded through increased parking and bus lane enforcement revenue resources and is therefore required to be invested in transport related proposals alongside the Local Transport Plan investment programme. Budget Council on the 25 February 2021 also approved £1.404m for a Climate Assembly Action Capital Investment Fund; any allocations agreed will also need to meet the definition of capital investment.

Finance Officer Consulted: James Hengeveld

Date: 17/02/2021

Legal Implications:

- 7.2 The committee has previously agreed that the £3.9m SCRIF sum will be allocated in accordance with Section 55 of the Road Traffic Regulation Act 1984. The terms of reference of all permanent member groups must be approved by Policy & Resources Committee and included in the Constitution. The change to the Terms of Reference is therefore a decision to be taken by Policy & Resources. It is also the appropriate committee for decisions with corporate policy or budgetary implications such as the decision to approve the Carbon Neutral Programme.

Lawyer Consulted: Alice Rowland

Date: 17/2/21

Equalities Implications:

- 7.3 The equalities impact of reducing carbon and greenhouse gas emissions in Brighton & Hove includes: opportunities to avoid fuel poverty; risks involved with introducing new technologies, which may not be accessible to everyone on grounds of cost, housing condition and individuals' ability to operate new technologies; protecting communities, especially vulnerable people, from detrimental climate change impacts; improving access to renewable or low-carbon energy.
- 7.4 Assessment of the impact on equalities is carried out through project processes, development of briefs, and consultation. Carbon reduction measures will be reviewed to ensure they meet the city's fair and inclusive principles.

Sustainability Implications:

- 7.5 The 2030 Carbon Neutral Programme is the council's main response to the climate crisis and there are sustainability implications throughout. These are highlighted in the body of the report.

Brexit Implications:

- 7.6 Brexit impacts significantly on the council's ability to effectively collaborate with European partners on sustainability measures via EU funded projects. However, there are still some EU opportunities open to the UK and officers aim to maximise local benefit from these.

Risk and Opportunity Management Implications:

- 7.6 Strategic risk 36 – Not taking all actions required to address climate and ecological change and not making our city carbon neutral by 2030 – is managed at quarterly risk review sessions and is also discussed at Audit & Standards Committee at least annually.

Public Health Implications:

- 7.7 The programme has many co-benefits relating to public health. For example, increasing the energy efficiency of homes, reducing risk of overheating, and reducing residents' energy bills, particularly in vulnerable groups, will contribute to the prevention of ill health and excess winter deaths, reduce health and social inequalities, and improve wellbeing and quality of life. Supporting and enabling residents to pay less for their energy can contribute to tackling fuel poverty and cold homes. Enhancing green spaces in the city has a beneficial impact on mental and physical health and wellbeing. Reducing emissions from transport will assist in improving air quality and therefore people's health, as will greater promotion and use of active and sustainable travel options as alternatives to motorised travel.

Corporate / Citywide Implications:

- 7.8 The council has been successful in cutting its corporate greenhouse gas emissions with a 47% cut over the last 10 years. Current schemes with

significant carbon cutting potential include improving the energy efficiency of social housing and installing renewable energy; a rolling programme to reduce energy use across the council property portfolio; and a Fleet Strategy to decarbonise the council's fleet by 2030. The 2030 Carbon Neutral Programme sets out a wide range of other projects and policies being planned and carried out across the council, often in partnership with local organisations.

- 7.9 Citywide, in order to be successful, the Programme will require the participation and coordination of many stakeholders and partners, including universities, Greater Brighton, Coast to Capital LEP, businesses and employers. The council plays an important role in engaging communities, businesses, and organisations across the city in climate action and working with them to create responses. The wider positive outcomes from climate action will be felt across the city.

SUPPORTING DOCUMENTATION

Appendices:

1. 2030 Carbon Neutral Programme
2. 2030 Carbon Neutral Member Working Group – updated Terms of Reference

Background Documents

1. July 2019: Policy, Resources & Growth Committee report – SCRIF-next steps
2. April 2020: Policy & Resources Committee – 2020/21 LTP Capital Programme



2030 Carbon Neutral Programme

This Programme is Brighton & Hove City Council's response to the climate and biodiversity emergency. It sets the direction for action on climate change by the council, partners and residents across the city for the next decade, focussing on social justice and future generations alongside rapid decarbonisation. This Programme sets out clear actions and interventions required on the path to net zero emissions, starting immediately.

Contents *(to come)*

Foreword (Cllr Mac Cafferty) *(to come)*

BHCC's commitment to climate action

Brighton & Hove City Council declared a Climate and Biodiversity Emergency in December 2018 alongside an ambition for the city to be carbon neutral by 2030. The council's corporate plan, "Our plan 2020 to 2023 – a fairer city, a sustainable future" sets out a series of priorities, including to take all action required to make our city carbon neutral by 2030.

A Programme produced in partnership with Brighton & Hove

Governance

In December 2019 Policy & Resources Committee approved the establishment of the cross-party 2030 Carbon Neutral Member Working Group to oversee the creation and delivery of a Carbon Neutral Programme to help the city to transition to carbon neutrality by 2030.

Fair and inclusive – participation in climate action

Brighton & Hove City Council believe that the city can only achieve its carbon neutral ambitions with all city organisations, businesses, communities, residents and visitors signed-up to our common agenda and working together to find solutions for the challenges we face. Taking a joined-up approach to delivering projects and initiatives that protect and promote our environment, facilitate behaviour change, support city resilience to the impacts of climate change, and nurture the skills and opportunities we need to help our economy grow and prosper, is central to the city's ambition. The council's response to the grave

challenges of the Coronavirus pandemic highlights the need for a green recovery and demonstrates how we can work together across the city at all levels.

It is particularly important that climate action is fair and inclusive and ensures that all residents have an opportunity to participate. Climate change impacts upon different sections of society differently and the impacts of climate change could exacerbate existing inequalities within the city. The Coronavirus pandemic has highlighted inequalities, for example poor housing and overcrowded conditions making self-isolation impossible, and cold damp homes affecting people's underlying health and resilience. Factors such as age and health can affect sensitivity to climate impacts, and the availability of green space and good quality housing, can offset exposure to the impacts of climate change. Levels of inequality and income, and neighbourhood and community cohesion will affect the ability of individuals and communities to adapt.

The council is working hard to reduce its own corporate carbon emissions, but in total these contribute less than 2% of the city's emissions. The carbon neutral 2030 target is a city-wide one and as such needs participation from residents, schools, businesses and institutions across the city. The council is engaging with the city at many levels through the Climate Assembly, city-wide partnerships, behaviour change campaigns, formal consultations and support for community action.

Climate Assembly 2020

The Brighton & Hove Climate Assembly held between September and November 2020 explored how we combat climate change over the next decade. The key question was, "How can we step up actions to reduce transport-related carbon emissions in the city?"

A randomly selected, representative group of 50 residents from across the city were invited to take part. A range of selection criteria were applied: gender, age, ethnicity, long-term illness or disability, occupation, car ownership and area of the city. Invitations were sent to 10,000 local households, 700 residents applied for one of the 50 places; a very strong response compared to Citizens' Assemblies elsewhere. The Recommendations from the Climate Assembly have informed the development of BHCC's 2030 Carbon Neutral programme and are being used to help develop the fifth Local Transport Plan and the Local Cycling and Walking Infrastructure Plan. The assembly was designed and facilitated by independent [Ipsos MORI](#).

Youth assembly

The mobilisation and enthusiasm seen during the many climate youth strikes in Brighton & Hove have shown that young people are a great force in pushing for change and coming up with creative ideas to combat climate change and the loss of biodiversity.

Young people formed the UK's first youth citizen assembly to advise Brighton & Hove City Council on specific actions to take on important issues like transport. The youth climate assembly met online between September and December 2020. Twenty-four young people from schools, colleges and universities in Brighton & Hove, took part.

Climate conversations

In September 2020 the city council launched the on-line space 'Let's talk climate change': <https://climateconversationsbrighton.uk.engagementhq.com/>. This platform has links to all the Climate Assembly materials and involves the wider city in conversation, polls and submitting ideas about local action on climate change. To date, the focus has been on transport and travel, the Climate Assembly and engagement on the Downland Estate Plan. The on-line space will cover a range of other themes and

initiatives such as environmental engagement and the circular economy over the coming months and seek residents' input to help the city to transition to carbon neutrality.

Formal consultations

Individual projects within the 2030 Carbon Neutral programme will undertake their own consultations and equalities impact assessments if relevant.

Working across our region

To be successful, this Programme will require participation and collaboration with many stakeholders and partnerships across the city, as well as engaging Brighton & Hove's residents. Action is required at all levels: international, national and locally.

As a leading city, Brighton & Hove City Council develops solutions and shares good practice with regional partners and other cities. For example, Brighton & Hove City Council is lead partner in The Living Coast UNESCO Biosphere, the UK's only urban biosphere reserve, contributing to innovative sustainable socio-economic development projects that also protect and conserve the natural environment. Shared learning locally, regionally, nationally and globally across the world network of biospheres is a key objective of this partnership.

Working with Greater Brighton, Coast to Capital Local Enterprise Partnership, Transport for the South East and the Greater South East Energy Hub is key to delivering programmes to decarbonise our infrastructure and economy at the rate and scale we need including where we need to secure support from Government.

We work with key partners including the local universities, electricity and gas companies, The Living Coast Biosphere, and the Sussex Local Nature Partnership to create projects that will accelerate progress on climate action and build green skills and jobs.

Measuring and reporting progress

We will report annually on the city's progress on climate action and carbon emissions, with quarterly updates on the delivery of the Programme provided to committees through the council's performance reporting framework.

A Key Performance Indicator on *Reduction in Greenhouse Gas Emissions* will be monitored annually from 2020-21 onwards, using data provided by ScatterCities. <https://scattercities.com/>

Not all the actions in this Programme will generate quantifiable carbon savings, but where data is available for the council's direct emissions it will be included. Where it's not possible to quantify carbon savings, we indicate if the impact is high, medium or low.

The council is working towards reporting progress to the Global Covenant of Mayors, through the Carbon Disclosure Project CDP-ICLEI Unified Reporting System. <https://www.cdp.net/en>

News stories on climate action are available at: <https://www.brighton-hove.gov.uk/climate-change>

Continuing development of this Programme

Action on climate change is fast-moving. Therefore this is a living Programme of high-level actions, which can be responsive to developments over its life. Likely developments include new scientific information on pathways to net zero; advances in Best Available Techniques (BAT) to give the best environmental or health outcomes; significant changes in local, national or international policy and funding on climate change and energy; and learning and best practice from other cities and partners. Responding to these challenges is complex and dependent on many factors.

The CN2030 Programme runs until 2030. Most actions in the current programme focus on the period to 2023, and there are some longer-term actions that are less detailed.

Key issues for future development are:

- Refining estimates of greenhouse gas emissions sources and sinks to help identify additional priority areas for action and track progress towards the carbon neutral target
- Further engagement with major local businesses and organisations to elevate ambition and align climate action across the city
- A carbon offsetting framework to enable more local carbon cutting projects
- Investigating alternative finance for climate action
- Developing the circular economy especially in the construction industry
- Solutions for scaling up energy efficiency retrofits for private housing
- Understanding the carbon footprint of consumables such as food and clothing.

This Programme will be reviewed in 2023 in line with the council's Corporate Plan for 2020 – 2023, which aims to deliver a fairer city with a sustainable future.

Further information and get involved

Brighton & Hove City Council's website has more information about the council's climate actions and about actions that individuals and communities can take to cut their own carbon footprint:

<https://www.brighton-hove.gov.uk/climate-change/what-you-can-do>

Timeline of climate action in BHCC

1880 - 1947 - Purchase of Downland Estate

2006 – Adoption of Sustainable Community Strategy ‘Creating the City of Opportunities’

2006-2007 – Neighbourhood Action on Climate Change – community behaviour change project

2010 – Climate Change Adaptation Scrutiny Panel

2009-2012 – Climate Connections - global awareness and city behaviour change project

2011 – Local Climate Impacts Profile for Brighton & Hove

2011 – Brighton & Hove Climate Change Strategy – an early commitment to climate change action

2014 – The Living Coast Biosphere formally designated by UNESCO

2015 – Fourth Local Transport Plan includes a carbon reduction objective to reduce transport emissions

2016 - City Plan adopted – includes policies on sustainability of new homes and non-residential buildings

2011-2017 - BHCC adopts the One Planet Living Framework for overseeing actions to improve sustainability

Dec 2018 – BHCC Members declare a climate and biodiversity emergency

Sept 2019 – BHCC creates fund to encourage climate action within the council (SCRIF)

July 2020 – Greater Brighton agrees Energy Plan and Water Plan

Sept-Nov 2020 – BHCC hosts Climate Assembly on travel and transport

Oct 2020 – Brighton & Hove Youth Climate Assembly

Oct 2020 – Greater Brighton signs 10 pledges on climate action

Nov 2020 – Brighton & Hove awarded Gold Food Sustainable City <https://bhfood.org.uk/wp-content/uploads/2020/11/Gold-Food-Places-Bid-2020.pdf>

Nov 2020 – consultation starts on the Downland Estate Plan

Dec 2020 – Council leader Cllr Phelim Mac Cafferty signs Glasgow Declaration <https://www.glasgowdeclaration.org/>

Dec 2020 – BHCC Circular Economy Routemap and programme for the city receives committee approval

Jan 2021 – Council agrees grants for community projects which tackle climate emergency and biodiversity

Feb 2021 – Launch of Hydrogen Sussex

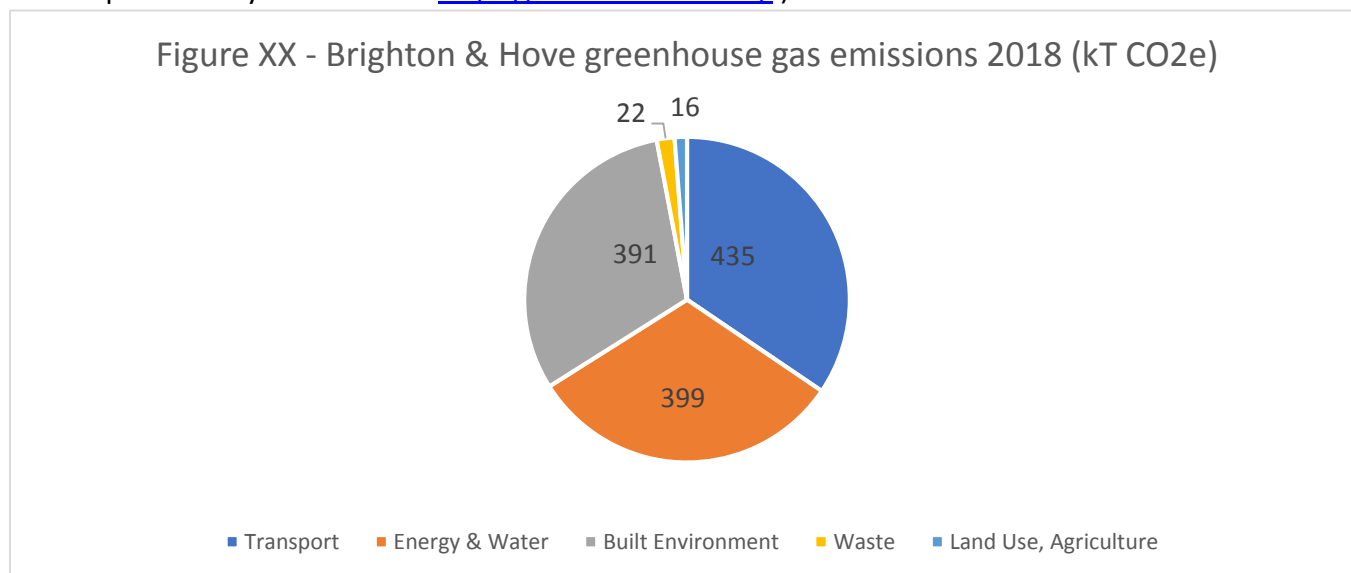
March 2021 – Carbon Neutral 2030 Programme

Brighton & Hove's carbon neutral target

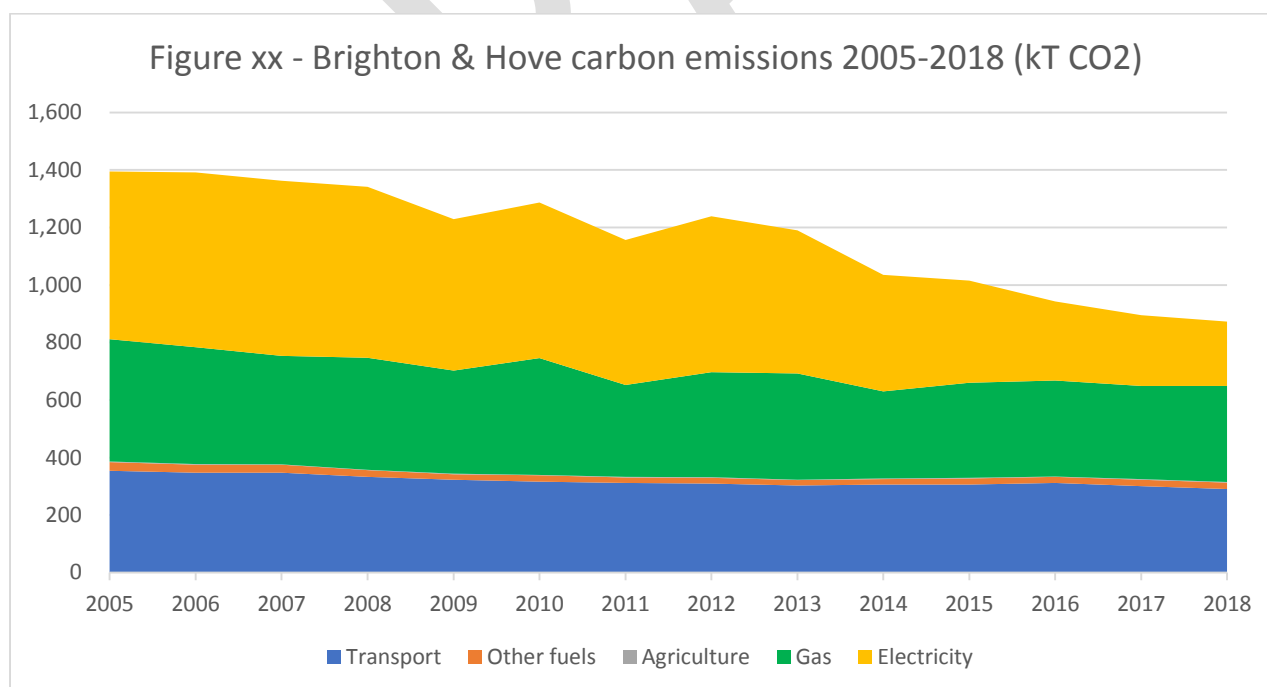
The council has set an ambitious target for the whole city to be carbon neutral by 2030.

Brighton & Hove's carbon emissions profile

The starting point is the city's current emissions of greenhouse gases, which were 1,242 kilo-tonnes (KT CO₂e) in 2018 (the most recent year for which full data is available). This includes aviation and shipping. Data is provided by ScatterCities (<https://scattercities.com/>)



Total carbon emissions in the city have fallen by just over a third since 2005. The largest cut has come from electricity, as the National Grid gets more renewable electricity from wind farms and solar power.

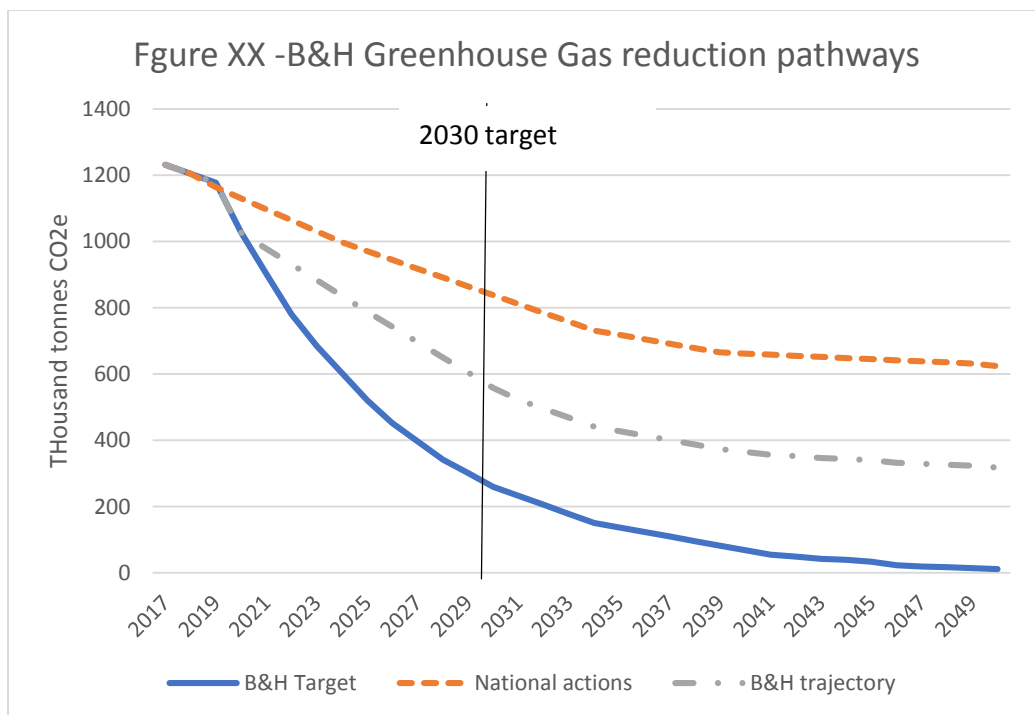


Target 2030

BHCC's carbon neutral target requires the city's greenhouse gas emissions to fall by 12.7% annually from 2020 onwards. This is a science-based target, prepared by the Tyndall Centre for Climate Change, showing

Brighton & Hove’s fair contribution to keeping climate change within limits. Carbon emissions accumulate and stay in the atmosphere for hundreds of years, so it is important to act as soon as possible.

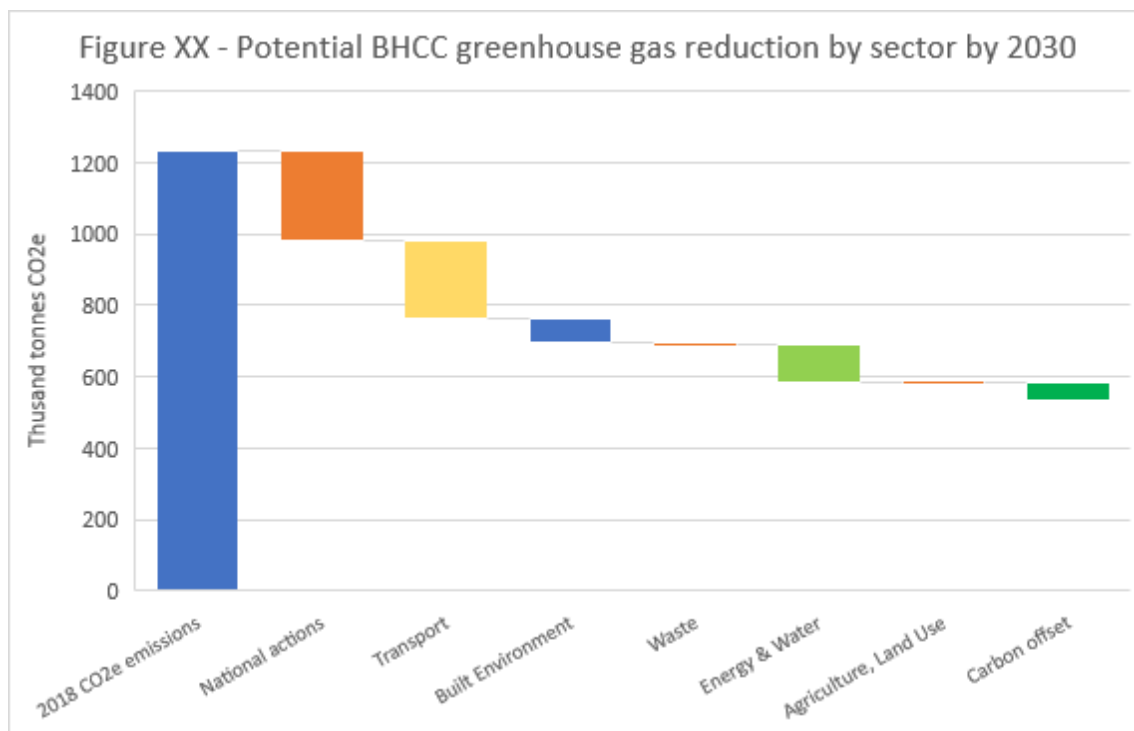
Figure XX shows the scale of the challenge, comparing the science-based target (blue line) with current trajectory outlined in this Programme (grey dotted line) and the ‘business as usual’ scenario (orange dotted line). This top-down analysis shows a gap between the estimated modelled BHCC pathway and the carbon neutral target – this is because modelling assumptions are based on present day evidence and actions. Work will continue towards the ambition to close that gap.



Pathway to carbon neutral

This Programme shows how a pathway to cutting carbon across Brighton & Hove could be secured, with the participation of residents, communities, businesses and organisations. Programme actions take into account the council’s spheres of influence and public expectations.

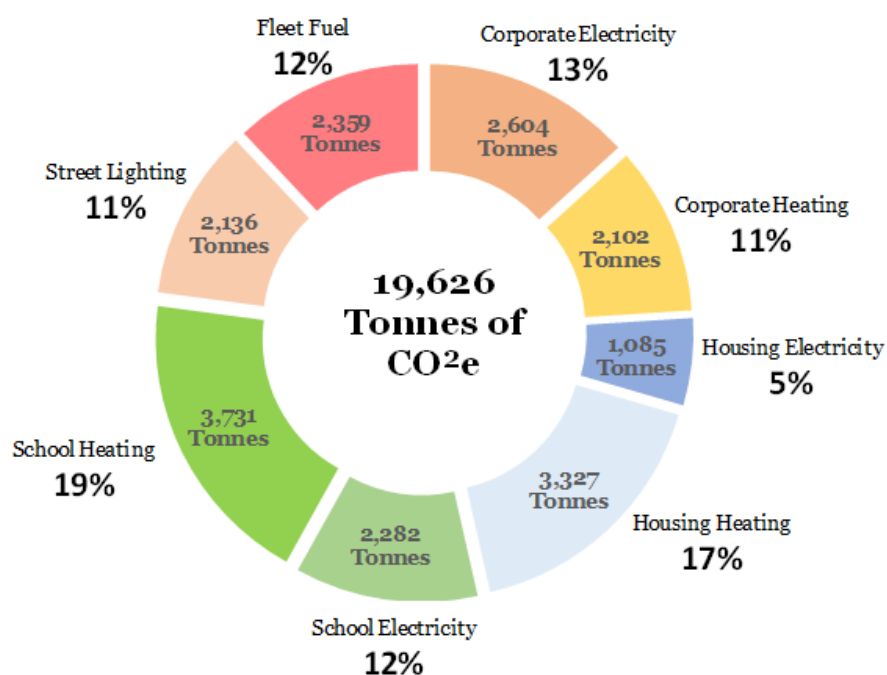
Early estimates are that the actions in the Programme could help cut nearly a third of the city’s carbon emissions by 2030. In addition, national actions (particularly decarbonisation of the electricity grid) could save another third. Figure XX illustrates this and further work will refine these estimates.



Brighton & Hove City Council's corporate carbon footprint

The council's greenhouse gas emissions were only a tiny fraction (1.7%) of the city's emissions in 2018. The Council has been working to reduce carbon emissions within its own operations and estate. The council's GHG footprint in 2018/19 was 21,793 tonnes CO₂e, a reduction of 9.9% on the previous year. The council's carbon emissions have reduced by 47% over the 10 years to 2019, meeting BHCC's existing targets. Action has included decommissioning oil boilers and installing solar panels on council buildings and modernisation of street lighting. With BHCC's current capacity of installed Solar PV and planned investment, it is forecast that the proportion of the council's electricity self-generated by Solar PV will increase from 1% in 2018/19 to 14% by 2023/24.

Figure XX – Brighton & Hove City Council greenhouse gas emissions 2019-20



BOX XX – What does Carbon Neutral mean?

Carbon Neutral means that carbon emissions will be reduced as far as possible. Then any remaining carbon emissions are offset via carbon sinks or carbon reduction projects. Net Zero Carbon is another term that means the same thing.

Box XX – BHCC's Science-Based Target

The Tyndall Centre has calculated science-based carbon emissions targets for UK local councils, showing how each can make its fair contribution to the Paris Climate Change Agreement to stay well below 2C global warming. Brighton & Hove's target is to emit no more than a maximum 5.9 million tonnes CO₂ between 2020 and 2100. This pathway requires an annual minimum reduction of 12.7% in CO₂ emissions, starting immediately.

Box XX – Greenhouse gases and carbon emissions

'Carbon emissions' means carbon dioxide (CO₂) emitted when fossil fuels are burned in vehicles, buildings, industrial processes and so on. CO₂ is one of the Greenhouse Gases (GHGs) identified by the Kyoto Protocol, which warm the atmosphere. There are six greenhouse gases, including carbon dioxide, methane, nitrous oxide and fluorocarbons, often referred to together as 'carbon dioxide equivalent' (CO₂e). Nitrous oxide from diesel and petrol combustion is a potent greenhouse gas and also prejudicial to human health when inhaled. 'Carbon emissions' is often used as a catch-all term to include both carbon dioxide and other greenhouse gases.

This Carbon Neutral 2030 Programme target is for all greenhouse gases. Where data on greenhouse gases is not available, data on carbon dioxide is used instead.

Brighton & Hove City Council's Carbon Neutral Programme

The Carbon Neutral Programme is a coordinated programme of projects that aims to continue and accelerate the city's transition to carbon neutrality by 2030.

Timescale

As the bulk of action will need to take place in the short term, this Programme focuses on the period to 2023, with less detail on the remaining period to 2030. Some projects are indicated for further development over the next few years.

Project timeframes are:

Short term	2021 – 2023
Medium term	2024 – 2026
Long term	2027 – 2030

The plan is structured over the following key priority areas, with several cross-cutting themes to demonstrate the broader impact of actions targeted in each theme.

Key priority topics

Travel and Transport

Energy and Water

Waste

Built Environment

Nature and Environment (Food, land use and agriculture)

Cross-cutting themes

Community engagement

Jobs, education and skills

Circular economy

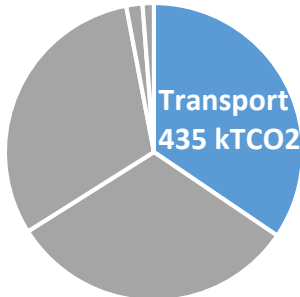
Adaptation

Carbon offsetting

Procurement



Travel and Transport



Over a third of Brighton & Hove's carbon emissions come from transport, which includes estimates for shipping and plane flights by Brighton & Hove residents. A shift to public transport and active forms of travel is needed to bring down carbon and nitrous oxide emissions, affecting everyone in the city. Switching from petrol and diesel vehicles to electric and hydrogen vehicles will save carbon emissions and improve air quality, as will a reduction in the length and number of vehicle trips.

BHCC held a climate assembly in Sept – Nov 2020, on the topic of travel and transport. The key question was, "How can we step up actions to reduce transport-related carbon emissions in the city?" The climate assembly asked for:

- Individuals to be given every opportunity to change the way they travel to reduce emissions, improve air quality and create a safer, accessible and more pleasant environment.
- Transport providers to make low emissions transport affordable and easy to use

They made 10 recommendations, which will be considered by the Council in developing its fifth Local Transport Plan and the Local Cycling and Walking Infrastructure Plan:

1. A car-free city centre – being taken forward as a 'liveable city centre'
2. The public transport system should be affordable/accessible
3. Creation of healthier low traffic/pedestrianised communities
4. The council should actively consult and engage with the community
5. Introduce mobility hubs (i.e. a recognisable place which provides and connects up different types of travel – for example cycle hire, bus, rail, car club, parking and transport information)
6. Cyclists should be prioritised over cars through well-designed dedicated cycling networks that are safe and practical for day-to-day use as well as leisure
7. Introduce a Park & Ride to minimise car use in the city
8. Make public transport a more convenient alternative to driving a car
9. Messaging should focus on what people gain rather than lose and educate/expand citizens knowledge
10. There should be a focus on incentives rather than sanctions as interventions

Travel & Transport Key Actions	Deliverable	Impact on CO2 emissions	Timeframe	Key partners
Local Transport Plan 5	Strategy setting out the priorities for transport and travel in the city to 2030, to support a more inclusive and accessible city, reduced carbon emissions, improved air quality and public health, safer streets, and a stronger more sustainable local economy. Focus on reducing the need to travel, managing demand and promoting and providing safe, inclusive, sustainable and healthy alternative travel options	High	Short, medium & long term	Transport operators, businesses, educational establishments
	Develop options for projects including a Liveable City Centre, expanded Ultra Low Emission Zone, Low Traffic Neighbourhoods and Mobility Hubs	High	Short and medium term	Transport operators, businesses, technology companies
Create an inclusive and integrated transport system	<ul style="list-style-type: none"> • Improve access to all parts of our city and our services for people with physical, sensory and learning disabilities • Expansion of Bike Share scheme to deliver a citywide scheme with 50% electric bikes • Support an Assisted Cycle Hub on Brighton seafront 	Low	Ongoing	
Develop a public realm which enables active travel	<ul style="list-style-type: none"> • Develop an active and sustainable travel network • Delivery of School Streets programme to improve road safety and air quality outside schools • Invest in the maintenance of the city's road and pavement network • Promoting physical activity and reducing social isolation 	High	Ongoing	
Increase use of public transport	<ul style="list-style-type: none"> • Encourage mixed forms of travel with good transport interchanges and better integration of travel information and ticket purchasing • Work with public transport operators to improve infrastructure - bus stops, bus 	High	Ongoing	Transport operators,, The Living Coast,

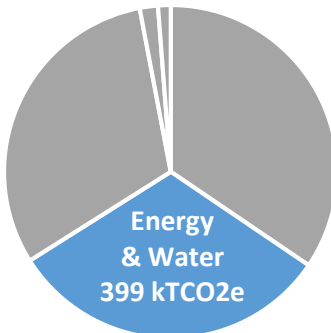
	<p>shelters, Real Time Information, Station improvement</p> <ul style="list-style-type: none"> • Continue to support bus services, especially in outlying areas that are not commercially viable • Support and encourage the use of sustainable transport in the local visitor economy through the BioCultural Heritage Tourism project, and development of The Living Coast by Bike portal 			
Local Cycling and Walking Infrastructure Plan	<ul style="list-style-type: none"> • Prioritised programme of improvements focusing on principal walking and cycling routes, including in town and local centres. • Aim to make walking and cycling the first choice for local journeys <p>10-year programme of investment including delivery of secure on-street cycle storage</p>	High	Short term	
Promote and use technology to reduce and manage travel	<ul style="list-style-type: none"> • Work with partners to attract investment in ultrafast broadband infrastructure across the city and enable home working • Smart traffic signals 	Medium	Short and medium term	Technology companies
Promote and facilitate the use of zero emission and electric vehicles	Install hundreds of on street electric charging points and rapid charging hubs for taxis	High	Short and medium term	Transport operators, council contractors
Improve air quality	<ul style="list-style-type: none"> • Improve air quality through clean buses, taxis and delivery vehicles and seek further investment in zero emission buses. • Continue to implement Ultra Low Emissions Zone in city centre and consider expansion of zone • Reduce carbon emissions from council-owned vehicles 	Low	Ongoing	Bus, taxi and delivery companies

Related plans and policies

- Local Transport Plan
- Local Cycling and Walking Infrastructure Plan (in development)
- Brighton & Hove 2020 Annual Air Quality Status Report
- Brighton and Hove Air Quality Action Plan 2015



Energy and Water



Energy is essential for our city. It provides heat for homes, powers our transport and keeps our healthcare system running. Establishing an affordable, locally generated green energy supply will maintain our quality of life and improve energy security and resilience. Rising energy prices, energy inefficient housing and low incomes have resulted in high levels of fuel poverty. The health effects of living in a cold, poorly ventilated home are well established, ranging from cardiovascular and respiratory problems to depression.

This section tackles reducing energy consumption, providing greater access to renewable energy, and making sure existing homes are affordable and healthy to live in. This means new renewable energy generation technologies, an engaged community who want to make change, and a focus on innovative business models that can transform our local energy systems. Energy-efficient homes reduce waste energy and the demand for non-renewable energy, and may also be cheaper and healthier to live in.

The transition to Carbon Neutral by 2030 can only be delivered if we are able to secure the decarbonisation of our energy and water infrastructure at scale, therefore working at a city region and wider south east region scale will be critical to success. The council will work closely with partners of the Greater Brighton Economic Board and Greater Brighton Infrastructure Panel to deliver ambition solutions for low carbon infrastructure across the city region.

Greater Brighton Energy and Water Plans - These Plans, agreed in 2020, brought together public sector, business and academic stakeholders across the city region. They identified opportunities for energy and water infrastructure that will support objectives for decarbonisation and economic growth, in renewable energy, power, heat and transport. Learning and dissemination between local councils was key in this rapidly evolving technical, financial and regulatory environment. Recently there is an increased focus on the potential to build a hydrogen economy in the city region, particularly for heavy vehicles.

The Water Plan identified challenges in cutting consumption of clean drinking water to reduce the impacts of the predicated water shortages to the region within the next decade. Water and wastewater treatment use energy so cutting consumption will also reduce carbon emissions.

Existing homes - Energy efficiency in housing and buildings is key to reducing carbon emissions, and the council has a role to play in energy upgrades and retrofitting, through facilitating and coordination, being a trusted partner, and supporting the growth of local skills and supply chain. The council is developing an

extensive plan for solar PV, replacement of heating and hot water and energy efficiency in council housing, as well as working with residents to adapt behaviour where required and ensure they get maximum benefit from the retrofit programme.

There is significantly more private housing than council housing, so this is where greater carbon savings can be made, although this is more reliant on government action and funding. The council is working with partners including Solar Together Sussex, Warmer Sussex and the Local Energy Advice Partnership to promote retrofit of private homes.

Council property - The council has been improving its own property portfolio by identifying inefficiencies in energy use and working with site managers to save energy and water and create efficiencies in gas, electricity and oil use. In the next period there is a focus on low carbon heat technology and surveys will be carried out in schools and housing centres that may be suitable, as well as the improvement of control and monitoring systems. In 2021-22 a programme to install 500 kW of Solar PV in corporate, housing and leisure sites will save 150 tonnes CO2 p.a. The council will transfer its energy supply to renewable sources as contracts become due for renewal.

Key challenges

- 38% of city's carbon emissions are from gas, 26% from electricity
- Scaling up energy efficiency retrofit of private homes (rented & owner-occupied) presents long-term, logistical and engagement issues
- Heating is difficult to decarbonise, requiring a mix of solutions, heat networks, and long-term programmes to replace gas boilers.
- Local supply chain for new energy technologies needs to be developed further
- Smart energy systems are vital but require complex multi-party integration and smart interfaces

Energy & Water Key Actions	Deliverable	Impact on CO2 emissions	Timeframe	Key Partners
Reduce CO2 emissions from council owned properties	Develop an investment plan for transitioning council buildings to carbon neutral. Building audits will quantify opportunities, identify and prioritise pipeline of self-financing energy saving projects on council assets. Energy efficiency and renewable energy projects completed with savings reinvested. Work towards fully renewable electricity supply in council property.	High	Short, medium and long term.	
	Deliver major programme of renewable energy, solar PV and energy efficiency retrofitting on council housing	1,291 tonnes p/a	Medium term	
Reduce carbon emissions from council-owned vehicles	Council fleet to become carbon neutral; reduce diesel vehicles and plant through delivery of the Fleet Strategy	High	Medium and long-term	
Street Lighting modernisation	Replace street lighting with LEDs through the continuation of the street lighting modernisation programme	2,360 tonnes in 2021	Short-term	
Improve standards in private housing	Continue to explore partnerships and lobby for investment and solutions for scaling up retrofit of private housing to improve energy efficiency	Medium	Long-term	
	Increase capacity for hazard inspection and Energy Performance Certificate non-compliance. Consider creation of a private rented sector team to enforce housing and energy efficiency standards. Support expansion of good landlord schemes	Medium	Short term	
	Address fuel poverty through programme of energy efficiency in council-owned housing s	Low	Short and medium term	
Support a resilient, zero carbon and smart energy system through delivery of the Greater Brighton Energy Plan.	Deliver pipeline of projects. Work in partnership with Greater Brighton Economic Board and Coast to Capital Local Enterprise Partnership to secure investment in the city's infrastructure.	High	Short, medium & long-term	Greater Brighton

	Establish the Greater Brighton Hydrogen Group to support the transition to hydrogen across the city region	High	Medium and long-term	Greater Brighton
	Deliver feasibility study on hydrogen	Low	Short term	
	Develop business case and seek approvals for development of a solar farm	High	Medium	
	Promote heat networks through Planning system. Develop district heat network study at Conway Street	Medium	Short, medium & long-term	
	Explore potential for a Heat Decarbonisation plan, including options for replacement of gas boilers	Medium	Medium term	
	Continued cyclical investment and trials of renewable technologies that save carbon	Medium	Short, medium & long term	
Facilitate a resilient, integrated water environment through Greater Brighton Water Plan	Continue participation and delivery of The Aquifer Project (TAP) to protect and improve the quality of groundwater in the Brighton chalk aquifer as a sustainable resource for public water supply	low	Short and medium term	

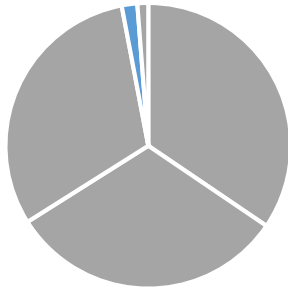
Related plans and policies

- Greater Brighton Energy Plan
- Greater Brighton Water Plan
- BHCC Housing Committee 20 Jan 2021 report “Housing action towards Carbon Neutral 2030” with draft Housing Revenue Account Carbon Neutral Strategic Action Plan 2021-2025



Waste

Waste - 22 kT CO₂e



Managing waste efficiently involves increasing the awareness of residents and businesses around how waste is produced and how we manage and reuse our waste. The benefits of achieving this are more than reducing landfill or plastic in the oceans. By thinking differently about how we use materials and what we throw away, we can generate benefits to the city, such as reducing the number of heavy vehicles on the roads, alleviating congestion and improving air quality, and creating partnerships between organisations to use waste material from one as resources for another.

Brighton & Hove already has one of the lowest rates of waste sent to landfill, at 2.7% in 2019-20 and falling. The city's residual waste is sent to the energy recovery facility at Newhaven and generates electricity for 25,000 homes.

Recent work in Brighton & Hove includes:

Tech Take Back: Cityclean has partnered with Tech-Takeback to create an “on demand, small electrical end of life collection service” to improve the offering to residents. Between 12 Nov 2020 and 28 Jan 2021:

- There were 591 household collections
- 6474 items were collected
- Weighing a total of 10.9 tonnes
- 616 tonnes of CO₂ emissions were saved through reuse of these items

Waste, Resources and Street Cleansing Strategy - Developing a Strategy which will consider the achievements of the Modernisation Programme and identify how the service can continue to deliver and embed these improvements, as well as set out further opportunities for modernisation for the service over the next five years. One of the suggested ambitions is to increase levels of reduce, reuse and recycling

Recycling leaflet - Redesigned the recycling leaflet to be sent to all households with council tax bills

Food waste collection options appraisal - Partnered with the Waste and Resources Action Programme (WRAP) on an options appraisal for the introduction of a food waste collection service. This includes how the service can best operate in Brighton & Hove in terms of frequency of collections, vehicles, the receptacles to be used both kerbside and communal, the materials to be collected at the same time and the volume of food waste collected.

Garden Waste - introduced a third garden waste round

Current Projects in development

1. Communal bin system: Reviewing the existing communal bin system and identifying areas for improvement with the current distribution of bins, capacity offered for different waste streams, improvements to glass recycling (bins, contamination of, and noise), bin bays, signage, type of bins, expansion of waste streams, and application of colour coding for the different waste streams
2. IT systems: Modernising the service and supporting the wider programme of change through technology, including improved flow of real-time information
3. Managing waste responsibly: Delivering an informative and educational campaign to assist residents, visitors, businesses and crews to dispose of waste responsibly.
4. Wheelie bin audit and rollout: Implementing a wheelie bin recycling service to all the streets identified as suitable for this service from the city-wide wheelie bin audit.
5. Schools Food Waste collection

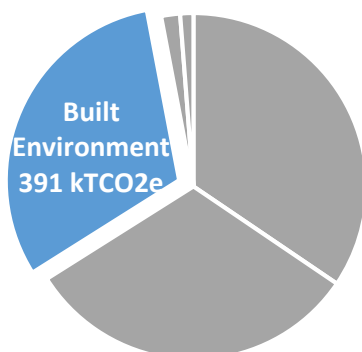
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Waste Key Actions	Deliverable	Impact on emissions	Timeframe	Key partners
Increase Reduce / Reuse	Community Composting,	Low	Medium term	BHFP
	Install TLC-branded drinking water fountains	Low	Short-term	The Living Coast Biosphere
	Extend Revalu electrics (Tech Take back) to recycle phones, laptops etc	Low	Short Term	TTT
	Work towards development of a Reuse Centre	Low	Medium	Planet Brighton Veolia
	Build Furniture Reuse into the Bulky Waste Collection Service	Low	medium	
	Develop and deliver accreditation scheme to encourage businesses to end the use of single use plastics	Low	Short term	SAS Traders
	Develop communications campaign to encourage reduce and reuse before recycling	Low	medium	
	Continue to minimise waste sent to landfill	Low	ongoing	Veolia
	Subject to consultation end the use of single use BBQs on the beach and in parks and open spaces	Low	Short	
Increase Recycling	Introduce additional Garden Waste Rounds to different property types	Low	Short term	Veolia
	Extend range of plastic that can be recycled. Run a feasibility study on options for food packaging - pots, tubs and trays	Low	Medium	Veolia
	Introduce Domestic Food Waste Collection	Medium	medium	Veolia
	Introduce Foil Recycling	Low	medium	Veolia
	Reduce contamination of recycling	Low	medium	
	Extend 'Ghost Gear' fishing line collection for recycling on the seafront	Low	Short term	Leave No Trace Brighton
	Roll out improved and colour coded containment for recycling	Low	Medium	
	Extend 'On the Go' recycling,	Low	Medium term	

Related plans and policies

- Environmental Enforcement Framework
- Binrastructure and Litter Reduction Strategy (in development)
- Waste, Resources and Street Cleansing Strategy (in development)

Built Environment



Key challenges

The built environment is responsible for:

- 36% of all carbon emissions
- 40% of energy consumption
- 50% of all raw material extraction
- 1/3rd of all drinking water usage

In Brighton & Hove there is a lower level of owner occupation and more private rented housing, compared with the South East region. The housing stock is older and there are pockets of poor energy efficiency. The planning system is important for new build homes, offices, retail and industrial uses and the council has an extensive range of planning guidance on nature conservation and the urban environment. The council also uses its influence as a client, landowner and development partner in regeneration schemes and building affordable housing.

The council is leading the way and increasing its expertise through a cross-party Zero Carbon New Homes Working Group, researching and creating specifications for Zero Carbon new affordable homes, and new ways of deploying solar PV and heat pumps in council housing. This group is addressing carbon emissions through, for example, the adoption of Whole Life Carbon Assessments which measure greenhouse gases throughout the construction and operation of new homes.

Built Environment Key Actions	Deliverable	Impact on CO ₂ emissions	Timeframe	Key partners
Regeneration schemes to provide social and sustainability benefits	Introduce a sustainability impact checklist for new regeneration projects – private sector and public sector – through the planning system.	low	Short term	Development industry
	Embed circular economy principles into new developments, construction and deconstruction projects	medium	Short term	Development industry

Build sustainable council housing	Develop a design specification for carbon neutral homes	Low	Short-term	
	Deliver pilot Zero Carbon social housing project at Victoria Road, Portslade	Medium	Short-term	
	Develop and introduce a decent environment standard for council estates	Low	Medium-term	
	Adopt a New Build Housing Sustainability Policy for new council housing supply	Medium	Medium-term	
Secure sustainable development in the city through planning policies and City Plan.	Implement sustainability policies in City Plan Part One and supporting guidance documents (including guidance on energy efficiency and design, sustainable drainage, parking, masterplans, food growing advice, swift boxes/bee bricks, Nature Conservation,)	Medium	Short term	
	Adopt City Plan Part 2 and implement updated sustainability policies in relation to new development	Medium	Short term	
	Start review of City Plan Part 1 to update policies.	Medium	Short term	
	Promote carbon neutral development with developers, architects and agents	Medium	Medium-term	Development industry
Community Infrastructure Levy, Infrastructure Delivery Plan	Apply a Community Infrastructure Levy to new developments to secure funding to deliver the city's low carbon infrastructure priorities.	Low	Short-term	
	Update the Infrastructure Delivery Plan to reflect priorities, e.g. carbon offsetting and supporting retrofit	Low	Medium-term	
Planning Guidance	Prepare, adopt and implement planning guidance to support delivery of sustainable and biodiverse places <ul style="list-style-type: none"> • Adopt Urban Design Framework Supplementary Planning Document (SPD) • Hove Station Master Plan SPD • Update Nature Conservation SPD 	Medium	Short term	

Related plans and policies

City Plan Part One <https://www.brighton-hove.gov.uk/content/planning/planning-policy/city-plan-part-one>

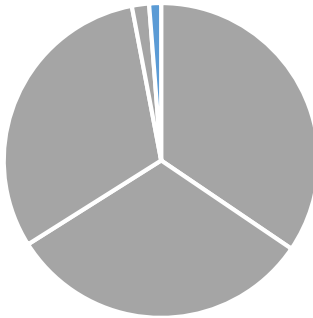
City Plan Part Two

BHCC Housing Committee 20 Jan 2021 reports – Housing Actions towards Carbon Neutral 2030 and Sustainability Measures for New Homes and Housing Supply Sustainability Policy



Nature and environment (Food, land use, agriculture)

Land use &
agriculture
19 kT CO₂e



Nature's contribution is critically important for our livelihoods, economy, quality of life and wellbeing. Halting and then reversing biodiversity loss and improving the resilience of our natural environment is vital. The council has declared a climate and biodiversity emergency, so we seek to identify, enhance and improve access to the most important natural habitats including chalk grassland, woodland and hedgerows.

Parks, gardens, farms and the Downland Estate surrounding Brighton & Hove offer opportunities to capture and lock up carbon in soils, grassland, trees and even the marine environment. Green spaces can be managed for biodiversity and soil health, landscape, recreation and agriculture as well as carbon sequestration. Where and how we produce food has a significant impact on carbon emissions as well public health and quality of life. With a longer dry season, valuable habitats will need to be resilient to fire. There are great hopes for locking up carbon in the natural environment, but more evidence is needed. All these elements will be increasingly important to help reach the city's Carbon Neutral 2030 target.

Tree planting – A landscape of trees has many benefits for physical and mental health, and tree planting projects often have enthusiastic community support. However, not all tree planting results in positive carbon sequestration. Planting the wrong trees in the wrong place can actually release more carbon stored in the soil than is sequestered by the trees as they grow. It can also destroy existing habitats such as species rich grasslands which would compromise work towards tackling the biodiversity emergency. Tree planting often produces a plantation, not a woodland with diverse age structures and rich ecotones. To address the biodiversity emergency as well as the climate emergency, it is preferable to allow natural regeneration with some planting to diversify the species mix so that in the long term a woodland with mixed age and species is achieved. The South Downs National Park was designated for its natural beauty based on its open sweeping views, so the impact on the wider landscape needs to be considered in any tree planting scheme

Wilding - The aim of Wilding is to manage habitats through natural processes as far as is possible. In ancient times, the countryside would have contained large herbivores and predators which would have been the main drivers of natural landscape processes. Getting the delicate balance of herbivores right should allow species rich grasslands to develop in some places and naturally regenerating woodland in

others. While natural regeneration of woodland under light grazing takes longer than tree planting it produces a more diverse, resilient woodland in the long run. It is also desirable to replace missing plant species, by planting a limited number of trees that will then provide seeds for the trees of the future. As soils develop, wilding will provide long term carbon sequestration as well as biodiversity benefits.

City Downland Estate – The council's rural estate of over 10,000 acres is located within the South Downs National Park. The council acquired the estate in the late 19th and early 20th Century with the aim of protecting water supply and controlling development. The council has long recognised the importance of the Downland Estate, which contributes a great deal to the Downland landscape which surrounds the City

The City Downland Estate plan is being reviewed during 2021-22, with a vision to reconnect the people of Brighton & Hove to a more biodiverse Downland with better education, improved access and a sense of connection to the land. There will be a focus on improving biodiversity; plant, tree and soil health; carbon emissions and sequestration; and renewable energy.

City greenspaces –The city's 2,000 acres of parks, trees and gardens enhance health and wellbeing for residents and are the venue for a dynamic range of activities. These spaces can be managed with a focus on biodiversity, increasing tree cover, and encouraging active travel.

The Living Coast UNESCO World Biosphere Region covers 390km² with the city of Brighton & Hove at its heart. Its mission is to connect people and nature to inspire a positive future, today, through delivering projects under its three objectives: to conserve & enhance nature & culture; support sustainable human development; and to share environmental knowledge, learning, awareness and engagement.

Food – in 2020 the city received a Gold Sustainable Food City award; the bid was led by the Brighton & Hove Food Partnership. The city will build on this success.

Related plans and policies

- Downland Estate Whole Estate Plan consultation
- Open Spaces Strategy (2017) <https://www.brighton-hove.gov.uk/sites/default/files/migrated/article/inline/2017%20FINAL%20Approved.pdf>
- BHCC City Tree Strategy (DRAFT)
- The Living Coast Management Strategy 2020-2025

Brighton & Hove Food Strategy Action Plan 2018-23 <https://bhfood.org.uk/wp-content/uploads/2018/11/Final-FULL-WEB-Food-Strategy-Action-Plan.pdf>

Nature & Environment Key Actions	Deliverable	Impact on CO2 emissions	Timeframe	Key partners
City Downland Whole Estate Plan	Consult & approve the CDEP and develop a 10-year action plan. Linked to BHCC Climate & Biodiversity Emergency declarations, re biodiversity, plant & tree health, carbon emissions and sequestration, renewable energy, soil health 100-year vision for the Downland Estate Mapping of natural capital assets Carbon accounting to be considered	Medium	Short, medium and long-term	The Living Coast, South Downs National Park, Sussex Biodiversity Records Centre
Food	Review the use of council owned land with the aim of encouraging uses that promote biodiversity and mitigate climate change, such as food growing, re-wilding	Low	Medium term	
	Build on Brighton & Hove's Gold Sustainable Food City award with campaigns for a more plant-based diet; less single-use plastics; and tackling food poverty.	Medium	Short term	Brighton Food Partnership
Invest in the biodiversity of our parks, green & blue networks, development sites and urban fringe.	Encourage and facilitate tree planting, green corridors and restoration of hedgerows & ponds to enhance biodiversity, especially on city-owned assets including parks, planters, community gardens and housing estates Restoration of Stanmer Park Masterplan	Medium	Short term	Living Coast Biosphere Plumptre College, South Downs National Park
	Wilding projects <ul style="list-style-type: none"> Changing Chalk Wilding Waterhall – ecological restoration of golf course by CityParks Greening the Cities – creating new urban green space with local downland planting 	Low	Medium term	Living Coast Biosphere, National Trust Changing Chalk partnership
Maintain quality of our beaches, and marine conservation	Maintain Blue Flag status for beaches Restore kelp to coastline	Low	Short term	TLC Biosphere, SWT, Southern Water, Greater Brighton

Communication and engagement

Only with the participation of individuals and communities will Brighton & Hove be able to act on cutting greenhouse gases and achieving the carbon neutral goal. Involvement from people and businesses is needed to reduce or adapt demand for energy intensive services. New technologies such as electric cars or heat pumps require at least some degree of change from consumers in their purchasing choices and daily lives. Individual choices are key to shifting quickly towards healthier diets, slowing the increase in air flights, and choosing products that last longer and improve resource efficiency. The council has a role in many aspects of community engagement including:

Climate Assembly - During 2020, Brighton & Hove City Council held a Climate Assembly and set up an online platform to engage on climate change with residents and businesses. Local young people designed and delivered a **Youth Assembly**. The keen interest in the assemblies showed the willingness of Brighton & Hove residents to participate in climate action

Engaging stakeholders – the council participates in many citywide and regional partnerships including The Living Coast Biosphere management board and Greater Brighton. Communicating our strategic vision is key to this engagement.

Behaviour change – communicating options and opportunities for residents and organisations to cut their own carbon footprints is something the council already engages in, for example, ensuring social housing tenants are informed about efficient use of their heating systems; responding to demand for electric vehicle charge points. Public Health team are the specialists with campaigns on healthy eating and active lifestyles. With the rapid pace of technological change there will be increasing need to communicate behaviour change messages with residents. Businesses and organisations can be supported in accessing resources that help them reduce their carbon outputs. The stories of local people and businesses that are already working towards a zero carbon city can be recognised and celebrated.

Engaging the whole community including council staff in the ongoing conversation about biodiversity loss and the climate emergency. Providing free civic space such as libraries to facilitate this. On-line consultation is helping to reduce the carbon footprint of consultation and engagement events and can enhance community capacity to engage with council initiatives such as the Downland Estate review.

Support for community action – In 2020 the council ran a successful grants programme for community projects on climate and biodiversity action. The grants programme supports residents in a wide range of projects including engagement on active travel, rainscaping along Lewes Road, the Craven Vale Association to create their own community apiary and a wildflower and wildlife area in addition to their already planted mini-orchard. In future community groups could be supported to identify the climate and carbon impacts of their projects. Participatory budgeting will enhance community engagement in housing estate improvements.

Health and wellbeing - Wide participation will also help to meet the city's priority of being fair and inclusive and ensuring that everyone can benefit from and participate in climate actions. The council recognises that we need to engage with under-represented and marginalised groups who are often those most affected by the impact of climate change.

Communication and Engagement Key Actions	Deliverable	Impact on CO2 emissions	Timeframe	Key partners
Sustainability Carbon Reduction Investment Fund (SCRIF)	Use the SCRIF to accelerate carbon reduction work within the council	Medium	Short term	
Engage young people in climate action	Embed climate change into schools Brighton & Hove Environmental Education (BHee) programme	Enabling action	Short term	Living Coast Biosphere
Community action	Invest in a strong and independent voluntary and community sector through awards of three-year grant through Third Sector Commission and Communities Fund, including a dedicated strand for supporting climate change & biodiversity projects	Low	Short term	Living Coast Biosphere
Engagement and behaviour change campaign	<ul style="list-style-type: none"> Community engagement on climate action via online platforms. The Living Coast programme connects people and nature in the Biosphere Online advice to residents and council staff on cutting carbon emissions in their homes and consumption Find ways to support businesses to align their corporate social responsibility policies to the city Carbon Neutral target. Support Neighbourhood Plan groups to include carbon reduction and biodiversity as key strands. 	Medium	Short, medium and long-term	Living Coast Biosphere
Museums	Deliver a distinctive offer at the Royal Pavilion and RP Garden, Brighton Museum, Booth Museum, Hove Museum & Preston Manor to support learning, creativity, well-being and engagement of diverse audiences and environmental sustainability, collaborating with The Living Coast Biosphere programme.	Enabling action	Short term	Living Coast Biosphere
Sustainable events	Implement the Brighton & Hove Outdoor Events Charter. Encourage event organisers to sign up to the BHCC Environmental Impact Assessment and Action Plan and cut carbon emissions from travel, energy, food & drink, and suppliers.	Medium	Short term	

Jobs, education and skills

Young people have been a vital force in driving action on climate change in the city, participating in climate strikes and a Youth Assembly on transport. BHCC has run a schools and youth climate engagement programme which support schools, city youth engagement events, debates with MPs and a schools Heads climate conference.

A new City Employment and Skills Plan is being developed that is focused on post-Covid recovery. Steps to recovery require stakeholder participation and collaboration between the council, employers, training providers, colleges and universities, the LEP, business and education networks and the third sector. One of the plan's objectives is to facilitate employment and skills interventions which support low-carbon employment and are key to any mass retrofitting project – e.g. installation of solar panels and heat pumps.

This will help to strengthen the local supply chain for green infrastructure. In January 2020 the council unanimously passed a Notice of Motion supporting a 'Green New Deal,' seeking to address climate change in ways that also boost jobs, address poverty and inequality, and restructure our economic system. The Green New Deal approach can help to grow 'green' skills and local jobs, linking public sector decarbonisation initiatives and council retrofit programmes to opportunities for skills and training.

Jobs, Education & Skills Key Actions	Deliverable	Impact on CO2	Timeframe	Key partners
Engage young people in climate action	Embed climate change into schools Brighton & Hove Environmental Education (BHee) programme	Enabling action	Short-term	Living Coast Biosphere
Promote outdoor education and programmes to increase children's exposure to nature, theatre, music and physical activity	Support the city's early years and childcare providers to provide high quality early years services including positive promotion of natural environment and outdoor learning.	Enabling action	Medium-term	
Develop green skills and jobs	Collaborate with education institutions and businesses to plan for future skills needs and increase take up of apprenticeships.	Enabling action	Short & medium-term	
	Secure funding and collaborate with Coast to Capital LEP, FE and HE colleges to create a Decarbonisation Skills Academy	Enabling action	Medium term	Coast to Capital LEP, colleges, universities, Green Growth Platform

Related plans and policies

Brighton & Hove City Employment and Skills Plan 2021-23 (*in development*)

[Coast to Capital LEP Build Back, Stronger, Smarter, Greener Plan](#)



Circular economy

In 2018 the Brighton & Hove Economic Strategy (2018-2023) was launched and included a commitment to creating a Circular Economy Routemap to 2035. Circular Economy principles move away from a linear 'take, make, consume and throw-away society', towards one that minimises waste and pollution, keeps products and materials in use for as long as possible and supports the regeneration and protection of natural resources.

The Routemap will aim to capture and share good circular projects and practices across the city. The Routemap will grow and evolve over time, shaped around new opportunities, learning and collaboration as the city begins to unlock its potential and transition towards circular systems and ways of working – driving sustainable growth, reducing carbon emissions and protecting our communities and the environment. Brighton & Hove City Council plays an important role in leading our city and we can use this position to facilitate a move to circular principles through our own practice as well as introducing policies that affect the whole city.

Many council services are inherently sustainable; for example libraries' core service is to 'recycle' books (and potentially other high-cost / low-use items) for many people to use; and the council's Communities, Equalities and Third Sector team supports refugee resettlement with second-hand white goods, furniture and clothing. Using the city's spending power to procure goods and services and working with partners and contractors is key to the development of a local, sustainable, circular economy and the council's Procurement Team has actively engaged in developing the Circular Economy Routemap.

The planning process can support the incorporation of circular economy principles in the design and construction of new development through appropriate planning policies in development plans. City Plan Part One Policy CP8 'Sustainable Buildings' and Policy WMP3d of the East Sussex, South Downs and Brighton & Hove Waste & Minerals Plan together provide some existing support, and future reviews of both these plans provide opportunities for more explicit policy support that better reflects the Circular Economy Framework.

The council is exploring whole life carbon assessments on new build housing schemes, which will assess the 'embodied carbon' locked up in construction materials and manufacturing processes. The council is developing construction specifications to include circular economy principles to reduce waste, reduce operational energy use, and protect and enhance biodiversity, and has identified pilot projects to trial these specifications.

Other priority sectors include the visitor economy, and single-use plastics. In future there's the potential to focus on fashion, food and other consumables that are produced outside the city.

Circular Economy Key Actions	Deliverable	Impact on CO2 emissions	Time-frame	Key partners
Promote a sustainable economy by supporting low carbon growth and encouraging businesses to reduce waste and pollution	Circular Economy Routemap and Action Plan	Medium	Short term	University of Brighton, SOENECS, Circular Brighton & Hove, Good Business Club, CityClean
	Update BHCC design spec to reduce and reuse construction materials in our building projects Explore methodology for quantifying embedded carbon in construction	Medium	Short-term	
	Work with visionary small businesses to identify ways of making the city carbon neutral	Low	Medium term	
	Scope and explore development of a flows analysis for produce and goods consumed in the city but produced elsewhere, e.g. food, drinks and fashion	Medium	Medium-term	
	Deliver pilot circular behaviour change and education projects to schools and residents for facilitating citywide engagement in reuse and reduction of waste and materials.	Medium	Short & medium-term	Schools Blueprint
Ensure circular economy principles are fully supported in future development plans	Dependent upon the outcomes from government planning reforms, embed circular economy principles in the new City Plan and potentially any review of Waste & Minerals Local Plan with policies that identify the circular economy factors required to be addressed and/or incorporated in development proposals.	Medium	Medium & long-term	East Sussex County Council, South Downs National Park Authority

Related plans and policies

- An Economic Strategy for Brighton and Hove 2018 <https://www.brighton-hove.gov.uk/content/business-and-trade/support-businesses/brighton-hove-economic-strategy-2018-2023>
- City Plan Part One
- Waste and Minerals Local Plan

Adaptation

Brighton & Hove is already experiencing the impact of the changing climate, even in our temperate latitudes. The city will need to find ways to adapt to these impacts to protect lives and livelihoods and the natural environment. Challenges include the high upfront capital cost of projects such as coastal defences and looking beyond statutory duties to future proof the city against climate change.

- **Protecting our coastline** - Higher sea levels and large storm waves are putting a strain on coastal defences. In December 2019 part of the Albion groyne collapsed into the sea because of strong wind and rain, and at Seaford, the chalk cliff face has suffered several dramatic rock falls.
- **Extreme storms and flooding** - Climate change is expected to cause warmer, wetter winters, with more intense, heavy rainfall events, and greater risk of flash flooding. Brighton and Hove can suffer from muddy flooding, dumping eroded soil from the South Downs onto roads and drainage systems in the city.
- **Water supplies and quality**- By 2050 dry summers could result in 80% less water in the UK's rivers and reservoirs, especially in the South East which already suffers from water stress. Drought could affect the quality and amount of groundwater supplies available to the city. All Brighton and Hove residents' drinking water comes from the Brighton Chalk Block aquifers, so it is vital we protect and improve the groundwater in this valuable natural resource.
- **Health** - A range of health conditions related to heat, extreme weather and air pollution are predicted to rise. Vulnerable people, including the elderly and children, will be at risk of increased heat exposure during heatwaves, especially in South East England. A [recent study](#) in Brighton and Hove identified air pollution from transport as a contributory cause of more than 170 deaths a year in the city.
- **Clean air** – air pollution is associated with adverse health effects particularly affecting the most vulnerable in society – children and older people and those with heart and lung conditions.

Adaptation Key Actions	Deliverable	Impact on CO2 emissions	Timeframe	Key partners
Manage risk of groundwater flooding and surface water flooding	Surface Water Management Plan Local Flood Risk Management Strategy Strategic Flood Risk Assessment Works include highway drainage improvements, property level protection, surface water flow route interventions.	Low	Short & medium term	
Sustainable Urban Drainage	Develop and begin delivery of a city-wide programme of sustainable urban drainage schemes to protect highways and properties from surface water flooding and extreme weather events and to protect the chalk aquifer. Deliver SCAPE SUDs scheme	Low	Short and medium term	The Aquifer Partnership
	Implement Sustainable Urban Drainage Supplementary Planning Document through the planning process and to shape future changes to the urban realm	Low	Short-term	
Protect against coastal erosion and flood risk	Coastal Defence Strategy Shoreline Management Plan Shingle Beach Replenishment & Groynes Proposed Marina to Adur Coastal Protection Scheme	Low	Short & medium term	Lewes DC, Adur & Worthing Councils, Environment Agency
Air Quality	Review Air Quality Management Area (AQMA) designations and develop new Air Quality Action Plan (AQAP)	Medium	Short term	
	Continue to implement Ultra Low Emissions Zone for the city centre and consider expansion of the zone.	Low	Medium	
	Develop options for smoke control areas	Medium	Short-term	

Related plans and policies

- 2020 Air Quality Status Report and Air Quality Action Plan
- Coordination of adaptation work across council departments and teams
- City Plan Parts 1 and 2
- Ultra Low Emission Zone guidance

Carbon offsetting

Brighton & Hove City Council has set a target to become a carbon neutral city by 2030. This means reducing greenhouse gases from all consumption and activity across the city as far as possible. However, some emissions are very hard to remove, and it is expected that not all carbon emissions will be eliminated by 2030. So, as a last resort, any carbon emissions that cannot be avoided at source must be offset (or 'neutralised') by schemes that remove or reduce remaining greenhouse gases. Despite energy efficiency improvements and technological advances, a gap between carbon emissions and our target may still remain. It is likely that Brighton & Hove will need to offset carbon emissions in addition to all other efforts to cut emissions over the years to 2030.

Many carbon offsetting projects are nature-based, as our natural environment offers some of the best opportunities for capturing and storing carbon, as well as the benefits for wildlife and natural habitats. Projects which could offset carbon emissions include:

Offsetting potential	Examples
Remove carbon from atmosphere	Plant trees Enhance natural habitats
Prevent carbon being released	Protect natural habitats Soil management
Reduce carbon emissions	Energy efficiency in buildings Renewable energy
Create enabling environment for carbon reduction	Fuel poverty advice Fuel switching Research Behaviour change

The council is exploring the potential for investing in local carbon reduction projects and identifying the carbon reduction that can then contribute towards our carbon neutral target. The aim is to help more carbon reduction projects to happen faster, and to keep investment local. These projects often have other benefits which can be captured locally, such as tackling fuel poverty, improving air quality, creating new habitats for wildlife and benefiting health and wellbeing. BHCC is already engaged in many nature-based projects which help to cut carbon, including planting trees in our streets and parks, the restoration of Stanmer Park, and reviewing the Downland Estate Plan.

Carbon offsetting projects must be additional, verifiable and permanent, which requires a robust framework to give confidence in the delivery of carbon savings. A framework would also help to make carbon saving projects visible and accessible, and help engage public, communities and investors in climate action.

The council is also looking to ensure that contracts are procured with carbon neutral goals in mind and that contractors may be able to partner in local carbon offsetting schemes or may have their own environmental or carbon emissions goals.

Carbon offsetting Key Actions	Deliverable	Impact on CO2 emissions	Timeframe	Key partners
Investigate nature-based potential for capturing carbon emissions	Support Sussex Natural Capital Investment Strategy - develop evidence base and methods of calculating carbon savings and biodiversity enhancement in nature-based projects	Medium	Medium & long-term	SNCP, Living Coast Biosphere
New investment models for low-carbon projects and to engage community	Investigate development of a municipal bond or fund to provide opportunities for local people to invest in local low-carbon projects	Low	Medium term	
	Local Authority Insetting research on investing in local carbon offsetting projects	Low	Short term	

Procurement

Sustainability is an integral part of the procurement process. The [Sustainable Procurement Policy](#) sets out how sustainability is embedded into every procurement process. It was expanded in 2019 to incorporate circular economy principles to encourage reuse and recycling of materials. The Procurement Team has actively engaged in the Circular Economy workshops, discussions and work undertaken so far and is committed to delivering the procurement related actions in the Circular Economy Routemap.

All activity aligns with the council's priority in achieving its goal to become a carbon neutral city by 2030.

Procurement Examples:

- EV Lamppost Chargers: Energy supplied must be from a renewable source. Helped save approx.11.1 metric tonnes in carbon emissions in first 2 months of operation.
- A Design Team for phase 1 of the regeneration of Madeira Terrace whereby principles such as enabling zero waste on site are part of the brief.
- Adopting circular procurement models – e.g. Product-as-a-Service (PaaS) and leasing e.g. Multi-Functional Devices (MFDs)

Procurement Key Actions	Deliverable	Impact on CO2 emissions	Timeframe	Key partners
Procure local services for the benefit of communities	Use city's spending power to procure local services for the benefit of our communities by buying goods and services locally where possible, changing the way we outsource services and bringing services in house if it will increase social value and improve the development and retention of a highly skilled council workforce	Enabling	Short-term	
Circular Economy	<ul style="list-style-type: none"> • Create a case study library to aid Circular Economy learning and development • Review and refresh existing procurement policies. 	Low	Short and Medium-term	
	<ul style="list-style-type: none"> • Aim that a % of spend is on circular goods and services • Aim that a % of those purchases are supplied by local companies 	Medium	Medium – Long term	

Related plans and policies

Sustainable Procurement Policy

TERMS OF REFERENCE FOR 2030 CARBON NEUTRAL MEMBER WORKING GROUP

1. Name

2030 Carbon Neutral Member Working Group (MWG).

2. Purpose

A 2030 Carbon Neutral Programme has been established to help achieve a key policy objective of Brighton & Hove City Council in becoming carbon neutral by 2030. The cross-party MWG will oversee the programme development and implementation, including the development of an engagement programme and Climate Assembly.

3. Status

The 2030 Carbon Neutral Programme MWG shall be an advisory board to the Policy & Resources Committee. The Board will not have subcommittee status and the political balance rules in section 15 of the Local Government and Housing Act 1989 will not apply. However, it is expected that the Board will be established on a cross-party basis.

4. Areas of focus

The cross-party MWG has oversight of the development and delivery of the 2030 Carbon Neutral Programme to help ensure the core programme objectives are met. These objectives are to:

- Agree a methodology for recording emissions that allows the Council and the City to readily compare our progress with other UK and international cities working to achieve similar targets
- Develop and deliver an engagement plan / Climate Assembly process to harness the knowledge and enthusiasm of partners and local residents
- Develop and implement a high-level plan to meet the 2030 target – delivered through a coordinated programme of projects
- Develop and deliver a communications plan to support activities and engagement
- Continue to collate information on our current carbon reduction initiatives and assess the contribution these will make to the 2030 target.

The cross-party MWG also has oversight of the delivery of the Sustainability and Carbon Reduction Investment Fund (SCRIF) and the Climate Assembly Action Capital Investment Fund (CAACIF), as the main funds that have been established to support the city's transition to carbon neutral by 2030. In particular, it shall be consulted by the Executive Director of Economy, Environment and Culture, in relation to SCRIF and CAACIF project approvals. In summary, the MWG will:

- Advise the Executive Director of Economy, Environment and Culture in relation to SCRIF and CAACIF project approvals
- Review and monitor the performance of the portfolio of SCRIF and CAACIF projects

- To seek to maximise the value of the SCRIF and CAACIF funding to the council and the city, including through the leverage of additional funding.

5. Reporting

The Group will report to Policy & Resources Committee, with recommendations as necessary.

6. Membership

Membership of the Group shall consist of 8 elected Members, following nominations by their Group Leaders to reflect the political composition of the Council.

7. Meetings and Ways of Working

The timing and number of meetings will be dictated by the volume of business for the MWG. The Group will agree ways of working appropriate to the role and remit of the Group.

8. Review

These terms of reference may be reviewed and amended by the Policy & Resources Committee from time to time.

Subject:	2021/22 Local Transport Plan Capital Programme		
Date of Meeting:	16 March 2021 – Environment, Transport & Sustainability Committee		
	18 March 2021 – Policy & Resources Committee		
Report of:	Executive Director – Economy, Environment & Culture		
Contact Officer:	Name:	Andrew Renaut	Tel: 01273- 292477
	Email:	andrew.renaut@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The council receives capital funding each year for transport schemes through the Government's Local Transport Plan [LTP] process. The council approved the use of this capital funding (£4.538m) for approved and new transport schemes and projects for 2021/22 on 25 February 2021 as part of the overall budget. In addition, the available funding in 2021/22 has also been increased by approximately £16.000m of additional capital funding for investment in citywide improvements to supplement the planned LTP investment. This report seeks approval of specific allocations of the £4.538m funding to particular maintenance and sustainable transport projects and programmes of work.
- 1.2 The LTP is a statutory document and the council's fourth LTP [LTP4] was approved by the council in March 2015, and the development of a new LTP has begun. An LTP must consist of a long-term Strategy (2030 for Brighton & Hove), and a short-term Delivery Plan. Maintaining, managing and improving the city's transport and highway infrastructure, which is one of the city's largest assets with an estimated value of over £4 billion, is an essential part of the council's investment which helps support and provide access to the many activities that are important to the city's residents and local communities and its wider, sub-regional economic role within the Greater Brighton City Region.

2. RECOMMENDATIONS:*That the Environment, Transport & Sustainability Committee:*

- 2.1 Recommends that Policy & Resources Committee agrees the 2021/22 Local Transport Plan capital programme budget allocation of £4.538 million, as set out in Appendix 1 of this report.
- 2.2 Requests that a further report be brought back to a future meeting of this committee in order to consider and agree the detailed allocation of the £3.9 million Sustainability & Carbon Reduction Investment Fund [SCRIF] budget to transport

projects and programmes, as summarised in paragraphs 3.8 and 3.9 and Appendix 1 of this report.

That the Policy & Resources Committee:

- 2.1 Agrees the 2021/22 Local Transport Plan capital programme budget allocation of £4.538 million, as set out in Appendix 1 of this report.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The amount of 2021/22 capital funding is initially based on Government estimates of how much investment is required in the city through its Local Transport Plan process. However, over many years, the levels of funding provided have not been sufficient to fully maintain and improve the city's infrastructure to meet standards and demands. This has resulted in a national £11 billion backlog and the ongoing deterioration of the council's transport network which becomes more costly to repair or replace over time.
- 3.2 The council's funding is focused on maintaining and renewing the road network to a high standard; improving safety; increasing choices for some journeys by providing for, and encouraging, the use of sustainable transport; and creating a more attractive public realm. The proposed, capital programme for 2021/22 allocates funding across a number of areas including capital renewal (maintenance, including potholes); asset management; and sustainable (integrated) transport projects and programmes. It includes commitments to schemes that are already approved, ongoing programmes of works and new projects which will deliver long-term benefits to the city and its residents. The content of the programme is based on a number of factors, which include: -
- recent or past decisions made by this or other council committees, often following public consultation, to deliver transport projects and programmes;
 - prioritised projects or programmes identified in investment or action plans to deliver the aims and objectives of approved council strategies or plans following public consultation;
 - decisions made by committees in response to the receipt of petitions, deputations or Notices of Motion;
 - engagement and discussion with The Connected City's Transport Partnership;
 - requests for improvements from ward councillors or residents which are prioritised according to need or significance, based on committee-approved policies or assessment criteria, if available; and
 - technical or statistical data, surveys or evidence which indicate that a significant problem exists and requires capital investment to correct it.
- 3.3 Investment in short-term, reactive repairs to the transport network in response to relatively minor problems identified by officers or residents is carried out from within existing revenue budgets, which are allocated separately within each financial year via the delegated authority assigned to the Executive Director of Economy, Environment & Culture.
- 3.4 The capital funding secured through the LTP process and invested in its Strategy and Delivery Plan contributes towards enhancing local neighbourhoods and environments and strengthening the city's role as a transport hub and centre for economic activity within the wider Greater Brighton City Region. Major schemes

include those within the city centre, such as Valley Gardens, and the seafront, including rebuilding and regenerating the city's historic 'arches' (which are highway structures supporting the promenade and A259). Recently, the council has agreed to develop a Liveable City Centre to create a safer and more attractive area for people, where motorised vehicle movement is minimised or limited to main routes, while retaining access where necessary, such as for Blue Badge holders and public transport. More localised investment in neighbourhoods includes bus stops, pedestrian crossings, cycle facilities and Rights of Way improvements.

- 3.5 In addition, the LTP budget has been used to help secure and deliver significant levels of capital funding from other sources for many different projects. These have included competitive, Government funding rounds, and applications to secure funding allocated to the Coast to Capital Local Enterprise Partnership [LEP] as part of the Local Growth Fund, which is the primary funding source for delivering the Valley Gardens project.
- 3.6 The Government funding included in the 2021/22 capital programme consists of two traditional LTP 'block' allocations for Maintenance and Integrated (Sustainable) Transport, plus additional funding streams referred to as follows:-
 - **'Incentive' Funding** – additional funding allocated to councils that demonstrate: approval of a highway infrastructure asset management strategy; input of stakeholders into the process; collaborative working with construction partners; standard specifications; joint contracts and collaboration with other local authorities.
 - **Potholes** funding – additional funding for minor road surface repairs, or to prevent potholes forming.
- 3.7 The proposed allocation of funds set out in Appendix 1 is based on a number of factors: 1) the progress made on completing or continuing spend on 2020/21 projects and programmes; 2) previously agreed financial contributions or commitments to begin or continue projects or programmes in 2021/22; and 3) success in securing, or being allocated, additional funding from external sources e.g DfT and LEP (Local Growth Fund [LGF]).
- 3.8 The capital funding available in 2021/22 will also be increased by £3.900m of additional capital funding for investment in citywide transport improvements to further support the planned LTP investment. This funding is secured through borrowing based on additional raised income and is part of the council's Sustainability & Carbon Reduction Investment Fund [SCRIF]. This fund is expected to be overseen by the council's 2030 Carbon Neutral Member Working Group. The £3.900m sum was agreed at Budget Council on 27 February 2020 but was deferred to 2021/22 because the impacts of Covid-19 significantly affected forecast levels of additional income from parking and bus lane enforcement. This funding will be allocated across citywide transport projects and programmes which include infrastructure to expand zero emission transport; improvements to roads; filling potholes, repairing uneven pavements and other works to make cycling, walking and driving safer; improvements to cycling, bus, pedestrian and electric/hydrogen vehicle projects, to support carbon emission reduction; further investment into the bus network, introducing more bus shelters, real-time bus stops and schemes to reduce bus journey times; staff posts (funded

through these capital resources) to support the increased spending on transport projects and priorities; increased tree planting, to help absorb toxic emissions and improve air quality; and support for the work and outcomes of the Climate Assembly on transport.

- 3.9 The inclusion of the £3.900m of SCRIF money in the LTP capital programme was considered and agreed by the Policy & Resources Committee in April 2020. The committee also noted that ‘a final decision on the allocation of £3.900m of the capital programmewill be made at a future Environment, Transport & Sustainability Committee meeting;’. Based on the proposal set out in the report on the 2030 Carbon Neutral Plan on this meeting’s agenda, it is expected that the council’s 2030 Carbon Neutral Member Working Group will consider the proposed allocation of the £3.9m in advance of the next Environment, Transport & Sustainability Committee.
- 3.10 The content of the overall LTP programme is described briefly below, and is consistent with the principles established within the LTP4 Delivery Plan – maintaining the network, managing movement, and improving streets and infrastructure.

CAPITAL RENEWAL (MAINTENANCE) FUNDING

- 3.11 The proposed allocation of £2.75m of LTP funding for this area of work will also be supplemented by the Government’s Potholes funding sum of £1.455m. This area of funding is focused on maintaining links and routes and reflects the continued and growing need to renew highway infrastructure in order to ensure that it has a longer life. This minimises the need for ongoing/short-term repairs which are funded from revenue budgets. This sum is in addition to £1.722m worth of funding from other approved, council sources for the street lighting improvement programme.
- 3.12 The programme includes £0.5m for road re-construction. Priority consideration will continue to be given to repairing damage that has occurred to key routes to address the effects of high traffic volumes and recent episodes of winter weather conditions. Sections of roads where the surface requires immediate, major repairs or renewal will be identified based on recent surveys. A further £0.5m will help improve the condition of footways across the city, with a continued focus on well-used corridors. The programme will include the use of appropriate materials to treat tree root areas and reduce flood risk. £0.3m is also allocated to continue investment in addressing problems associated with damaged highway drainage which causes surface water flooding on roads and pavements.
- 3.13 Significant works to assess and strengthen highway bridges and structures across the city will also continue (requiring £1.1m) to ensure they remain in a safe condition and are fit for purpose. The investment involves the inspection, maintenance or renewal of structures which is currently focused on the seafront, in line with the principles of the council’s Seafront Investment Plan. The ‘arch’ structures support the A259 promenade and road, and the programme includes further work to assess and develop detailed designs for the next phases of the central seafront programme and works are also required at Duke’s Mound to the east. Other sites where structural work on retaining walls are planned include the Dyke Road retaining wall.

- 3.14 An annual allocation of £0.300m has been previously approved to assist in reducing the ongoing maintenance requirements for the £10m-plus worth of street lighting in the city, primarily funded by an 'Invest to Save' initiative. Ongoing surveys and condition assessments identify areas/corridors that require street lighting column replacement. The works include upgraded lighting with more efficient lanterns/lamps to help accelerate reductions in electricity and maintenance costs and achieve the city's target of becoming carbon neutral by 2030. The programme of investment in 2021/22 is currently being planned and finalised.
- 3.15 The Government requires all Local Highway Authorities to identify and account for their infrastructure (often referred to as 'assets') by updating their Highway Asset Management Strategy, which provides a comprehensive inventory of current asset condition. (A report on this issue, entitled 'Well Managed Highways', is also on the agenda of this meeting). This will be continued during 2021/22 with £50,000 as it is also a requirement for securing Government funding for maintenance. This strategy is used to prepare medium and long-term programmes of works to maintain the highway to required standards. The council's self-assessment of its progress is a 'Band 3' grading, which is the highest level of Government compliance and is expected to secure additional ('incentive') funding for works of £0.364m. This is recognition that the council's approach is delivering value for money by carrying out cost effective improvements in local highway maintenance.

INTEGRATED (SUSTAINABLE) TRANSPORT FUNDING

- 3.16 The proposed allocation of almost £1.8m of LTP funding for this area of work includes increased provision for safe, sustainable and healthy forms of transport and will create more efficient movement through junctions and crossings that will help reduce congestion and/or emissions, therefore improving air quality. This total amount of funding will be focused on delivering the following key LTP objectives, and will be supplemented by the separate allocation of the £3.9m worth of money from the council's SCRIF.

Connecting people with destinations, activities and services

- 3.17 Targeting transport investment in certain locations will help support the wider needs of the city and deliver a broad range of improved service outcomes. These locations can include important local facilities and/or more significant destinations that help draw people and investment to the city, by improving safety and increasing the transport options available to reach them.
- 3.18 The 'School Streets' programme will continue with a proposed investment of £50,000 in 2021/22, which will be combined with funding from other council budget allocations. Pioneered in Hackney in London, a 'School Street' is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. This will help improve the safety and environment around school entrances and complement other measures on routes to and from schools. Other measures will assist in encouraging sustainable travel behaviour change, such as workplace and school travel planning, some of which are match-funded by businesses, and which will help support the council's Government revenue-funded Access Fund for Sustainable Travel project.

- 3.19 Local parks and open spaces provide opportunities for people of all ages to improve their quality of life in terms of relaxation, fresh air or exercise. Improving access to those locations will enable them to be reached safely and sustainably, or address local perceptions of danger or severance, and therefore be used more regularly. Improving Rights of Way [RoW] in line with the statutory, approved RoW Improvement Plan will continue with £50,000 for road crossings associated with the Woodingdean to Falmer route, which is an important link between the city and the South Downs National Park.
- 3.20 £70,000 worth of investment is proposed in interchange facilities, where people can transfer between different forms of transport on their journey/visit. This will include investment in more secure, on-street motorcycle parking.

Improving neighbourhoods

- 3.21 Continued investment is required in targeted road safety engineering schemes to maximise casualty reduction, especially the number of people killed or seriously injured in collisions. £0.1m is proposed to be invested in priority locations, once data have been assessed. A review of the council's overall approach to improving road safety and reducing road danger is planned to be undertaken this year.
- 3.22 Managing and reducing through traffic in local neighbourhoods can also reduce perceptions of danger and create more 'liveable' areas and cohesive communities. Work will begin more fully on the development of a pilot Low Traffic Neighbourhood [LTN] project in the Hanover area using other council capital funding, in order to address concerns about the impacts of traffic and the need to create a more suitable environment for active travel and community use, such as 'Parklets'. This pilot will assist in assessing the development and introduction of LTN measures across other areas in the city.
- 3.23 Tackling pollution levels in the city's six Air Quality Management Areas [AQMAs] remains a high priority. For example, a minor traffic management scheme in Rottingdean Village will continue to help reduce harmful emissions in the High Street. More strategically, the council has agreed to develop plans for an expanded and more comprehensive Ultra Low Emission Zone in the city to include the AQMAs. This will build on the initial feasibility work undertaken recently and reported to this committee. The expansion of the city's electric vehicle charging point network will help meet the growing demands for this infrastructure by widening choice, increasing uptake and therefore reducing carbon emissions. A £50,000 allocation will help deliver more charging points and support grant funding secured from the Government's Office for Zero Emission Vehicles.

Walking and cycling are the best forms of 'zero or low carbon' and active travel, as they provide additional personal health benefits for individuals and can help reduce pollution if they replace some car journeys. 'Dropped' kerbs at road crossings are important ways of increasing the mobility of local residents and visitors and increasing the attractiveness and convenience of journeys, especially over short distances. A total of £0.485m is planned to be spent specifically in these areas in 2021/22, including funding to renew the Ditchling Road off-road route surface between Hollingbury Golf Course and Stanmer Park. Other named

projects within the overall capital programme will also include measures to enable and increase active and healthy travel.

Managing links and improving routes

- 3.24 Ensuring the efficient movement of people and vehicles across and along key transport corridors helps to keep the city moving and enable or promote regeneration. Progress will continue on developing the detailed design for Phase 3 of the Valley Gardens project between Edward Street and the A259/Palace Pier using funding secured from the LEP. Further work on the council's Liveable City Centre proposals will also be undertaken during 2021/22.
- 3.25 An allocation of £0.350m is also proposed to enable further works to measures implemented as part of the council's Active Travel Fund Tranche 1 works, including surface materials in St James's Street and the Old Town. Continued £0.3m worth of investment in the use of 'smart' technology to manage the city's transport network is planned to replace and optimise traffic signal-controlled junctions and pedestrian crossings and improve the flows of people and traffic. A prioritised programme of locations is currently being developed.
- 3.26 A programme of investment in improvements to address locations where buses frequently get delayed and then impact on the reliable operation of the city's bus network will be funded with LTP money. In 2021/22, this will include £0.1m being invested in locations linked to the council's Bus Network Review.

General allocations

- 3.27 Minor investment is often required for some schemes after the main construction works have been completed in the previous financial year e.g safety audits and additional remedial works, and to also allow some initial scoping and preliminary work on new or emerging schemes. Some data collection will also be undertaken to assist in monitoring and assessing the wider effects of some schemes and projects. Just over £40,000 will enable work to continue on investing funding secured from approved planning applications (referred to as 'Section 106 contributions') in locations across the city. This will include measures which are primarily focused on sustainable (walking, cycling and public) transport.

Future transport capital programme investment

- 3.28 In approving its 2021/22 budget, the council has also confirmed that it expects to receive an annual LTP capital allocation from the Government in the order of £5.0m in 2022/23 and beyond. These sums are often confirmed by the Government in various Budget announcements, and will enable the ongoing development and delivery of capital projects, programmes and initiatives in line with the council's LTP Strategy. The final sums and their allocation will be dependent upon future funding allocations and budget decisions made by the council.

OTHER SOURCES OF FUNDING

- 3.29 The LTP process is one of many funding sources that are used to deliver transport schemes. In addition to the £3.9m of SCRIF money, the council's overall Budget for 2021/22, agreed last month, includes some significant sums totalling just over £1.3m, to deliver transport improvements across the city. This

includes covered cycle storage, Low Traffic Neighbourhoods and BikeShare fleet improvements. There are also other Government sources; in 2017 the council was successful with its £1.485m bid for the Government's Access for Sustainable Travel Fund which supports sustainable and accessible travel projects to help overcome barriers to jobs and economic activity. This has been focused in the Sackville Road and Lewes Road corridors, and Whitehawk/Eastern Road and Portslade areas. The council has recently received an indicative allocation of a further £0.277m worth of revenue for a fifth year of this funding in 2021/22.

- 3.30 The impact of the Covid-19 pandemic has resulted in the Government making significant amounts of funding available for measures to encourage and provide for safer and greater amounts of local active travel. The funding has been provided in two tranches, including £1.9m of capital money, and the consultation on measures for Tranche 2 of this programme has just been completed.
- 3.31 As referred to in paragraph 3.27 of this report, investment in local transport is also secured through the planning process via legal agreements. For example, funds from the redevelopment of the Royal Sussex County Hospital will fund measures within 2km of the site and the Eastern Road corridor. Other sums previously secured for improving bus stops and making pedestrian routes accessible and level will also be used in 2021/22 to continue these important work programmes across the city near development sites. A sum of £20,000 secured via the planning permission for a language school in the Old Steine will also be used as a contribution to the planned works in that location as part of the Valley Gardens Phase 3 project. From October 2020 onwards, some transport funding may also be secured through the Planning process via the Community Infrastructure Levy [CIL].
- 3.32 The council has also successfully secured funding for major and significant transport schemes by bidding for Local Growth Fund [LGF] money, such as the BikeShare scheme and the three phases of Valley Gardens. This funding has been administered by the LEP.
- 3.33 In future years, the LTP capital programme may also need to reflect new, or successful bids for, funding, when these opportunities arise. For example, new Government funding streams could result in access to significant levels of investment for transport and travel in the city and wider City Region such as the National Roads Fund for the newly established Major Road Network. The council has registered an interest in this fund via Transport for the South East for the A259 Seafront Highway Arches Renewal Programme [SHARP]. In its March 2021 Budget, the Government has also announced new investment programmes, such as the Community Renewal Fund and Levelling Up Fund. Its new UK Shared Prosperity Fund is expected next year to assist in its support of local economic growth.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The proposed 2021/22 LTP capital programme is consistent with the Strategy and the principles of the Delivery Plan in the current LTP, and the proposed allocation of capital investment will help contribute to meeting local transport and wider policy objectives and outcomes. The programme includes commitments to financial contributions to projects and programmes. These will have either helped

secure much larger sums of capital funding from other sources for the council, or will be combined with other sums to invest in comprehensive improvements to the city's transport network. Maintaining these commitments is essential to deliver those projects and will help support the council's case for any similar future bids.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The majority of the overall level of funding available through the LTP process is the outcome of the council's budget setting process. The development of this proposed 2021/22 programme was reported to The Connected City's Transport Partnership on 2 March 2021, and this report has been shared with its members. Engagement and consultation also took place with the Partnership prior to the approval of the current LTP in March 2015. The ET&S Committee has also considered and approved a number of new projects and priorities to be progressed as part of the LTP capital programme/Delivery Plan since then.
- 5.2 As outlined in paragraph 3.2 of this report, many individual projects and programmes have been, or will be, the subject of engagement and consultation with local communities and ward councillors. Alongside the Maintenance/Renewal programme, the delivery of Integrated/Sustainable Transport schemes will be considered by the council's Head of Traffic Management in order to minimise the potential effects of works on the overall operation and management of the city's transport network.
- 5.3 Multi-agency working remains key to helping achieve improvements in service outcomes and overall performance across the city through scheme development and transport investment. Improving transport infrastructure and services ensures that the council and its partners can meet the varying needs of the city, especially at a time when achieving sustainable economic, environmental and social outcomes, through value for money investment, are high priorities. When required, all projects will be fully co-ordinated with other council schemes and works by other agencies (gas, water etc) to minimise disruption and ensure efficient use of funds.

6. CONCLUSION

- 6.1 The decision of the committees to consider and approve the allocation of the 2021/22 LTP capital programme funds to projects and programmes will provide a clear indication of the focus for capital investment in transport using the LTP budget, and other sources of funding such as the LGF. The overall programme is based on the relevant allocations made at Budget Council on 25 February 2021 and it will enable works to be continued or started, which will support the council's, city's and wider stakeholders' objectives.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial implications:

- 7.1 The council received confirmation from the Government on 15 February 2021 of a number of sums of capital grant funding that the council receives annually. The overall level of new funding available for 2021/22 through the LTP process was approved by Budget Council in February 2021. This report sets out the proposed

use of the Government funding within the LTP capital programme, totalling £8.257m. It also includes other sources of funding secured or approved, as summarised in the table below. A fuller description and breakdown of these sums is shown in Appendix 1 of this report.

Capital Funding blocks/sources	2021/22 Indicative allocations £'000s
<u>Government LTP Grant Funding</u>	
LTP Integrated/Sustainable Transport Block	3,083
LTP Highway Maintenance Block	1,455
Sub-total	4,538
<u>Additional Government Transport Funding</u>	
Incentive Funding [IF] - (assuming Band 3 self-assessment ranking for Highway Asset Management Strategy)	364
Potholes funding	1,455
Active Travel Fund – Tranche 2 grant from DfT*	1,900
Sub-total	3,719
GOVERNMENT SUB-TOTAL	8,257
<u>Additional council funding</u>	
Council borrowing – Street lighting ‘Invest to Save’	1,722
Council borrowing – SCRIF**	3,900
Covered cycle racks	500
Low Traffic Neighbourhoods	300
School Streets	50
Brighton Bikeshare Replacement Programme	467
COUNCIL SUB-TOTAL	6,939
<u>LEP funding</u>	
Local Growth Fund [LGF] – Valley Gardens Phase 3	5,250
OTHER SUB-TOTAL	5,250
TOTAL TRANSPORT CAPITAL FUNDING AVAILABLE (Government + Council + Other sub-totals)	20,446

* - plus £475,200 of Government revenue funding.

** - original decision made by 27/2/20 Budget Council for 2020/21. Sum deferred to 2021/22 by P&R Committee (30/4/20) due to effects of Covid-19 on income sources.

- 7.2 Future years' capital programmes will require Policy & Resources Committee approval and will be reported at future committees. Any revenue implications as a result of these schemes including financing costs from borrowing will be met from existing revenue budgets.

Finance Officer Consulted: Rob Allen

Date: 26/2/2021

Legal Implications:

- 7.3 The LTP is a statutory requirement and was adopted by Full Council in March 2015. There are no direct legal implications associated with approving the 2021/22 LTP capital programme, which is consistent with the Strategy and the

Delivery Plan set out within the LTP4. The committee has previously agreed that the £3.9m of SCRIF money will be allocated in accordance with Section 55 of the Road Traffic Regulation Act 1984, which enables surpluses generated in respect of parking charges to be applied to eligible council expenditure on public transport services, road improvements and local environmental improvements. Where sums of money relate to projects which are funded by the LEP, these are subject to formal Funding Agreements. Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

Lawyer Consulted: Hilary Woodward

Date: 10/2/2021

Equalities Implications:

- 7.4 The proposed programme for 2021/22 does not require an Equalities Impact Assessment. However, in developing specific projects and programmes, the needs of those people and communities who are identified as having 'protected characteristics' (those against which discrimination is unlawful) as defined by the Equality Act 2010 will be prioritised from the outset, and wherever possible their needs will be incorporated into designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to everybody, irrespective of any protected characteristic. The council's newly formed Active & Inclusive Travel Forum will also assist in considering and securing appropriate changes. Improvements to local areas and strategic transport routes will enhance the provision and choice for people, especially those with mobility difficulties, or other disabilities. Road safety schemes will improve conditions for vulnerable road users.

Sustainability Implications:

- 7.5 LTP capital funding enables the council to meet environmental objectives set out in the LTP4 Strategy and the City Plan, such as a shift towards greater use of sustainable and active transport and travel options, improving air quality and reducing emissions to help achieve the commitment to creating a carbon neutral city by 2030.
- 7.6 The proposed overall programme of investment in highway and structural maintenance and sustainable transport and travel measures will be critical to delivering a step change in the actions that are being taken to reduce transport-related carbon emissions in the city by providing infrastructure to overcome the barriers and challenges that make it more difficult to use active and low emission travel. The programme will contribute in a number of ways, including improving road and pavement surfaces for walking and cycling; making local neighbourhoods safer and more attractive to walk and cycle to local shops; improving public transport passenger infrastructure to make it more accessible and a better alternative to the car for some journeys; and providing electric vehicle charging infrastructure to increase the uptake of low emission vehicles for those who need to drive. The development of measures recommended by the city's Climate Assembly such as a Liveable City Centre and low traffic/pedestrianised communities also feature in the programme as measures that can address carbon emissions.

Brexit Implications

- 7.7 There are none.

Any Other Significant Implications:

- 7.8 The 2021/22 LTP capital programme helps deliver the objectives of the LTP as a strategic document for the city, and transport and travel have a significant role in supporting and helping achieve the city's and council's wider objectives across a number of service departments. These are set out below.

Crime & Disorder Implications:

- 7.9 There are no direct implications arising from the proposed 2021/22 LTP capital programme. However, the LTP4 has a particular focus on improving road safety and personal security and, wherever possible, its projects and programmes will seek to support the aims and priorities of the council's Community Safety and Crime Reduction Strategy 2020-23, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. This can include work to design, improve, manage and maintain public spaces and streets so that people feel safe. The positive and active use of spaces is encouraged to ensure that crime and anti-social behaviour are discouraged.

Risk and Opportunity Management Implications:

- 7.10 The design of transport schemes are road safety audited to ensure they comply with current design standards. Regular monitoring and reporting throughout the year of the LTP capital programme and its projects will minimise any risk of not fully spending the approved investment programme. Maintenance and renewal of the seafront as an asset to the city is identified within the council's Strategic Risk Register (Risk SR23 - Unable to develop and deliver an effective Regeneration and Investment Strategy for the Seafront and ensure effective maintenance of the seafront infrastructure) because it includes the transport routes and highway structures that are part of its character and physically support parts of it. Investment in the Seafront therefore forms part of the proposed 2021/22 capital programme. Investment in scheduled maintenance of roads, pavements and cycle routes provides safer infrastructure for all users and reduces the need for expensive reactive repairs.

Public Health Implications:

- 7.11 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. Improving people's and communities' health and well-being is a key objective of the LTP4, and the LTP capital programme allows continued investment in transport improvements that provide for and promote active travel, such as walking and cycling. This investment also helps to improve air quality by reducing harmful emissions therefore delivering objectives and actions set out in the council's Air Quality Action Plan, such as providing for electric vehicles and

enabling greater use of alternatives to the car for some journeys. Creating less dangerous and more attractive environments, such as road safety and public realm schemes, will improve individual and community health and quality of life.

Corporate / Citywide Implications:

- 7.12 The LTP includes principles and objectives that will help support the city's long-term planned economic growth, social development and environmental enhancement. The annual LTP capital programme plays an important role in delivering the council's Corporate Plan 2020-23; the City Plan Part 1 (especially Policy CP9 on Sustainable Transport) and Part 2 policies and the schemes/projects identified within its associated Infrastructure Delivery Plan. Some measures will also complement those introduced to mitigate the effects of the Covid-19 pandemic on transport and travel by increasing levels of active travel.
- 7.13 The LTP capital programme will support the current and emerging priorities and policies of the council, city, and other partners and stakeholders which are set out in other strategies, policy documents or statements such as the LEP's Strategic Economic Plan 'Gatwick 360'; the Greater Brighton City Region Inward Investment and Trade Strategy and 5-year Strategic Priorities; and the outcomes set out in the 2014-2019 South Downs National Park Partnership Management Plan. The council is also playing an important role within the wider region by its participation in the Shadow Partnership Board and officer groups that are part of the Sub-national Transport Body known as Transport for the South East [TfSE]. This has helped to shape the region's Transport Strategy, and seek powers to set investment plans for roads and railways, reduce emissions, improve air quality and make travelling simpler and easier which will allow it to transform travel, boost the economy and protect the environment.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed 2021/22 LTP capital programme allocations

Background Documents

1. Report to Budget Council (General fund revenue budget, council tax, capital & treasury management strategy 2020/21) – February 2021
2. Report to Budget Council (General fund revenue budget, council tax, capital & treasury management strategy 2020/21) - February 2020
3. Report to Environment, Transport & Sustainability Committee Urgency Sub-committee (2020/21 LTP capital programme) – March 2020
4. Report to Policy & Resources Committee (2020/21 LTP capital programme) – April 2020
5. Brighton & Hove City Council's Fourth Local Transport Plan [LTP4] – March 2015

SUMMARY OF PROPOSED 2021/22 LOCAL TRANSPORT PLAN [LTP] CAPITAL PROGRAMME ALLOCATIONS

Project/Programme	Description (see Footnotes below for explanation of symbols)	2021/22 Proposed Allocation (£'000s)
<i>CAPITAL RENEWAL/MAINTENANCE</i>		
<i>Maintaining links and routes to improve.....</i>		
Surfaces	Roads #	500
	Pavement/Footways	500
Drainage	Replacement of failed gullies/soakaways	300
Street Lighting	Replacement of connections and columns @	300
Bridges & Structures	Dyke Road Drive Retaining Wall	320
	Seafront Highway Arches Renewal Programme	
	Phases 3 & 4 design - King's Road	280
	Arch 181-182 - King's Road	100
	Duke's Mound Arches	400
Highway Asset Management	Surveys/update inventory/strategy evidence	50
<i>CAPITAL RENEWAL/MAINTENANCE SUB-TOTAL</i>		<i>2,750</i>
<i>INTEGRATED/SUSTAINABLE TRANSPORT</i>		
<i>Connecting people with.....</i>		
Education, Training & Learning	School Streets	50
	School Travel Plan Measures *	5
<i>SUB-TOTAL</i>		<i>55</i>
Workplaces & job opportunities	Business Travel Plan Measures *	5
	Personalised Travel Planning *	5
<i>SUB-TOTAL</i>		<i>10</i>
Parks, open spaces & the National Park	Rights of Way Improvement Programme	50
<i>SUB-TOTAL</i>		<i>50</i>
Interchanges	Cycle parking	10
	Motorcycle parking	10
	Accessible bus-stops	50
<i>SUB-TOTAL</i>		<i>70</i>
<i>Improving neighbourhoods with.....</i>		
Road Safety measures	Collision/casualty reduction sites	100
<i>SUB-TOTAL</i>		<i>100</i>
Air Quality measures	Electric vehicle charging points	50
	Ultra Low Emission Zone	50
<i>SUB-TOTAL</i>		<i>100</i>
Active travel measures	Pedestrian crossings – freestanding sites	25
	Walking network – incl. dropped kerbs and handrails	100
	Cycle network	360
<i>SUB-TOTAL</i>		<i>485</i>
		<i>continued...../</i>

Project/Programme	Description (see Footnotes below for explanation of symbols)	2021/22 Proposed Allocation (£'000s)
Managing links and routes with.....		
Technology & Travel Information	'Intelligent/smart' Traffic Signals	300
SUB-TOTAL		300
Connecting people and neighbourhoods with, and improving, the		
City Centre & Seafront	Valley Gardens:Phases 1 & 2 – completion	50
	Valley Gardens:Phase 3 – detailed design and construction **	0
	Bus Network Infrastructure	100
	Liveable City Centre	50
	Active Travel Fund Tranche 1 works	350
SUB-TOTAL		550
General allocations		
'Section 106' works	Various sites +	43
Minor works	Scheme completion & scoping/Monitoring	25
SUB-TOTAL		68
INTEGRATED/SUSTAINABLE TRANSPORT SUB-TOTAL		1,788
TOTAL LTP ALLOCATIONS		4,538
Overall funding and budgetary sources/decisions for allocations:-		
Government		
	LTP Integrated Transport Block Grant Allocation	3,083
	LTP Maintenance Block Grant Allocation	1,455
	Highway Maintenance Incentive Fund (based on Band 3 assessment)	364
	Potholes funding	1,455
	Active Travel Fund – Tranche 2	1,900
SUB-TOTAL		8,257
Council		
	Council Borrowing – Street lighting 'Invest to Save'	1,722
	Additional SCRIF capital funding (27/2/20 Budget Council) ***	3,900
	Covered cycle racks	500
	Low Traffic Neighbourhoods (Hanover pilot scheme)	300
	School Streets	50
	Brighton Bikeshare Replacement Programme	467
SUB-TOTAL		6,939
Local Enterprise Partnership [LEP]		
	Local Growth Fund – Valley Gardens Phase 3	5,250
SUB-TOTAL		5,250
GRAND TOTALS		20,446

Footnotes

- sum will be increased through addition of Incentive Funding allocation (£364,000 based on Band 3 self-assessment ranking) and Potholes funding (£1.455m).

@ - committed contribution to 'Invest to Save' project (PR&G Committee – 8/2/16).

+ - to enable design and delivery of works associated with approved development.

** - indicative contribution to expected continuation of DfT-funded Access Fund for Sustainable Travel project.*

*** - local contribution not required in 2020/21 - funded by LEP Local Growth Fund. Overall scheme costs will also include £20,000 Section 106 money from planning application BH2013/02729.*

**** - this additional £3.9m was deferred from 2020/21 due to Covid-19 effects on anticipated income. It will be allocated on the following basis:-*

- 1) with reference to the investment areas included in paragraph 3.8 of this report, which are consistent with the objectives of the current Local Transport Plan and can therefore be included within its associated capital programme;*
- 2) in accordance with Section 55 of the Road Traffic Regulation Act 1984, which enables surpluses generated in respect of parking charges to be applied to eligible council expenditure on public transport services, road improvements and local environmental improvements;*
- 3) with oversight from the council's 2030 Carbon Neutral Programme Members' Working Group;*
- 4) taking into consideration the outcomes of the Climate Assembly meetings about Transport which were reported to committee in January 2021; and*
- 5) following consideration of a further report to be brought back to ETS Committee.*

NOTES –

- In many cases, costs indicated within the proposed programme are preliminary estimates.
- Expenditure on schemes may need to be increased, reduced or deferred during a financial year as information becomes available, such as survey results, tender returns or unforeseen engineering difficulties.
- The timing of construction works may be subject to network co-ordination with other council projects, development, utility companies, contractor availability and weather conditions.

Subject:	Hanover Low Traffic Neighbourhood/Liveable Streets Pilot programme		
Date of Meeting:	16 March 2021		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Oliver Spratley	Tel: 01273 290 390
	Email:	Oliver.spratley@brighton-hove.gov.uk	
Ward(s) affected:	Hanover & Elm Grove, Queen’s Park		

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

- 1.1 The Committee agreed that a Low Traffic Neighbourhood (LTN) scheme would be piloted in the Hanover Area following a deputation presented by Hanover Action (Group) in June 2020. The Committee subsequently agreed in September 2020, that the Hanover LTN Pilot would be delivered through the LTP capital programme, subject to formal funding allocation.
- 1.2 This report provides an update on the initial LTN Pilot project planning stage, which will enable officers to continue to engage with the community and stakeholders. Key stakeholder groups include Liveable Hanover which is a subgroup of Hanover Action. The wider Hanover community and adjacent areas will also be engaged in order to progress the next key stages required to plan and deliver the Hanover Pilot LTN.
- 1.3 This report follows an initial literature review of LTN development case studies, local authority LTN strategy and reports, from across the UK and international settings.
- 1.4 Officers will continue to review the principles of LTN schemes and suitable complementary measures - and how these can be developed and delivered, so that this Hanover LTN Pilot can be a success in its own right by addressing local issues - as well as help inform a wider LTN delivery strategy for the city and contribute to achieving the carbon neutral target by 2030.

2. RECOMMENDATIONS:

- 2.1 That the Committee welcomes the progress that has been made since the Hanover Action deputation was received, through the continued engagement with the local community, in the development of this pilot project.
- 2.2 That the committee notes the proposed Low Traffic Neighbourhood funding allocation for 2021/22 in the Local Transport Plan capital programme and requests a further report following completion of the initial project planning, and options identification stages.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In June 2020, this Committee agreed for an Officer Report to be produced regarding the matters detailed in the Deputation presented by Hanover Action (Group). The Deputation requested the piloting of a Liveable or Low Traffic Neighbourhood scheme (LTN) in the Hanover area. It also agreed that the council's Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan (LCWIP) should include an action to 'develop a pilot Local Traffic Neighbourhood as requested in the Hanover Action Deputation'.
- 3.2 In September 2020, this Committee considered the council's updated *Urgent Response Transport Action Plan – (Appendix A) updated September 2020 Executive Summary*. The decision was made to move the Hanover LTN Pilot project from the Government's Active Travel Tranche 2 funding (Action Plan), so that it would be considered as part of a future LTP programme.
- 3.3 Furthermore, at the September 2020 ETS Committee, it was agreed that the scoping and the piloting of at least one street pocket park within the Hanover Pilot LTN would feature within the options identification process, subject to adequate streams of funding being allocated and assurances from community groups that such measures - which could include vegetative planting - would be cared for, once delivered.
- 3.4 Hanover is *"a very high density mid-Victorian residential area of small terraced houses directly onto narrow streets on a steep valley side, in mixed private tenure with several shops and public houses. A strong sense of place."*
- 3.5 Two resident permit parking schemes within the Hanover area were introduced in October 2017. Resident permit parking schemes are noted within the *Bath & Somerset LTN Strategy (2020)* as being a measure suited for resolving public highway issues across suburban residential areas and can complement LTN schemes, which are typically delivered in residential urban settings.
- 3.6 LTN schemes are described by *Living Streets* and the *London Campaign for Cycling (2020)* as groupings of residential streets that are transformed socially and environmentally through traffic management measures. Traffic modal filters such as bollards and planters are installed. These measures are primarily introduced to prevent unnecessary through traffic or rat running. LTN schemes are typically framed by distributor A or B classified roads suitable for carrying higher levels of traffic.
- 3.7 Notable LTN and liveable street(s) case studies include successful schemes developed across the London Borough of Waltham Forest. Unnecessary traffic is removed from streets which are transformed from areas dominated by private vehicles into healthier and safer spaces and places, for residents to live, with improved cycling and walking networks. The Walthamstow Village LTN scheme has resulted in an overall drop off 38% in traffic. Early traffic counts indicate that there has been traffic 'evaporation' rather than displacement, given that there is no evidence of any significant increase in traffic in nearby roads. Support for the scheme post construction is now very high in the community, with less than 2% of respondents wanting the scheme revoked or returned to its former condition.

- 3.8 Similar schemes in Europe, include the ‘Superblock’ typology in Spain, which has been developed in Vitoria Gasteiz, Northern Spain and Barcelona in Catalonia. The Barcelona ‘Superblock’ is comprised of nine mixed use blocks within the Cerda urban grid City plan, which has proven to have been so successful that this low traffic neighbourhood typology is now being planned to be delivered across many areas of the city.
- 3.9 TfL has responded to the Covid-19 Pandemic by mobilising and delivering Liveable Neighbourhood programmes and more widely its *Streetspace Programme* across London. Such schemes are delivered through Experimental Traffic Regulation Orders (ETROs) to create safe space for social distancing within streets, that would otherwise be dominated by private motor vehicles.
- 3.10 Furthermore, the Council’s draft LTP5 identifies LTN schemes as an appropriate intervention to achieve carbon neutrality, as detailed within a separate report to this Committee, March 2021.
- 3.11 The introduction of LTN schemes is a valid response to practically responding and addressing the Climate Emergency as noted in the Bath & Somerset LTN Strategy (2020).
- 3.12 The ‘*Decarbonising Transport, Setting the Challenge*’ paper published by Department for Transport (DfT) in March 2020 states that “*public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network. - Clean, place-based solutions will meet the needs of local people*”.
- 3.13 Lessons learned from precedent LTN schemes and reports by campaign groups highlight the need to ensure that engagement is inclusive across the community. Furthermore, it is critical to engage with key Stakeholders and service operators that will require a degree of continued access to a future LTN area setting(s), such as council services (e.g. household waste collection and public transport) and emergency services.
- 3.14 The case studies make it abundantly clear that the Hanover LTN Pilot project will require considerable community input to ensure success, which will include the need for ongoing support from representative groups and local councillors.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The council declared a Climate Emergency in 2019. The city’s Climate Assembly recommendations in 2020 resulted in the identification of LTN schemes as one of a number of priorities to implement, to work towards and achieve carbon neutrality by 2030.
- 4.2 It is critical for the council to ensure that appropriate measures and traffic management options are tested and monitored through the Hanover LTN Pilot. The pilot scheme will be used to help inform the medium to longer-term strategy for the LTN scheme delivery framework across Brighton and Hove.

- 4.3 The development of the LTN Pilot scheme will include an “options identification and appraisal process”, which may lead to an LTN Pilot that is introduced in a single phase or a number of phases to allow for adequate monitoring periods. Any first phase would seek to deliver significant benefits in the reduction of through traffic by introducing modal filters on the key rat runs. A future report to the Committee will set out an appropriate delivery plan subject to community and stakeholder engagement, and the identification of a preferred option(s).

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Officer(s) have attended initial meetings with members of Hanover Action, which have included presentations from key people involved in the delivery of LTN schemes, such as those delivered across the London Borough of Waltham Forest.
- 5.2 Methods of engagement used in the delivery of LTNs in London included the use of mapping tools. It is anticipated that a similar approach will be adopted by the Council subject to a review of existing systems and software and alternative platforms that may be suitable. Moreover, it is imperative that supplementary means of engagement are deployed within the overall methodology to ensure that processes are inclusive to maximise the welfare benefits that an inclusive scheme can achieve.
- 5.3 Officers will work with Liveable Hanover to ensure that inclusivity is central to the planning and engagement process of the Pilot LTN and any complementary measures such as the potential introduction of pocket parks can also be considered.

6. CONCLUSION

- 6.1 Council project officers will continue to work with the community representative groups and local councillors to develop the Hanover Pilot LTN throughout the project stages, which are set out in Appendix 1.
- 6.2 Officers will ensure that the project data baselines are determined for future LTN scheme monitoring purposes and will appoint consultants to ensure all aspects of the project are fully addressed.
- 6.3 This work will include the scoping of opportunities and complementary LTN scheme measures, which could feature within the project’s lifecycle or be delivered at a later date, subject to the further allocation of funding and community engagement.
- 6.4 LTN schemes were identified as a key priority measure through the BHCC Climate Assembly (2020). The Hanover LTN Pilot Project is therefore a critical project that will help inform the wider LTN delivery strategy, as well as significantly contribute to the council’s work to deliver a Carbon Neutral and Liveable City.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The Hanover Pilot LTN will initially be funded by an allocation of £300,000 within the overall 2021/22 Local Transport Plan capital programme, which is the subject on an earlier report on the agenda of this meeting. This funding will be used to progress the project and to ensure that suitable processes of engagement, communications, options-testing, and research can be conducted. LTN schemes with modal filters can result in the need to remove parking spaces to accommodate turning heads for vehicles within the LTN zone. This sort of change may require the removal of a small number of resident parking bays which may result in an overall loss of associated revenue.

Finance Officer Consulted: Rob Allen

Date: 04/03/2020

Legal Implications:

- 7.2 There are no immediate legal implications as a result of this report and the initial stage of progressing this pilot scheme. Statutory and public consultation on proposed Traffic Regulation Orders and ETROs will formally proceed following the future options identification process, and during the detailed design stage of the project.

Lawyer Consulted: Stephanie Stammers

Date: 17 February 2021

Equalities Implications:

- 7.3 Precedent LTN schemes have adopted the use of community engagement mapping tools, as a means to gather local knowledge and insight that can prove to be invaluable in terms of achieving a successful scheme. However, engagement methodologies must be supplemented through other methods to ensure all sections of the community have opportunities to contribute and influence the various stages of the development of the scheme. The recent Transport for All 'Pave the way' report includes recommendations to ensure that engagement is inclusive across the community.
- 7.4 It is essential that a key objective of the scheme is to ensure that traffic management improvements and physical changes to the public highway, in terms of accessibility and an inclusive public highway, are delivered through inclusive processes of engagement. It is anticipated that an Accessibility street audit of the Hanover area will be conducted as an early step of the timeline of project tasks. LTN Scheme principles include the reallocation of road space so that the public highway can accommodate accessible cycling infrastructure, and to support active travel choices more generally, for all.

Sustainability Implications:

- 7.5 LTN schemes are consistent with the aims and objectives of the council's Carbon Neutral Programme, sustainable communities' and public health interventions. By reducing the impact of unnecessary traffic and, enabling greater use of active and sustainable travel options within the Hanover area, there will be local and citywide sustainability benefits.

Brexit Implications:

- 7.6 None.

Any Other Significant Implications:

Crime & Disorder Implications:

- 7.7 There are no direct crime and order implications associated with this report. Crime and disorder aspects will be considered through the future stage of scheme development including options identification and appraisal.

Risk and Opportunity Management Implications:

- 7.8 Risk (and opportunities) will be identified, assessed, and managed using the council's standard corporate risk register. The risk register will be maintained for the project's lifecycle.

Public Health Implications:

- 7.9 LTN schemes address and mitigate the risk associated with incommunicable disease (heart disease, cancers and respiratory diseases) associated with obesogenic and carcinogenic environments. Furthermore, London's Streetspace Programme is a response to the communicable disease caused by the virus infection associated with the Covid-19 pandemic. Interventions that can support a more physically active population are characterised by public highway road space reallocation and traffic management methods that are typically found across an LTN scheme.
- 7.10 Such schemes include modal filters to remove unnecessary traffic, with the aim being to transform streets into healthier and safer spaces supporting social interaction and active forms of travel. Space is reclaimed by residents for amenity use such as exercise, and pocket parks for social interaction and play. The Council's Health & Wellbeing Strategy 2019-2030 has three key priorities: planning of major developments and transport schemes will promote health and wellbeing; more people will travel actively, and walking and cycling will be prioritised, benefitting physical and mental health, and; air quality will be improved. These priority strategies to support public health outcomes can be supported through LTN scheme planning and delivery.
- 7.11 Furthermore, in the London Borough of Southwark, The Guy's and St Thomas's Charitable Trust (GSTTC) is to directly fund three Low Traffic Neighbourhood schemes to support improvement in public health outcomes, associated with improving air quality and increasing levels of active travel.

Corporate / Citywide Implications:

- 7.12 The LTN Pilot will provide an evidence base from which future schemes and more broadly a LTN delivery strategy can be structured to the unique Brighton & Hove context.

SUPPORTING DOCUMENTATION

Appendices:

1. Indicative Hanover Pilot project activities, stages, and milestones

Background Documents

1. ETS Committee Deputation and Report - June 2020
2. ETS Committee Report - September 2020
3. BHCC Urban Characterisation Study (2009)
4. Transport for All – Pave the way report (2021)
5. BHCC Health & Wellbeing Strategy (2019)

Hanover LTN/Liveable Street(s) Appendix 1

HANOVER LTN PILOT PROJECT: TASKS & TIMELINE

to be delivered over a single phase or a number of phases - dependent on options appraisal outcomes - and budget availability. The first phase would deliver the key LTN measures and modal filters using LTP 2021-22. A second Phase (2022) would allow for complementary measures to be introduced with LTP budget 2022-23

Milestones/tasks	START	FINISH
Procure/access community engagement mapping software	February 2021	April 2021
Procure contract and appoint consultancy support	March 2021	April 2021
Conduct project data baseline data such as traffic surveys including consultation (stakeholder and community) issues opportunities mapping	April 2021	August 2021
Options identification / high level costings /	May 2021	September 2021
ETS report - Preferred option / project delivery plan agreed	October or November (ETS) tbc	
Detailed design Phase 1	October 2021	March 2022
Construction	November 2021	December 2021
Experimental Traffic Regulation Order (ETRO) consultation (and initial monitoring) period	December 2021	May 2022
Phase 2 detailed design	February 2022	March 2022
Phase 2 construction	April 2022	May 2022
Phase 3 ETRO public consultation period	July 2022	January 2023
ETS Decision required to keep scheme permanent or revoke and reinstate (Phase 1)		No later than June 2023 or 18 months after scheme opening / ETRO

Subject:		Valley Gardens Phase 3 progress update	
Date of Meeting:		16 March 2021	
Report of:		Executive Director for Economy, Environment & Culture	
Contact Officer:	Name:	Oliver Spratley	Tel: 01273 290 390
	Email:	Oliver.spratley@brighton-hove.gov.uk	
Ward(s) affected:		Regency, Queen's Park, St. Peter's & North Laine	

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

- 1.1 The Valley Gardens project has been planned in three phases. Phases 1 & 2 include the area from north of St Peter's Church (A23) to Marlborough Place (A23), near the Royal Pavilion. This area has now been remodelled with a new public highway layout and an accessible central park with new planting, footways and new cycle track, construction of which was completed in Autumn 2021. The Phase 3 scheme will complete the overall Valley Gardens project between the Edward Street junction and the Palace Pier (A259).
- 1.2 Valley Gardens Phase 3 is funded by a £6 million Coast to Capital [C2C] Local Enterprise Partnership [LEP] Local Growth Fund [LGF] Grant, and will be delivered by the council through its Local Transport Plan [LTP] capital programme, supported by £1.84 million of local contributions which are committed to the scheme, including previously secured and committed Section 106 monies from approved development within the project area.
- 1.3 At the February 2019 meeting of this Committee, the Valley Gardens Phase 3 final preliminary design was agreed. Furthermore, it was agreed that public consultation should be undertaken to inform the finalisation of the detailed design matters of the scheme.
- 1.4 This report outlines the outcomes of the public consultation within Appendix 1 of this report and provides the basis for officers to undertake and complete the detailed scheme design for Valley Gardens Phase 3.

2. RECOMMENDATIONS:

- 2.1 That the Committee notes the outcome of the most recent public consultation and stakeholder engagement as set out within Appendices 1 and 2 of this report.
- 2.2 That the Committee requests that the detailed scheme design for Valley Gardens Phase 3 is brought to Committee for approval in 2021 following officers' consideration of the public consultation and Stakeholder engagement responses.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The LGF Funding Agreement between the council and C2C LEP was completed in January 2020, following a review of the Phase 3 LGF Business Case through the C2C LEP's LGF Assurance Framework. The latest public consultation exercise was conducted between July 2020 and September 2020. The methodology and results of the public consultation are detailed within Appendix 1 of this report.
- 3.2 Appendix 2 of this report lists the stakeholder design workshops, held between July 2020 and February 2021 and outlines how changes to the developing scheme will be considered, justified, and accommodated within the final scheme design prior to being presented to a future meeting of this Committee.
- 3.3 Appendix 3 consists of the *Possability People Accessibility Audit Report: Valley Gardens Phase 3* (2021) as conducted by Possability People members.
- 3.4 Valley Gardens Phase 3 scheme planning and design, has been subject to, and informed by, three public consultation exercises and key stakeholder design workshops at key stages of the scheme's development.
- 3.5 The first of three public consultation exercises in the form of a survey was held in June 2018. The survey elicited valuable insight in terms of public perception of the existing quality of the public highway, public spaces and transport infrastructure. This information helped set objectives and identify options for the Phase 3 project.
- 3.6 All options (44) identified were then assessed against the project's Core Design Objectives, as agreed by this committee (June 2018). The best four options were then compared through the second, technical stage of the options appraisal, and thus compared in terms of an Economic Case informed by forecast benefits, according to DfT methodology.
- 3.7 This options appraisal process enabled the project team to identify an outline preferred option.
- 3.8 This preferred outline option was then set out in the public consultation (October-November 2018). Key stakeholder design workshops were also held during this period and at later dates.
- 3.9 Feedback from these engagement processes led to significant revisions being made to the outline preferred option and the plan was updated into a preliminary design. Officers then presented the Preliminary Design to Committee in February 2019 where it was agreed the principles laid out in the plan would be used to advance the development of the detailed elements of the scheme. As noted in the recommendations of that report the plan would, at a later date, be subject to a third (and final) public consultation to help inform detailed design and technical matters.
- 3.10 The third public consultation exercise was undertaken during July-September 2020. This officer report includes the initial results of that process, as detailed within Appendix 1.

- 3.11 Officers completed the tender and procurement of a professional services contract, to ensure that sufficient technical support and project resource is in place, to complete the remaining scheme design stages throughout 2021. The consultant was appointed at the beginning of January 2021 and has been working with officers to review the agreed preliminary design against the latest applicable design guidance and strategy.
- 3.12 The permanent Valley Gardens Member Working Group (MWG) has recently been established in accordance with the Council's Constitution. The group which replaces the previous Valley Gardens Task & Finish Group, met in February 2021 to consider the results of the public consultation and stakeholder engagement. This Valley Gardens MWG will have oversight of the remaining scheme planning, and design stages. This MWG does not have any decision-making powers, however it will help support and facilitate collaborative input, so that the scheme's development can be optimised for the best possible outcomes.
- 3.13 Building on discussion had at the former Valley Gardens Member Task & Finish Group, during 2020, officers have provided assurance to Events Operators that the Valley Gardens Phase 3 scheme will include the realignment of the cycle track to ensure that it will not wrap tightly around Victoria Gardens. This will allow events to access a new hardstanding set up and service loop, which will function as a footway when not in use for events. This change in cycle track alignment will minimise the need to close the cycle track for any significant periods when events are held. These revisions along with all other amendments will be clearly shown in the updated scheme, which will be brought to a meeting of the Committee in 2021, prior to procurement of the construction programme.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Due to the onset and impact caused by the Covid-19 pandemic, the third Valley Gardens Phase 3 public consultation process was delayed and replanned to mitigate risk. The methodology was reviewed to ensure safe engagement by way of electronic and postal dissemination of preliminary plans and information, and subsequent data collection. To mitigate risk, no public exhibitions were included in the methodology.
- 4.2 The public consultation and stakeholder engagement processes are purposefully framed to ensure that the scheme is optimised through the process of planning and design. Data and information provided by members of the community and by key stakeholders help officers and the appointed consultant formulate plans that are ultimately determined by elected members, aligned to Council policy and strategy.
- 4.3 Furthermore, new cycling and walking infrastructure design strategy has recently been published by Central Government, including *Gear Change* (July 2020) alongside the supporting technical note, LTN (*Local Transport Note*) 1/20. These documents provide guidance for the planning and design of safe and sustainable cycling and walking infrastructure and networks. The project team will consider such design guidance and optimise plans, before the proposed final scheme is put before this Committee for consideration, prior to construction.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Appendix 1 of this report sets out the results of the public consultation held between July 2020 and September 2020.
- 5.2 Appendix 2 sets out a record of further stakeholder engagement meetings that were held with key focus groups as well as individuals, from July 2020 to February 2021.
- 5.3 Further key stakeholder engagement will be conducted to build on the recent workshops held with Stakeholders, which will establish further scheme refinement measures. Workshops will be held with events operators and public transport operators, and local walking and cycling campaigners etc. Furthermore, the new Valley Gardens MWG will accommodate ad hoc stakeholder representation if required by that group.
- 5.4 Future stakeholder engagement will also be key in helping to inform temporary construction and traffic management plans that will be executed during the construction phases. The scheme's Traffic Regulation Orders will be subject to statutory public consultation processes, as is legally required for any changes to traffic management across the public highway.

6. CONCLUSION

- 6.1 The third public consultation exercise and further stakeholder design workshops have been held to help inform the scheme design. The Valley Gardens MWG has been formed, as has the joint officer and consultant project team. The remaining collaborative planning and design processes will include consideration of the valuable feedback provided by the community and key Stakeholders.
- 6.2 Input by equalities groups such as Possability People and BADGE will continue to help shape the accessibility and inclusive qualities of the scheme.
- 6.3 The detailed design scheme for Valley Gardens Phase 3 will be presented at a future meeting of the Committee in 2021 prior to procuring the construction contract.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The current estimated total budget for Valley Gardens Phase 3 project is £7.840 million. This is to be met from the Local Growth Fund grant through the Coast to Capital Local Enterprise Partnership (LEP) of £6.0m. A local contribution of £1.84 million will be met by committed S106 monies plus Local Transport Plan (LTP) capital grant contributions. Annual LTP allocations will have been reported to this committee through the Local Transport Plan Capital Programme.
- 7.2 Local contributions include the commitment of £20,000 of Section 106 monies secured as a Sustainable Transport Contribution from the development of the

Brighton Language School at 7 Old Steine. This will be used to construct the extended footway area adjacent to the site.

- 7.3 All other financial matters are in the first instance reported to the Valley Gardens Officer Project Board, which are periodically reported to the C2C LEP as stipulated in the Funding Agreement with C2C LEP.

Finance Officer Consulted: Rob Allen

Date: 15/02/21

Legal Implications:

- 7.4 This report does not give rise to any additional legal implications, insofar as the report outlines and evidences ongoing community engagement, and thus provides further assurance and evidence that the Valley Gardens scheme is being developed appropriately. All changes to the public highway requiring a TRO/ETRO will be subject to statutory consultation processes at the stage when the scheme is suitably developed.

Lawyer Consulted: Hilary Woodward

Date: 16/02/21

Equalities Implications:

- 7.5 An Accessibility Audit was conducted, and a report produced by Possability People in Autumn 2020, (Appendix 3 of this report) supported by BHCC.
- 7.6 The Equalities Impact Assessment (EqIA) is available within the publicly available *Valley Gardens Stage 2 Report*. The EqIA will be updated as the scheme design progresses.

Sustainability Implications:

- 7.7 The process of consultation and engagement outlined in this report evidences the processes through which the sustainable qualities of the Phase 3 scheme are being optimised and expanded upon.

Brexit Implications:

- 7.8 None

Any Other Significant Implications:

Crime & Disorder Implications:

- 7.5 The design and planning of the scheme will continue to design out anti-social driving and with public spaces, and design in public spaces that are accessible and inclusive, well lit, and with improved connectivity so that they are well-used by all sectors of the community.

Risk and Opportunity Management Implications:

- 7.6 The Council's standard risk register template is being used for this project as evidenced in the publicly available Stage 2 report. Project Risk is reviewed monthly at the officer Project Board and contract risk reviewed on a weekly basis

at the project team meetings. Opportunities to enhance the outputs and quality of the Phase 3 scheme, as well the interface with adjacent or overlapping partnership projects, are being identified and are being explored through stakeholder engagement. This includes, for example, working with the Royal Pavilion Museum Trust, Events' organisers, and public transport operators.

Public Health Implications:

- 7.7 The next stage of design requires the consultant to produce a technical review note that will review the agreed preliminary design and any future revision with regards to the Covid-19 pandemic. This technical note will be made publicly available with all other technical notes produced to inform the final scheme design.

Corporate / Citywide Implications:

- 7.8 The success and sustainability of Valley Gardens regeneration will be further enhanced by a number of key complementary policies and strategies that the council is planning to deliver through targeted programmes and projects. Valley Gardens Phase 3 is currently being scoped as a potential site for piloting underground refuse bin systems. However, for feasibility to be considered any further, there is the need to conduct Ground Penetrating Radar surveying to ascertain whether there is any capacity for such infrastructure.

SUPPORTING DOCUMENTATION

Appendices:

1. Valley Gardens Phase 3 (third) Public Consultation Report (July-September 2020)
2. Valley Gardens Phase 3 Stakeholder Engagement record (July 2020 – February 2021)
3. Possability People Accessibility Audit: Valley Gardens Phase 3 (Dec 2020)

Background Documents

1. Valley Gardens Phase 3 Stage 1 report
2. Valley Gardens Phase 3 Stage 2 report
3. Valley Gardens Phase 3 ETS Committee Report; February 2019 (Agreed Preliminary design)

VALLEY GARDENS 3 PUBLIC CONSULTATION REPORT November 2020

Introduction

Works for phases 1 and 2 of Valley Gardens were completed in Summer 2020. The design for improvements for the third phase of the Valley Gardens project, Old Steine to Palace Pier roundabout started in Summer 2018.

An initial scoping consultation exercise was carried out in June 2018 to gather views as to how the area is used, what issues there are in travelling around in the area, and priorities for improvements to the area. Results from this were fed into the design process for Phase 3. Four Options were proposed. A second public consultation on the outline preferred design took place in October 2018, and results from this were used to develop a final design, which was approved by the council's Environment, Transport and Sustainability Committee in February 2019. It was agreed to consult on the finer details of this approved design. This report presents the methodology and the results of the third public consultation exercise.

Methodology

A questionnaire was designed and set up to run online via the council's consultation portal. Information booklets were sent to 2351 addresses with a link to the survey. Paper copies were available on request, together with freepost reply envelopes.

The consultation was also publicised via the council's website (including extensive information on the Valley Gardens Project pages). Social media was particularly successful in spreading the word via the council's main Twitter feed and also the Transport and Parking Twitter feed. Details of the consultation were made available to members of the local Transport Partnership Meetings, and sent to local interest groups.

As this consultation took place during the Covid-19 pandemic no exhibition events were held and information posters were not distributed to be displayed in public buildings.

Results

Number of Responses

Source of responses	Number	%
Online	460	99.4
Paper Copies	3	0.6
Total	463	100

How did you hear about the consultation?	Number	%
The council's website	73	14.2
Word of mouth	61	11.9
I received information in the post	25	4.9
Local press	88	17.1
Social media	229	44.6
Other	38	7.4
Total	514¹	100

What is your postcode?	Number	%
City Postcode	422	94.2
BN Other	19	4.2
Other	7	1.6
Total	448	100.0

How are you responding?	Number
I am a resident of Brighton & Hove	422
I am a student studying in Brighton & Hove	11
I am a visitor to Brighton & Hove	14
I travel into Brighton & Hove to work	52
I own, or manage, a business in Brighton & Hove	44
Other	19

Respondents by postcode

	BN1		BN2		BN3		BN41		BN other		Other	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Residents	144	34.7	186	45.0	71	17.2	11	2.7	1	0.2	0	0.0
Students	1	9.1	6	54.5	2	18.2	0	0.0	2	18.2	0	0.0
Visitors	1	7.1	2	14.3	1	7.1	0	0.0	6	42.9	4	28.6
Work in the area	13	25.5	19	37.3	5	9.8	2	3.9	10	19.6	2	3.9
Business Owner/ Manager	18	41.9	15	34.9	6	14.0	0	0.0	3	7.0	1	2.3
Other	4	22.2	8	44.4	0	0.0	0	0.0	3	16.7	3	16.7
Total	148	33.0	190	42.4	73	16.3	11	2.5	19	4.2	7	1.6

¹ Respondents could choose more than one answer so total responses is higher than total number of respondents

Businesses (where named)

- Brighton and Hove Community Housing CIC
- Brighton Language College
- Pavilion Gardens Café
- Peake Puckering Ltd
- The Bristol Bar
- Brighton and Hove Motor Club
- AJT Managed IT Services Ltd
- Oakhelm Construction Ltd
- Brighton MOT Centre
- City Point Brighton
- Graves Son and Pilcher
- Free Range Professionals
- Get Your Voice Heard
- Whiskey Brave Productions Ltd
- The Bike Tailor
- Regency Surgery
- Southern Transit Bus Company
- Frankie's Grinder Ltd
- Frankie Vaughn's Sandwich Trolley
- Cogapp
- Fern and Pine Garden Design Studio
- Origin8 Creative
- The Life Tutor
- Mooch
- Lever Property Group

Which category of organisation or group are you representing?	Number
Campaign Group	7
Charity/ voluntary sector group	4
Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)	7
Professional body / representative group	5
Transport user group	6
Other	24

Organisations or Groups (where named)

- North Laine Traders Association
- Surdi CIC
- Brighton and Hove Clarion Cycling Group
- MAG Brighton
- Sussex Community NHS Foundation Trust
- Friends of the Earth
- Compass Travel
- Brighton Bike Hub
- Valley Gardens Forum CIC
- Transport Futures East Sussex
- Bricycles and Cycling UK
- Urban Design Group

Two open comments question were asked:

Q1 Please give us your comments on the details of this design and

Q2 Any other improvements you would like to see added to the agreed design?

The two tables below show all comments grouped by general themes. For ease of reporting, the area has then been split in to sub-areas (A to H) to show what has been said or suggested relating to specific areas

Q1 Please give us your comments on the details of this design	Number²
Positive comments / Is an improvement / looks good / safer	100
Worried about congestion / longer journey times / not enough space for cars	85
Concerned about pedestrian/ cycle conflict / remove shared space / need segregation / different colour markings	76
Comments on/ concerns about cycle lane routing / break in cycle lane / cycle junctions and connections	53
Worried about increase in pollution	44
Questions / concerns / suggestions on proposed traffic routing / flow	44
No need to change or add more major junctions	39
Worried about impact on businesses / will deter visitors and tourists	26

² . The number of comments relate to the number of respondents who have mentioned this subject.

Q1 Please give us your comments on the details of this design	Number ²
Worried about maintenance of public space / deter anti-social behaviour / homeless / street drinkers	23
General negative comments / waste of money / will destroy Brighton / Unnecessary	23
Suggestions for / unclear or unhappy with proposed bus routes through this area	22
Placement of bus stops will cause traffic congestion	21
Worried about decreased accessibility for elderly / disabled / vulnerable	19
Want different pedestrian crossings / diagonal / not puffin / countdown	16
Not enough bus stops / Too far between stops / No clear bus interchange	16
Concerned about / Against loss of parking	16
Worried about dangerous junctions / dangerous exits / difficult for large vehicles	15
Proposed bus stops will not provide enough capacity / pavement space / too many services for these stops	14
How does this integrate with other schemes eg phase 1&2, Madeira Drive temporary closure	14
Unhappy with consultation process	12
Questions and queries over access arrangements	11
Keep cycle lanes away from bus stops	11
Request to make access only / keep access only	10
Want cycle / pedestrian / bus priority at lights	10
Include clear markings and signage for cyclists	10
Unclear where the bus stops are / Confusing	10
Concerns about 5 lanes of traffic / creating barrier for East of the city / How are facilities used on this side	9
Worried about increase in noise	8
Use improved roundabouts or more experimental junction eg cyclops	8
Increase bus layover provision / too much reduction	7
Cycle lanes are too narrow	7
More imagination in public space / public art / cafes / other ideas	7
Would like pavement to be wider	6
Separate cyclists from traffic / hard segregation / different colour / shrub border	6
Concerns about drainage / want permeable paving	6
Concerns about rat-running	6
Worried about emergency vehicles access	6
Less trees / Don't want trees to uproot pavement	4
Too many junctions / crossings / phase lights / additional crossings will slow traffic	4
Reduce the number of large communal waste bins	4
Need clear signage	4
Allow motorcycles in bus lanes	3

Q1 Please give us your comments on the details of this design	Number ²
Too many cycle lanes / underused already	3
No dogs allowed	2
No pavement parking / needs to be enforced	2
Bus stops need to have seats and shelter / other amenities eg Wifi	2
How will this affect events in the area?	2

Q2 Any other improvements you would like to see added to the agreed design?	Number
More trees / greenery / planting / flowers / wildflowers / edible plants	54
Want more Blue Badge Bays	28
Want to see pedestrianisation or shared space	25
Would like to see improvement of existing areas or infrastructure	21
Too car centric / need sustainable transport priority corridors / change purpose of lanes	19
Need more seating	19
Need improvement on existing cycle lanes / want additional cycle lanes	18
Requests for additional crossings / moving crossings / retaining crossings	17
More/ move cycle parking / safer cycle parking	17
Need better cycle connections to streets on the East	16
Need more public bins / concerned about litter	13
Include public toilets / disabled toilets	12
Need new parking alternatives / park and ride / underground parking	12
More focus on walking / want dropped kerbs / more pedestrian access	12
More motorcycle bays	10
More loading / traders bays / delivery provision	8
Need more short stay parking / provision to drop off and pick up	8
Want more BTN Bikes share hubs	8
Want drinking / water fountains	7
Improve or increase street lighting / use heritage style lights	6
Move or remove taxi ranks / loading bays/ bus layovers	6
More e-charging for e-bikes / e-scooters / electric cars / greener public transport	4
Introduce meeting points	1
Get rid of parking in this area / blue badge parking only	1

Area A – Edward Street / Prince's Street / Sainsburys and Doctor's Surgery Parking



Q1 Please give us your comments on the details of this design	Number
Don't want Prince's Street to be a through road onto Edward Street / Dangerous to have a through road / Pavements too narrow	13
Improve the junction so cyclists can easily leave / join the cycle lane from Edward Street / Unclear how cyclists navigate	10
Too much parking loss at Doctors surgeries / need to retain disabled and doctors spaces / want pick up and drop off spaces	8
Worried this will impact on the outdoor seating of the café (Frankie's)	6
Pedestrians have to cross four lanes of traffic / why a staggered crossing?	5
Worried Prince's Street will become a rat run	4
The Edward Street traffic light junction should be phased with others / concerned this junction will cause a bottleneck	2
How will deliveries access Prince's Street?	2
Use Edward Street to route traffic / buses through instead	2

Q1 Please give us your comments on the details of this design	Number
Turning out of Prince's Street onto Edward Street will be dangerous for traffic	2
Want Prince's Street to be one-way	2
Where on the plan is the existing cycle lane on Edward Street?	1
Worried about noise from the new area of public space	1
Emergency vehicles will struggle to turn onto Edward Street	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
Would prefer Prince's Street pedestrianised or shared space	5
Introduce a cycle lane on Prince's Street	3
Need more loading bays South of Prince's Street	3
Improve the state of the Glass Pavilion	2
Request for a BTN Bikeshare hub near Edward Street	1
Widen pavements on Edward Street	1
Retain the current motorcycle parking bay outside of Sainsbury's	1
Want more trees planted in the new area of public space here	1
Want parking bays here to be reserved as disabled bays only	1

Area B – North Street / Castle Square / St James's Street

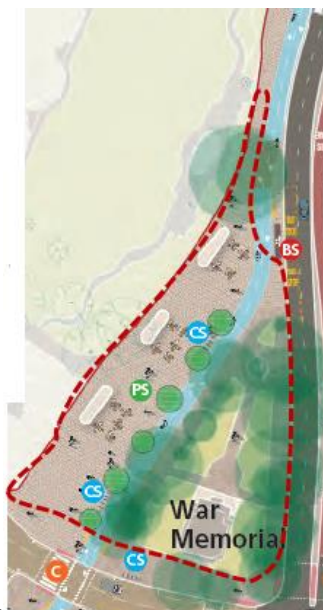


Q1 Please give us your comments on the details of this design	Number
Placement of bus stops North of Steine Gardens will cause a pinch point / bus stops are in the carriageway	8
Worried about cycle/pedestrian conflict Southwest of the War Memorial/ need a crossing on the cycle lane / something to slow cyclists here / Pedestrians travelling East/West have to cross the cycle lane	7
Not clear how cyclists would access St James's Street	7
The new Castle Square bus stops do not have enough capacity for the number of passengers or services here	6

Q1 Please give us your comments on the details of this design	Number
Having buses routed through here will cause congestion	4
Unclear how vehicles will access St James's Street	2
Want St James's Street one-way between the War Memorial and Steine Gardens – No need for Westbound buses here / reroute to South West	2
Need better connectivity to St James's Street / Don't cut it off from the rest of the city / bad for businesses in St James's Street	2
Worried about upkeep round the Castle Square bus stops	1
Bus stop on the southern side of Castle Square is unnecessary	1
Concerns about access for emergency vehicles to St James's Street	1
Traffic lights at Castle Square should favour buses / bus priority	1
How will the parking on Palace Place be accessed?	1
Where are residents of St James's Street going to park?	1
Worried about the sharp left turn for buses joining the Northbound bus lane at St James's St	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
Want a cycle lane between North Street and St James's Street	5
Pedestrianise St James's Street	5
Pedestrianise/ change access arrangements on roads leading to St James's Street (Charles Street, Manchester Street)	2
Widen end of cycle path at the War memorial to improve N-S and E-W links	1
Would prefer fewer buses to use St James's Street	1

Area C – Public space in front of Royal Pavilion / Art Deco Tram Shelters / War Memorial ³



³ This area does not include comments about the North-South cycle lane which is Area H

Q1 Please give us your comments on the details of this design	Number
Would prefer to maintain the Northbound bus route past the Royal Pavilion / Keep the shelters for their current use / want public transport hub in this area	11
Happy with the new pedestrianised space / the removal of traffic from the West	9
Happy to see the War Memorial will be more integrated / continue upkeep of the War Memorial	5
Pleased this will provide a better setting for the Royal Pavilion / a destination / Important area for the city	4
Concerned about the potential for anti-social behaviour in this area / homelessness / street drinkers / tagging	4
Happy to see increased trees / greenery planting in this area	1
Cycle parking looks hidden / under trees / vulnerable to theft	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
Would like to see even more trees / planting in the new public space	4
Remove the railings in front of the Royal Pavilion / open up the gardens / use a kerb to maintain a physical barrier instead	3
Can the tram shelters (Art Deco Bus Shelters) be moved to the new bus stop locations?	1

Area D – Steine Gardens / South and West of Steine Gardens / Royal Albion Hotel public space / Pool Valley / Youth Hostel Association

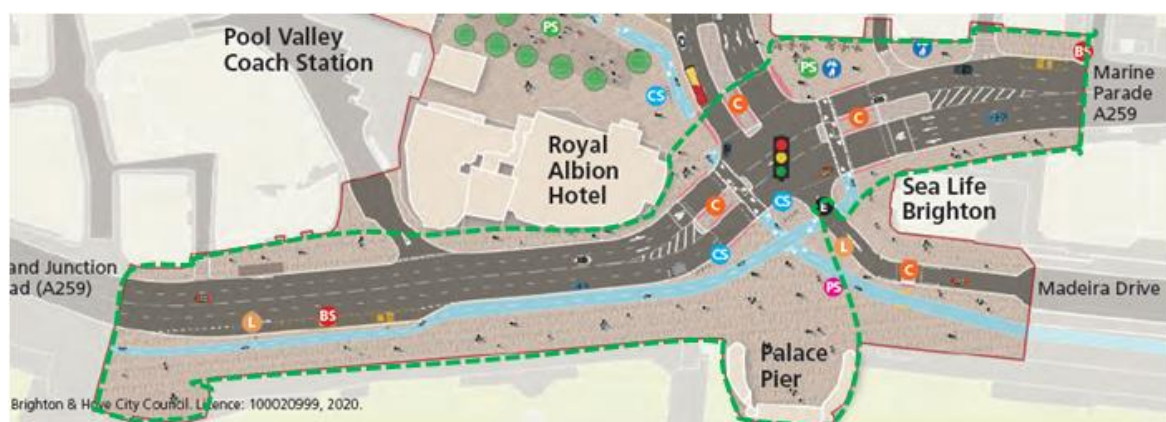


Q1 Please give us your comments on the details of this design	Number
New public space outside Royal Albion Hotel is an improvement	5
The cycle lane and pedestrian crossings in the Southeast corner are conflicting	5
Concerned the new area of public space outside Royal Albion Hotel will not be used / needs a feature / What's the purpose of it?	5
The loading bay is too close to the bus layover / taxi rank. Could be vehicle conflict here	4
Too many breaks in the cycle lane through here / sharp bends in the cycle lane need to be smoothed	4
No need for buses to use this route / should not be a bus lane to the Southwest	3
The bus layover provision is inadequate / not enough capacity to suitably replace the existing site	2
Problem with anti-social behaviour in Steine Gardens needs to be addressed / homelessness / restrict access	2
Taxis should be excluded from using the South West route	2
How is private parking access going to be maintained?	2
Happy to see the footpaths across Steine Gardens have been realigned	1
Additional crossing in the South West corner is welcome	1
Remove the taxi rank from this location	1
Cycle parking looks hidden / vulnerable to theft	1
Would prefer if the South West route was for access only	1
Will this area still be available for events to use?	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
---	--------

Would like to see improvements to Pool Valley / Should be included in the scheme	7
Need more delivery / drop off provision for Royal Albion / Youth Hostel / Residences here	6
Request for an additional crossing / realignment of a crossing / keep existing crossing:	5
• Between the South of North Street and the North West of Steine Gardens / Better aligned to the alleyway to East Street	(4)
• Crossing at Pool Valley rather than Royal Albion	(1)
Restore Steine Gardens including repairing the fountain	4
More seating in Steine Gardens / new area of public space	3
Better pedestrian connectivity to Steine Gardens from the South West / level access / Too many lanes to cross here	2
Include cycle parking in the new area of public space	2
Plant more trees along Steine Gardens to further separate from the road	2
Increase the number of Blue Badge bays in this area / too much reduction in disabled parking	2
Want to see public toilets / accessible toilets in Steine Gardens	2
Request for a BTN Bikeshare hub in the new area of public space	1
Would like drop/off and pick off points on the West of Steine gardens to improve disabled access	1
Include more planting in the new area of public space outside Royal Albion Hotel	1
Introduce more parking in Pool Valley	1
Would like to see drinking fountains in Steine Gardens	1

Area E – Palace Pier Junction / Marine Parade / Grand Junction Road

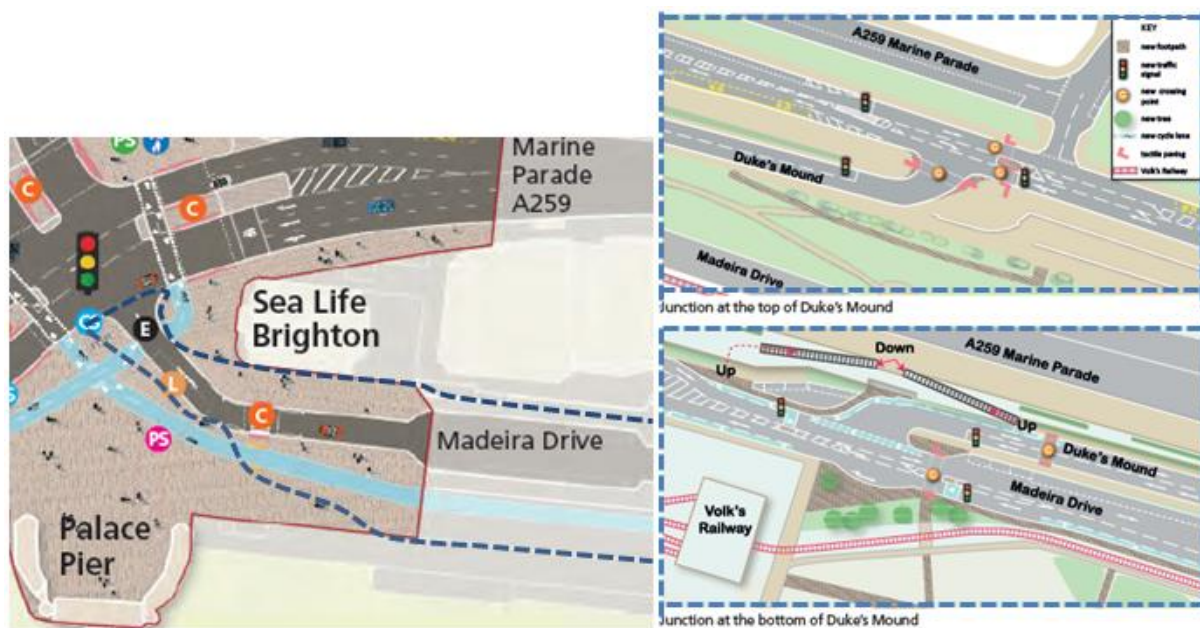


Q1 Please give us your comments on the details of this design	Number
Removing the roundabout will cause congestion / traffic won't flow as well	52
Replacing the roundabout is unnecessary / no problem with how it works now	43
Worried about increased pollution from removing the roundabout	23
Concerned about pedestrian / cycle conflict outside Palace Pier / separate cyclists and pedestrians here	19
Removing the roundabout will be an improvement for cyclists and pedestrians / safer	17
In favour of removing the roundabout	13
Don't agree with the area of shared space outside Harry Ramsden's / goes against government guidance / not sure what the point of it is	10
How will traffic change direction without the roundabout? / No easy access to turn or head Westbound	10
Cycle junction in front of the pier confusing / right of way between North/South and East/West?	9
Too many sets of traffic lights along A259 / traffic will back up / phase lights	8
Better provision for East/West cyclists to join the North/South route / too many breaks in the lanes	7
Where does the cycle lane in the area of shared space outside of Harry Ramsden's lead to?	5
Better signage for cyclists / pedestrians around the pier	3
Why is there a small section of cycle lane outside Sealife Centre / Where does this lead?	3
Bus stop West of the pier is too close to the cycle lane/ pinch point / cyclists will conflict with bus passengers	2
Cycle lane West of the pier is too narrow	2
Buses stopping too near the junction will affect traffic flow	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
Would like to see more trees / greenery in the area outside the Palace Pier	11
Too much priority given to cars on A259 / replace one lane with a cycle lane on Grand Junction Road	8
Keep the roundabout but upgrade/ improve / different style / more experimental junction	7
Would like a cycle lane on Marine Parade	5
Would like bus route to run along the seafront /improve other means of seafront access / shuttle East and West	4
Would like to see more BTN Bikeshare hubs in this area	3
Introduce a feature / art / sculpture in the area outside Palace Pier	2
Want a cycle stand in the area outside Harry Ramsden's	1
More cycle parking outside Palace Pier/ along seafront	1
Widen pavements North of Sealife Centre	1
Widen pavement south of Royal Albion Hotel	1

Move the crossing south of Royal Albion further West from the junction	1
Want more planting in front of the Sealife Centre	1
Want more planting south of Pool Valley	1
Increase disabled bays on A259	1
Need to have a means of giving priority to emergency vehicles travelling East	1

Area F – Madeira Drive / Duke's Mound



Q1 Please give us your comments on the details of this design	Number
Duke's Mound traffic lights are unnecessary / confusing	12
Worried that Duke's Mound junctions will cause congestion on A259	6
Improve cycle access at Duke's Mound / Breaks in lanes	5
Supportive of the one-way entry only plans	5
How will large vehicles be able to turn out of Duke's Mound	4
Unclear how this fits with the current temporary arrangement and plans for Madeira Drive	4
One-way entry makes it difficult to change direction quickly / long route to head West	3
How will coaches be able to use Madeira Drive?	1
How will events be handled on Madeira Drive?	1
Supportive of the introduction of traffic lights at Duke's Mound	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
Would like to see Madeira Drive pedestrianised / keep car free / No need for cars here / access only	18
Reopen Madeira Drive to vehicles / needs to be open to traffic for businesses	11
Want a full segregated cycle lane on Madeira Drive	6
Better pedestrian access to Madeira Drive / More pavement provision / More steps	4
Introduce traffic calming of road is to be reopened / speed limit	2
Make Madeira Drive one-way	2
Need more parking / retain parking on Madeira Drive	2
Introduce trees along Madeira Drive	2
Keep Madeira Drive open for events only	1
More focus on improving Madeira Drive as a destination / Restore Arches	1
Need more Blue Badge bays on Madeira Drive	1
Would prefer a roundabout at the top Duke's Mound junction	1
Move crossing parallel to cycle lane at Madeira Drive entrance	1
Move loading bay further East	1
Want a BTN Bikeshare hub at the top of Duke's Mound	1

Area G – Eastern side of the plan / Traffic lanes



Q1 Please give us your comments on the details of this design	Number
Bus stops in locations that will cause congestion / bus stops in the road Includes:	8
• Pavilion Parade Northbound bus stop located in the road	(4)
• Southbound stop East of Steine Gardens is placed in the road	(3)
Too many traffic lanes / reduce the number of traffic lanes / reassign to other transport modes / Traffic to remain routed on both sides	7
Pavilion Parade bus stop will not have enough capacity for all services / passengers	6
Bus stop at Pavilion Parade conflicts with the cycle lane	5
Removal of the existing Southbound bus stop decreases capacity / makes interchange difficult	5
Worried the location/amount of bus lanes create a pinch point South of Edward Street	4
Makes the road layout simpler and more logical	4
How will Steine Street be accessed / what are the arrangements for Steine Street?	4
Unhappy about the reduction of parking provision outside / for the language school	3
Concerned about noise from the traffic	3
Worried about increased pollution	2
Creates a hard border / cuts of the East of the city / will have negative impact on businesses	2
Move the night time taxi rank to the West of Steine Gardens	2
Concerned about congestion caused from 5 lanes of traffic	2
Not enough bus stops / too far between bus stops / no interchange point	1
What will happen to residents parking bays?	1
How will people leave the St James's St parking bay? / blocked by traffic	1
Cycle parking should not block pavement	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
Introduce traffic calming / dangerous entrances to side roads with high pedestrian footfall / change access arrangement to side roads	7
More crossing points on the East side of the plan	6
• Crossing point on Pavilion Parade / Princes St / Doctors' surgeries	(4)
• Crossing point in the South East / Revenge / Steine Gardens	(3)
Introduce Northbound bus lane	4
Plant more trees along the Eastern side	3
Widen the pavement at South east	3
Want only one Southbound lane of traffic	2
Need more loading / delivery provision on the East side	2
Request for additional BTN Bikeshare hub on the East side	1

Area H – North/South Cycle lane



Q1 Please give us your comments on the details of this design	Number
Happy to see the introduction of an off road cycle lane / safer away from traffic	11
Good to have cycle connection to the seafront / this has been a missing link	11
Worried about conflict with pedestrians through public space/ would like cycle lane a different colour / clearly marked	11
Unclear how the cycle lane link up with Phases 1&2 north of this scheme	5
Ensure segregation from traffic / Disappointed cycle lane meets road at Pavilion Parade	3
Too many breaks in the cycle lane / disjointed	3
May be pinch points in the cycle lane due to existing trees	1
Cycle path is too narrow	1

Q2 Any other improvements you would like to see added to the agreed design?	Number
Would prefer cycle lane on East side / more direct route / quicker	13
Suggest cycle route on both East and West / separate North / South bound each side	3

Demographic Information

Age	Number	%
16 and under	1	0.2
17-24	18	4.5
25-34	58	14.5
35-44	75	18.8
45-54	109	27.3
55-64	72	18.0
65-74	56	14.0
75+	11	2.7
Total	400	100

Gender	Number	%
Male	278	68.3
Female	125	30.7
Non-binary	3	0.7
Other	1	0.3
Total	407	100

Do you identify as the sex you were assigned at birth?	Number	%
Yes	380	98.7
No	5	1.3
Total	385	100

Ethnic Origin	Number	%
White: English / Welsh / Scottish / Northern Irish / British	325	83.5
White: Irish	11	2.8
White: Any other White background	29	7.5
Black or Black British: Caribbean	1	0.3
Asian or Asian British: Pakistani	1	0.3
Asian or Asian British: Indian	1	0.3
Asian or Asian British: Any other Asian Background	5	1.3
Mixed: Black Caribbean & White	1	0.3
Mixed: Black African & White	1	0.3
Mixed: Asian & White	4	1.0
Mixed: Any other mixed background	7	1.8
Other ethnic group: Any other ethnic group	3	0.8
Total	389	100

Sexual Orientation	Number	%
Bisexual	12	3.4
Gay Man	79	22.4
Heterosexual	248	70.3
Lesbian / Gay Woman	10	2.8
Other	4	1.1
Total	353	100

Religious belief	Number	%
I have no particular religion or belief	195	52.8
Buddhist	6	1.6
Christian	69	18.7
Pagan	2	0.5
Sikh	1	0.3
Agnostic	16	4.3
Athiest	62	16.8
Other philosophical belief	9	2.4
Other	9	2.4
Total	369	100

Disability	Number	%
Yes, a little	63	16.1
Yes, a lot	43	11.0
No	285	72.9
Total	391	100.0

Of those who answered “yes”, disabilities were as follows:

	Number
Physical Impairment	61
Sensory Impairment	18
Learning Disability / Difficulty	5
Long-standing illness	34
Mental Health Condition	24
Autistic Spectrum	8
Developmental Condition	1
Other	17

Are you a carer?	Number	%
Yes	50	12.7
No	345	87.3
Total	395	100.0

If yes, do you care for	Number
Parent	23
Child with special needs	16
Other family member	11
Partner / Spouse	6
Friend	2
Other	6

Armed forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	2	0.6	327	99.4
Have you ever served in the UK armed forces?	14	4.3	308	95.7
Are you a member of a current or former serviceman or woman's immediate family/ household?	11	3.4	308	96.6

Appendix 2. Valley Gardens Phase 3 Workshops and written/email submissions made between July 2020 and 6 March 2021

No.	Source	Type (all workshops held virtually)
1.	Active Travel Focus Group	Workshop (further meetings to be held)
2.	Friend of the Earth	Workshop
3.	Sustrans	Workshop
4.	Bricycles	Workshop
5.	Living Streets	Workshop
6.	Two Wheels	Workshop
7.	Bikeshare Co and bikeshare BHCC contract manager	Workshop
8.	Possability People plus Accessibility Audit	Workshop and Accessibility Audit. (further meetings to be held)
9.	BADGE	Submission by email
10.	Last mile Freight - Cargo bike operator and officers	Workshop and site visit
11.	Regency Society	Workshop
12.	Brighton Society	Workshop
13.	Brighton & Hove Bus Co and Metro Bus	QBP Workshop
14.	Buswatch	QBP Workshop
15.	Stagecoach	QBP Workshop
16.	Taxi Forum	QBP Workshop
17.	Conservation Advisory Group	Meeting
18.	Events	Workshop informed by previous Member Task & Finish Group Meeting
19.	Royal Albion Hotel	Tourism Alliance meeting (further meeting to be held)
20.	Emergency services	Workshop (further meetings to be held)
21.	Motorcycle Action Group	Meeting
22.	Palace Pier	Tourism Alliance meeting
23.	Marlborough Pub / Princes Street	Public consultation submission
24.	Valley Gardens Forum	Public consultation submission
25.	Marlborough House	Email submission
26.	Brighton Language School	Public consultation submission
27.	Youth Hostel Association	Public consultation submission
28.	Tourism Alliance	Meeting
29.	Madeira Drive Traders Association	Meeting
30.	Royal Pavilion Museum Trust	Meeting
31.	Brighton Experience (Public Art)	Meeting
32.	Historic England	Meeting

Valley Gardens Project Phase 3 – An Accessibility Audit by The Get Involved Group (GIG), Possability People

Date of Audit – 22nd October 2020

1.0 Introduction

1.1 Background

The Get Involved Group were asked to carry out an accessibility review of the proposed site, pre-design and build of the area which will form phase 3 of the Valley Gardens Project.

Valley Gardens is the name given to the green spaces that run from St Peter's Church to the Palace Pier. The project area focuses on the green spaces and the surrounding roads and footways.

The northern section of Valley Gardens is referred to as Phase 1 (St Peter's) and Phase 2 (Victoria Gardens). Phase 3 refers to the area from the Old Steine to the Palace Pier roundabout, which forms the southern half of Valley Gardens.

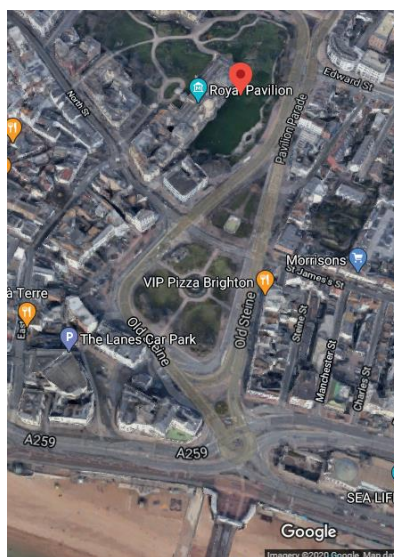


Fig.1 - Map of Phase 3 Area

Appendix 3

On the day of the Audit, Graeme Trelford-Davies (Engagement & Inclusion Lead), Mandy Crandale (Operations and Development) and Clare Burgess (Student Placement) were given a walking tour of the sites by Oliver Spratley (Principal Transport Planner), taking in the completed works on phase 1 & 2, and the proposed area for phase 3. It should be noted that no work has taken place in this area at this juncture, though the majority of design work has now been completed. Oliver took us through the site and explained how it would look and work upon completion. This was very useful, as it helped us to explain to our auditors any proposed changes that they flagged as an issue in the site's current state.

During the initial site visit, it became apparent that the best purpose of the audit would be to find and report on the following:

- Issues which present an immediate hazard to disabled people, with risk of serious injury or death, and which need to be reported and rectified promptly.
- Areas which are problematic for disabled people that may require some temporary mitigation measures, given that the completion date for the proposed work is over two years into the future.
- Areas where we agree with the design proposals and corroborate BHCC's case for implementation.
- Further recommendations, that have not been previously mentioned in the design proposals.

1.2 Audit Team and Method.

In addition to the Possability People team previously mentioned, we were accompanied on the audit by two long standing GIG members – Ricky Perrin, who is a full time wheelchair user (and his dog!) and Iris Keppler, who is visually impaired and has mobility issues.

The journey started at the entrance to the Palace Pier and proceeded in a clockwise route, ending at the same point. All road crossings and pathways around the route were also accounted for.

Detailed notes were taken of all findings, and discussed in detail, which can be found in the following section.

2.0 Findings

The journey was divided into roughly 8 different areas, as laid out below, with comments on our findings within each area.

2.1 Crossing from Palace Pier to Royal Albion Hotel

We identified some sets of Tactile paving Strips near this crossing, the purpose of which was not clear (Fig.2). Although identifiably hazard strips to those without visual impairments, they were quite worn and their purpose unclear to our visually impaired auditor – a risk here is that the Strips may lead the user into barrier, with a potential for injury.



FIG.2

We also identified that the Heritage barriers across walkway (Fig. 3/4) are a potential hazard for the visually impaired or wheelchair users and anyone with mobility issues, particular when the area is densely packed with people and they are unable to be detected until in very close proximity. We believe they may be in place to prevent vehicles driving on the pathway, and that to do so may cause a dangerously heavy load on the archways below. However, with the proposed plans to install modern hostile vehicle mitigation bollards across the whole of the seafront site, these heritage bollards become surplus to requirement. We recommend that they are removed from this site and repurposed in a space where they represent less of a hazard.



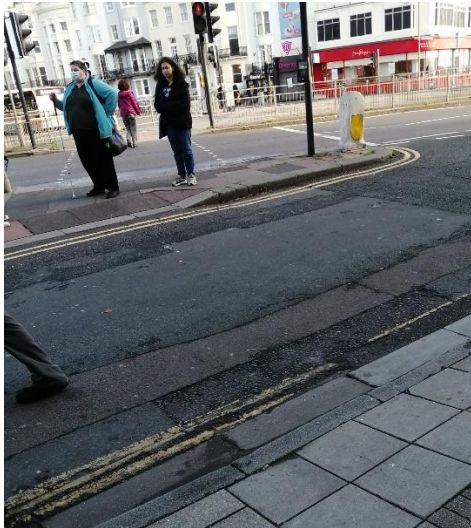
Fig.3



Fig. 4

2.2 Crossing between Royal Albion Hotel to Old Steine/Harry Ramsdens –

There is no tactile paving at drop Kerb on the side nearest RA Hotel, and the ramps are too steep at both sides for wheelchair users or people with reduced mobility to navigate safely. (Fig.5)



Cars in RAH and nearby car parks overlap the kerb meaning the pathway is obstructed and too narrow for a wheelchair or two people walking side by side. The below picture shows that the entire pavement is taken up by cars, in an area where many of the pavements are extremely inaccessible or narrow (Fig. 6/7)



Fig. 6



Fig.7

2.3 Around YHA towards bus stops

This area of the site is without doubt, the most hazardous and difficult part for disabled people to safely navigate.

There are major Issues with drop curbs and narrowness of pavements. It is entirely impossible for a wheelchair user or mobility impaired person to traverse this area safely, and at several times, it would be necessary to walk into the path of vehicles that are entering or leaving the parking spaces. There is a serious and immediate risk of injury in this area, and we recommend that either the work is prioritised for the early stages of the build, or that some kind of temporary measures, such as widened temporary pavements are installed. It is our opinion that with the completion of works being late 2022, that this area needs to be improved with haste, and that 2 years is too long for it to remain in its current state. Most disabled people who know this area know to completely avoid it, but for people who are unfamiliar with the layout, it could cause major issues.



(Fig. 7).



(Fig. 8).

Moving towards the front of the YHA building, there is a sudden Raised platform, which can catch one unawares, and could be a trip hazard for visually impaired people.

Heading towards the car park, the area is generally obstructed by bins and bike racks, but we are aware that this car park is due to be removed and turned into a more open public space.

Our members have informed us that they completely avoid this part of the town centre, often going considerably out of their way to do so and significantly inconveniencing themselves.

2.4 Crossing bottom of North St

There were some issues caused by A frames on pavement causing an obstruction in this area. We were unsure of the regulations around distance from building, but felt they may have been too far out into the walkways. It would be good to have clarification of the guidance around this

Questions were raised as to whether the Phone Boxes staying or being removed? They are right in the middle of the walkway at present, and are in a deteriorated state and serve little

Appendix 3

purpose in current times. It was suggested that if they are staying, they be moved to a part of the walkway that is less obstructive.

2.5 Around Art Deco Bus Stops

No major issues around this area, and the walkways are fairly smooth and clear, though we are aware that the current design plan for this area will remove the road completely and be a wide paved area past the pavilion. We agreed that this is a good idea and will make the journey much more enjoyable and make better use of the space in this area, much of which currently serves little purpose (such as the dead end lane to the side of the war memorial). There are plans to turn the Art Deco bus stops into public service hubs of some description, though no decisions have been made as yet. Current suggestions include bike repair hubs, recharging points, information stands and retail units.

2.6 Crossing from Bottom of North Street towards St James St (past war memorial)

No major issues in this area at present

2.7 Old Steine (pathways around and inside)

No issues identified, but we were made aware that the pathways will be changing inside the Steine and additional crossings to the east and west sides with corresponding pathways would be installed. We collectively agreed that this is very important, as crossings are currently poor, and include a hot spot for serious injury and death which could be alleviated by these measures.

2.8 Crossing from Pavilion to bottom of Edward St

Because of the differential on the pelican crossing, the middle section of the road appeared to be susceptible to congestion, which was described by one of the participants as a 'holding pen' and becomes quite congested. This raises problems of its own during social distancing measures being in place, but is generally a minor hazard because of the congestion. How will this crossing look when the layout has been changed?

2.9 Strip from Bottom Edward St to Harry Ramsdens

We identified no major issues with this area, though we did stop to look at the design plans that we had been given, and agreed that the area would be easier to walk through under the new design, though this will result in a loss of parking spaces near the 'Glass Pavilion Building'

2.10 Crossing from Harry Ramsdens to Sea Life Centre

We noted a very short amount of time to cross at this point before lights change, which was deemed to be not long enough for a person with mobility issues to safely cross. It is a wide section of road, however, under the new crossing, the road width appears to be shorter, as the roundabout is being removed and the crossing being placed nearer to the junction.

2.11 Bottom of Marine Parade

This area is not strictly part of the Phase 3 area, though we were asked to look over this area. We are pleased that the road has now been reopened to traffic, but converted to a one way system. However, we identified some issues with the disabled parking bays near the

Appendix 3

pier, as illustrated by Fig.9 below, in which you can see our Auditor Ricky's car and the issues he faced.

The disabled parking bay is on the right hand side of the road, but there are heritage barriers at the edge of the pavement, which prevent vehicle doors from being fully opened and can cause an obstruction when trying to get wheelchairs, equipment or people out of the vehicle.

We recommend that these heritage barrier posts are removed from this area and repurposed elsewhere. Alternatively, the disabled parking bays could be moved to the other side of the road where there are no obstructions.



Fig.9

3.0 Other issues raised

3.1 Allocation of parking spaces and Disabled bays

There are currently 49 parking bays within the phase 3 development area, of which 34 are pay and display, 9 are shared, 4 are Doctors bays and 2 are dedicated disabled bays.

The current design plans state that the total number of bays will be reduced to 21, 4 of which will be disabled bays. We still feel that this number is very low and this sentiment is shared by our colleagues within the B.A.D.G.E community group.

Furthermore, we acknowledge that not all disabled drivers/passengers hold Blue Badges. This may be for a number of reasons, such as current ineligibility, personal choice, or lack of awareness of eligibility, to name but a few. For this reason, we would recommend looking at a number of designated wider 'accessible bays' that are marked as such, but do not require possession of a blue badge.

3.2 Toilets and changing facilities

There are no local authority operated public toilets in the entirety of the Valley Gardens development site. We note that the nearest toilets are the Changing Places toilets on Madeira Drive and The Level, and the toilets in Pavilion gardens. These are not always within a suitable distance for disabled people, and while it seems unviable that additional provision can be made, there may be an opportunity to consult with local businesses and facilities to reach an agreement where disabled people may use the toilet facilities without purchase/membership/patronage. This would be suitable mitigation for the lack of nearby toilet facilities, in our opinion.

3.3 Rotating cones on pedestrian crossings

As part of the audit, we checked that all rotating cones were in working order, and found that many were not. Particularly around the Palace Pier and Royal Albion Hotel area, 8 such cones were found not to be working at all. These were immediately reported to the relevant council department, but we would like to seek clarification of the frequency that these are routinely checked, and suggest that they are checked by the council at least monthly. This facility is a lifeline and important safety precaution to partially sighted people in the city, and when they are not functioning correctly, they may cause a person to take unsafe risks, resulting in serious injury or death.

3.4 Consistency of lighting

Much of the lighting on the roads and in public spaces is due to be altered, replaced or reconfigured, and our auditors raised this issue, as it is an important one for safety, and feeling secure, in particular for visually impaired people. It is of particular importance that the consistency of light cover is taken into consideration as part of this phase. Our auditor Iris spoke at length about how with her particular type of visual impairment, changes in the quality and brightness of light provision can have a serious effect. For example, where a journey takes place where the light quality is constantly changing, this can become disorientating, anxiety inducing, and also may contribute to trips and falls. We recommend that particular attention is paid to ensuring the levels of light are consistent throughout the site.

Though not part of this audit, GIG members and staff embarked upon a late evening walk around of the pathways through Victoria Gardens (part of Phase 2) as it is believed similar lighting will be used in phase 3. It was noted that although the cycle path area is well lit, the walkways are not, and the light levels are not consistent. It was remarked upon that this pathway did not feel safe as a disabled person, and even more so as a female.

4.0 Summary List of Recommendations

More detailed information about this is in section 2 of this report, but for ease of access, each recommendation can be found in brief here.

- Address unidentifiable tactile paving strips near Palace pier – Royal Albion hotel to avoid risk of visually impaired persons walking into barrier
- Remove and repurpose heritage barriers across walkway near Palace Pier. These will be superfluous following the introduction of Hostile Vehicle Mitigation bollards.
- Consider prioritising the work around the Royal Albion Hotel and YHA premises if possible, so that it is completed near the beginning of the schedule. If this is not possible, consider some mitigation measures such as temporary widening of pathways and vehicle enforcement to prevent vehicles overhanging the pavements, and rectifying issues with drop curbs.
- Approach YHA to discuss solutions to issues caused by raised platform outside their premises
- Provide GIG with definitive clarification of guidance around distance of A Frames from business premises.
- Advise GIG at earliest opportunity about a decision on call-boxes, and discuss suitable placement for them if they are to remain.
- Remove and repurpose heritage barrier posts from disabled parking bays on Madeira Drive, or move these bays to the other side of the road.
- Consider increasing the number of 'Blue Badge' parking bays from 4 to 6. Consider also the introduction of some wider accessible bays that do not require a blue badge.
- Look into provision of toilet and changing facilities within Phase 3 area. If there are no options for providing this, consult with local businesses to reach an agreement of use of their facilities for disabled people with purchase/membership/patronage
- Seek clarification of routine checks for rotating cones on pedestrian crossings. If this is less than once per month, look to increase the frequency.
- Take into consideration the consistency of lighting provision so that there is even cover in the darker hours.

7.0 Summary, Acknowledgements and Closing Comments

In summary, we felt that the design plans for Phase 3 of the Valley Gardens project show a great improvement on the current state of the site, with a wide range of inclusive accessibility features. Since the initial Audit detailed here, an online design workshop has been held with some of our members and stakeholders, and progress on some of the recommendations made in this report are already being taking into consideration, such as the YHA platform issue, and some concession to the fact that more dedicated disabled bays may need to be made.

A further design workshop is to be held in February 2021, and there is a commitment to carry out further accessibility audits on the site as stages of the work are completed.

We would like to thank the transport planning department at Brighton & Hove City Council for their support and clear communication in embarking upon this work, and in particular, Oliver Spratley, as our main contact for this workstream.

Thanks also to our Auditors, Ricky & Iris, and all involved with making sure that this work gives disabled people a true voice and sense of ownership of the city in which they work and live.

Graeme Trelford-Davies

December 2020.

Subject:	Rottingdean High St AQMA Trial extension		
Date of Meeting:	16 March 2021		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Matthew Thompson	Tel: 01273 290235
	Email:	Matthew.thompson@brighton-hove.gov.uk	
Ward(s) affected:	Rottingdean Coastal		

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

- 1.1 The purpose of this report is to provide an update on the trial of the air quality improvement scheme implemented in October 2019 to address air quality issues in the section of the High Street south of Park Street where the proximity of building frontages to the kerb mean nitrous oxide levels in excess of EU and UK legislation (and World Health Organisation Guidelines) present the greatest hazard to human health.
- 1.2 Rottingdean High St has been the subject of an Air Quality Management Area since 2013 due to levels of Nitrogen dioxide in excess of the 40 micrograms per cubic metre annual mean limit following local authority statutory duties under Part IV of the Environment Act 1995. The annual average limit applies where people are likely to breathe polluted air for most of the calendar year.

2. RECOMMENDATIONS:

- 2.1 That the committee notes the sealing of TRO-30-2019 making a right turn ban from the eastern end of West St, Rottingdean a permanent feature.
- 2.2 That the committee agrees a further period of up to 18 months from 24 April 2021 in order to continue to monitor and assess the air quality impacts on the lower High Street.
- 2.3 That the committee agrees to the development of a further proposal for a left turn ban from Park Road onto Rottingdean High Street before the expiry of the extended 18-month monitoring period.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Rottingdean Parish Council and Brighton & Hove City Council formed a joint action group in 2017 in response to serious public concerns about air quality in the lower section of Rottingdean High Street. The Project group, including ward and parish councillors, commissioned traffic modelling to consider various options and proposed an experimental trial on a temporary basis. The modelling was used to finalise the design, which came into operation on 25 October 2019.

- 3.2 The scheme consisted of the following measures
- a chicane/planter in the southbound lane of the High St north of the Park Rd junction to restrict the flow of southbound traffic and give priority to northbound traffic,
 - a hatched yellow box to prevent queuing southbound traffic stopping in the area south of Dene's Mews
 - a no right turn out of West St eastbound into Rottingdean High Street (ETRO-30-2019).
- 3.3 Hot combustion processes in air produce oxides of nitrogen (NO_x). Nitrogen dioxide (NO₂) and nitric oxide (NO) are both oxides of nitrogen and together are referred to as NO_x. In the case of Rottingdean High St, road transport is the main source of these emissions. For modern vehicles operating on the public highway, NO_x emissions can be mitigated with selective catalytic reduction on the vehicle exhausts. This technology is less effective in stop-start traffic, when engines idle and exhausts have lower temperatures. Road traffic emissions disperse less effectively in confined spaces such as street canyons
- 3.4 Diffusion tube monitoring has provided 'before' and 'after' data for roadside NO₂ emissions in the High St. Initial results during the coldest weather Oct 19 to Feb 20 are promising. The impact of the pandemic on traffic levels in April and May was dominant, but levels then bounced back above 2019 levels (but not as high as 2018) for a few weeks late summer. Overall a small benefit from the scheme has been shown so far.
- 3.5 A six-month period for comments on the ETRO ran until April 24 2020. 80 submissions with multiple comments were received. These included 23 comments in support, 39 voicing concerns about congestion, 12 about safety concerns and 12 about the yellow hatching. A full analysis of the comments is set out in section 5 and Appendix 3 of this report.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Provisional results suggest UK NO₂ standards were not exceeded in AQMA 2 (Rottingdean) in 2020. The area was compliant in 2019 and the improvement trend continued during 2020. The last time readings were within 10% of the air quality standard was 2018. However, officers would need to see three typical years showing compliant readings – 20% of the standard before AQMA could be revoked, and 2020 was not a typical year.
- 4.2 On the east side of the High Street the monitoring suggests there was no winter peak in NO₂ early-2020. Records suggest lower pollution compared to 2018 & 2019.
- 4.3 Relatively high NO₂ in July & August 2020 is likely to have been influenced by the end of travel restrictions and the release of pent up demand for vehicle journeys and the combination of local traffic with increased visitor numbers.
- 4.4 Vehicle queues where engines are left idling tend to be on the east side of the road. The diffusion tube monitor on the west side of High Street is closer to vehicle launches, where a winter peak in ambient NO₂ is usually recorded. Ambient temperature influences NO_x exhausts especially during accelerations.

As expected, low NO₂ was recorded during lockdown. Higher NO₂ was recorded from July-September 2020, but this was still lower than the 2018 level.

- 4.5 Overall, the first quarter of 2020 (before the impact of the pandemic) showed a significant drop (approx. 10 micrograms) in NO₂ on same period in 2019. There are other factors which influence this, but this period shows a positive change and indicates a small benefit has probably resulted.
- 4.6 The 2020 traffic data for RHS indicates southbound vehicle numbers (south of Steyning Road) are relatively unchanged and are near to capacity, while the number of vehicles travelling northbound varies and can be greater than 60% of two-way 24-hour flow.
- 4.7 The deterrence effect created by the chicane is debatable. Southbound traffic (which will include a percentage of ultralow emission vehicles) may be diverting up Steyning Rd to avoid the chicane and to access the A259 from Newlands Rd or Chailey Ave
- 4.8 The Automatic traffic counter on Chailey Ave was not activated in October 2019, meaning that total vehicle numbers can't be confirmed. Officers therefore propose to relocate this counter to Steyning Rd to capture all diverting traffic to clarify the diversion impact of the chicane. Further analysis of the data since the interventions began is necessary and additional data once the current lockdown eases will aid this.
- 4.9 Additional 'real time' monitors (from which data can be remotely accessed) have been installed which monitor NO_x, PM₁₀ and PM_{2.5}. An online live feed was never published due to contractual issues, though the data is available. Officers propose to activate this feed under the auspices of an independent AQ partner for quality assurance purposes to keep residents informed.
- 4.10 Ambient particulate levels (PM_{10s}) are not high enough to declare an AQMA, and there is no statutory duty to declare for PM_{2.5}. These particulates have been shown to be harmful to human health. However, the experimental sensors paid for by the project do provide data for both ambient NO₂ and particles. The calibrated NO₂ readings from these sensors has been broadly consistent with monthly diffusion tube data.
- 4.11 Vehicles emit oxides of nitrogen. Diesel cars and vans registered 2011-2015 are euro-5 emission standard. Although euro-5 standards provide diesel particulate traps that mitigate most combustion PM_{2.5}, these vehicles are still the main source of nitrogen dioxide in RHS.
- 4.12 Petrol vehicles since 2006 (euro 4 and above) have a three-way catalyst that mitigates most particles & oxides of nitrogen. Petrol vehicles contribute <3% to roadside NO₂. This means raw total traffic counts are not the strongest variable to influence NO₂ recorded outside roadside houses. Electric mode and auto-engine shut off when stationary help reduce average emissions rates across the fleet.
- 4.13 Daily access to real-time data via a dedicated web page has not made available for public access as proposed . Officers have been talking to the Council's

monitoring contractors about streaming this data. Due to the pandemic, there was a delay to the work to confirm it was possible. This has now been confirmed, but the frequency of data uploads will not meet the daily target aspired to. Some adjustments to the contract for this service may be necessary and funding will need to be identified

- 4.14 Parish and Ward Councillors support a continuation of the measures but have also requested that signage and road markings on the no right turn ban out of West St is enhanced, and lining refreshed on the Park Rd junction and yellow hatching.

5 COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 ETRO-30-2019 concerned the right turn ban out of West St and did not include the chicane/ planter or yellow hatching, neither of which measures are subject to traffic regulation orders.
- 5.2 There were no objections to the right turn ban out of West St, though one person stated they would like to see more enforcement. This is a matter for Sussex Police and the council has no camera enforcement powers.
- 5.3 80 residents commented on the ETRO during the initial six-month objection period offering multiple comments. (See Appendix 3). 23 comments supported the scheme.
- 5.4 39 comments complained the chicane caused congestion further north on the High St and in Vicarage Lane/ The Green. The scheme had projected this outcome and the congestion which has resulted is within predicted tolerances. Emissions disperse more readily north of the chicane where frontages are further from the kerb and less high, meaning that health outcomes for AQMA area are improved overall.
- 5.5 12 ETRO comments questioned the position and length of the yellow hatching. The hatching is not part of the ETRO but its impact on AQ was modelled during the project scoping phase. This indicated an optimum length which was installed. Officers have observed the hatched area working well on numerous locations to stop southbound vehicles with idling engines waiting in the narrowest part of the High Street.
- 5.6 Six further comments expressed concern about traffic turning left out of Park Rd coming close to pedestrians on a narrow pavement. Ward and Parish councillors have received anecdotal evidence of near misses but there have been no recorded collisions
- 5.7 Six comments suggested the chicane caused an accident in January 2020. This was not the conclusion of the police investigation, but this claim (along with congestion) was also the subject of a 694-signature petition noted by the Chair at the 23 June 20 ETS.
- 5.8 The petition calling for the removal of the planter/ chicane was brought to the 23 June 2020 Environment, Transport & Sustainability Committee. (See appendix 1).

- 5.9 The 23 June 2020 ETS committee agreed to note the petition. The chair's response set out the air quality aims of the trial, the findings of a police investigation into a collision in January 2020 which did not agree that the planter/chicane was a contributory factor, and the need to allow the arrangements to continue to allow further time to assess their air quality impacts.
- 5.10 The Council's Accident Investigation Officer has observed the poor visibility at the Park Road junction south of the Chicane but notes there is no evidence to show this has caused collisions and suggests that the limited visibility may be encouraging more caution from drivers making this turn. For this reason, no immediate amendment to the junction is proposed.
- 5.11 Parish and Ward Councillors have also expressed concern about the left turn out of Park Rd. They noted the safety concerns and complaints about additional congestion expressed by residents. Given the amount of local concern over safety, the project group believe a left turn ban may be something residents would welcome as a sensible compromise and would like to consult on this point before the scheme reaches any final air quality conclusions.

6. CONCLUSION

- 6.1 The ETRO currently expires 24 April 2021 and the permanent order will be sealed on 10 March 2021
- 6.2 A further extension of up to 18 months of the other measures in the trial to 24 October 2022 is necessary to provide conclusive data on the success of the trial in improving air quality in the lower Rottingdean High Street. If the pandemic starts to abate this year, this should ensure a data set of 12 months data in normal traffic conditions can be collected from late Summer 2021.
- 6.3 A consultation on adding a left turn ban out of the eastern end Park Rd will be run in 2022 before the end of the trial extension once traffic levels return to normal levels as the pandemic eases. The measure would then be implemented using a normal TRO amendment which residents would be able to comment on.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Any costs associated with monitoring and assessing air quality impacts over the next 18 months, and the development of further development for a left turn ban from Park Road onto Rottingdean High Street will be met from Local Transport Plan resources.

Finance Officer Consulted: James Hengeveld

Date: 04/03/2021

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. These orders include experimental orders which can only stay in force for a maximum of 18 months while the effects of the traffic restrictions are monitored and assessed (and changes made if necessary) before

the Council decides whether or not to continue the experimental order on a permanent basis.

As detailed in this report local authorities have a statutory responsibility for improving the air quality in their area. The recommendations in this report will help in demonstrating that the Council is meeting that responsibility.

Lawyer Consulted: Stephanie Stammers

Date: 3 March 2021

Equalities Implications:

- 7.3 Engagement with a wide range of residents has been built into the process from the start and will continue to take place. The information obtained through this engagement will be used to ensure that the recommended actions meet the needs of the local population.

SUPPORTING DOCUMENTATION

Appendices:

1. 23 June 2020 Minutes Extract - Petition on Rottingdean High St AQMA project
2. Preliminary AQ results presentation
3. ETRO comments report.

Background Documents

1. Rottingdean High St Air Quality Management Area traffic scheme Report to the Environment, Transport & Sustainability Committee 22 January 2019 (Agenda Item 58).

ETS 23 June 2020 – Minutes extract

Petition: (i) Remove the planter on Rottingdean High Street

6.1 The Committee considered a petition signed by 694 people that requested the removal of the planter placed on Rottingdean High Street for safety reasons and due to increased congestion.

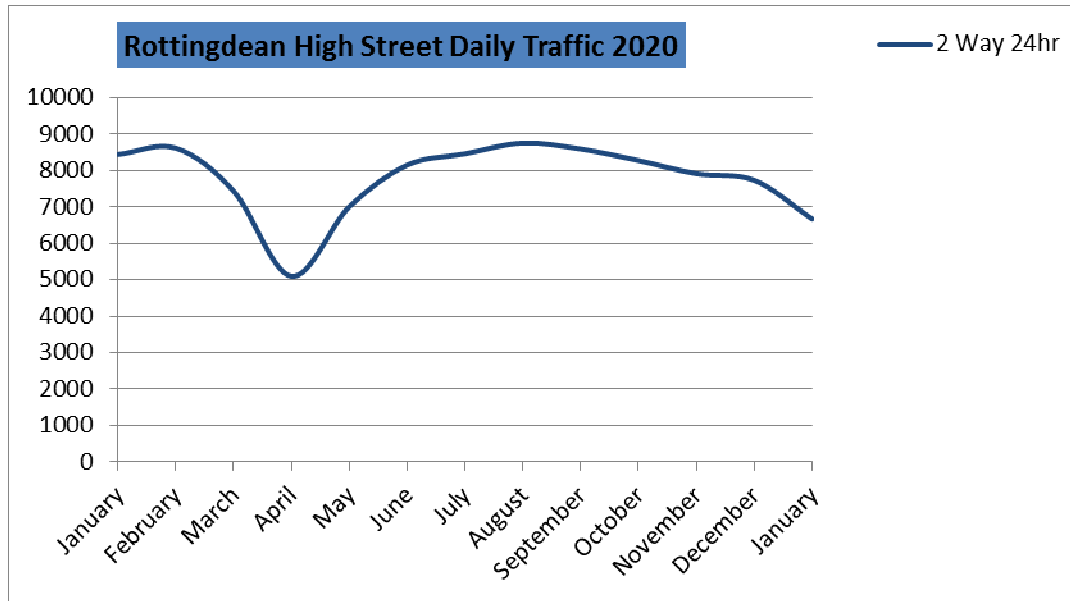
6.2 The Chair provided the following response:

“As you are probably aware the planter is a key feature of the Rottingdean High Street scheme that was specifically designed to improve the air quality in the narrowest part of the High Street by limiting the number of vehicles in that part of the road. It is not a traffic calming measure. The planter ensures that most queuing traffic queues further to the north where building frontages are further from the kerb and buildings are lower. This means that particulates and gases from vehicles are not trapped to the extent that they are at the southern end of the street when a queue forms there. Monitoring needs to continue as traffic returns to normal pre-COVID 19 levels to determine the impact on Air Quality in the Southern High Street and over seasonal temperature and traffic flow changes in order to reach a conclusion about the success of the trial scheme. Officers are aware of only a single collision in the immediate area. A police investigation established that the presence of the planter was not a contributory factor. There have been no collisions at the junction of Park Road and extra signage has been installed on the approach to this junction to warn drivers to proceed with caution”.

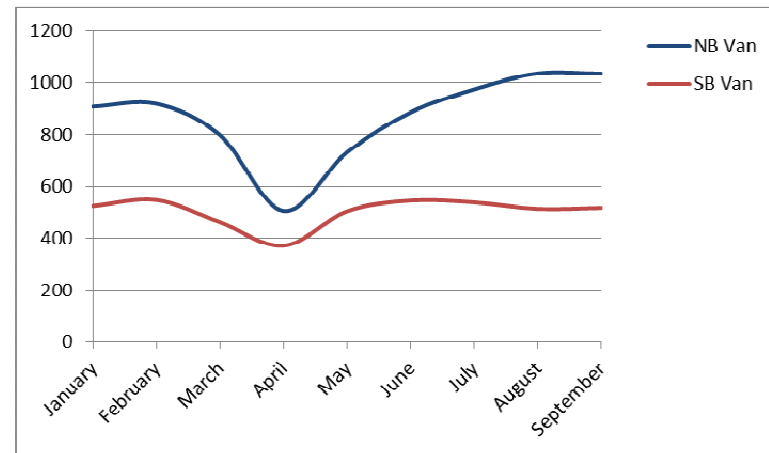
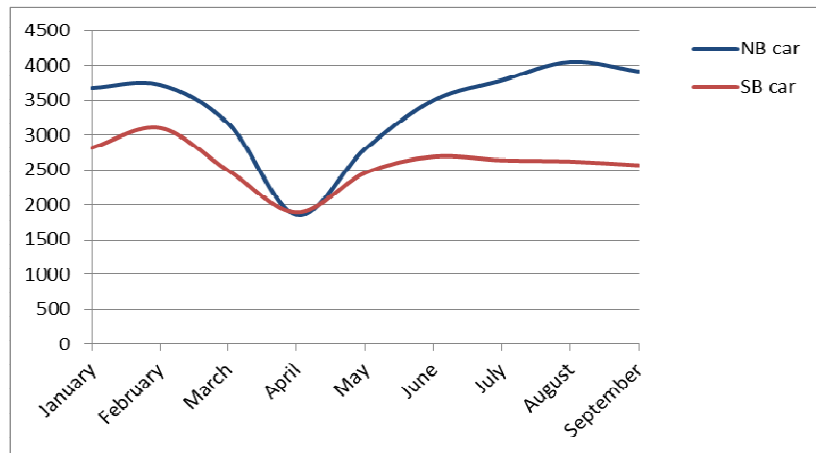
6.3 RESOLVED- That the Committee note the petition.

Rottingdean Monitoring Provisional Results 2020

Traffic Data RH

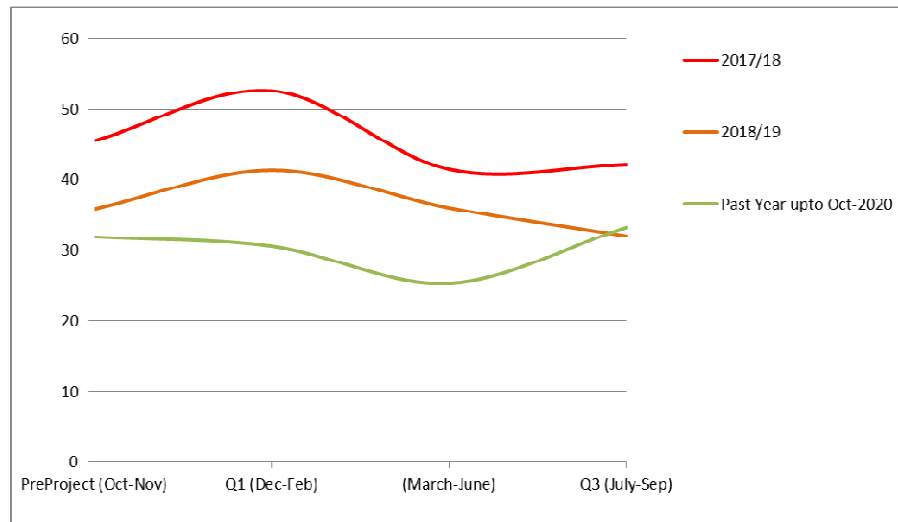


**North and southbound
car and van**



Comparison with Previous Years

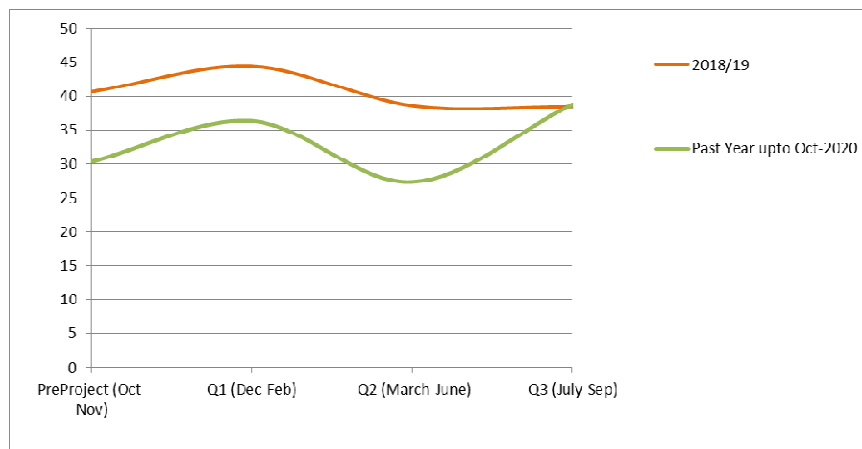
Nitrogen Dioxide Tube: E22, 66 High Street - Adjacent Queuing Traffic southbound



On the east side of the High Street the monitor suggest no winter peak in NO₂ early-2020. Records suggest lower pollution compared to 2018 & 2019.

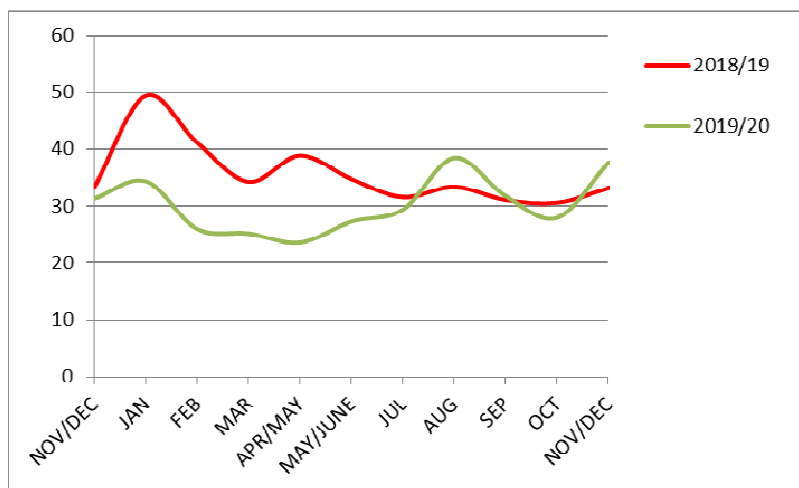
Relatively high NO₂ July & August is likely influenced by the end of travel restrictions and demand for vehicle journeys.

E23, 31 High Street - Vehicles pulling away

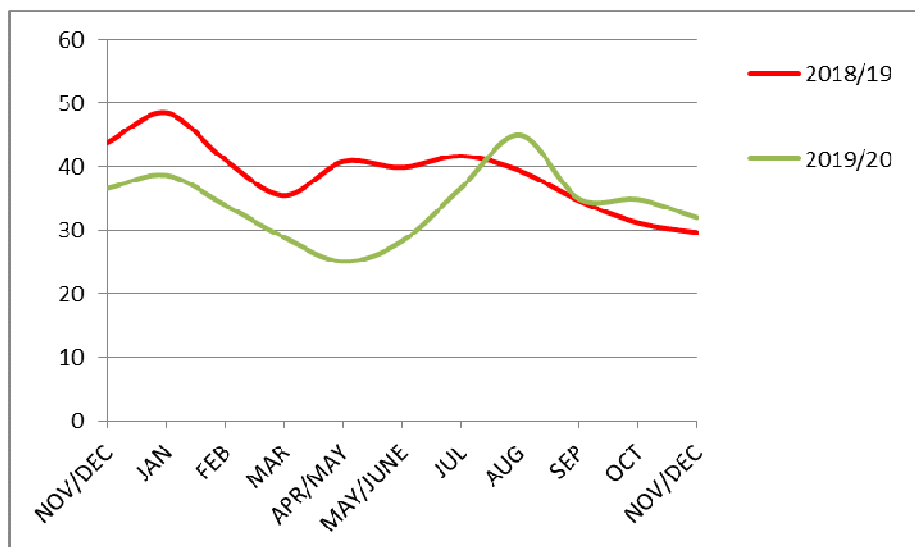


Monitor on the west side of High Street is closer to vehicle launch than congestion. A winter peak in NO₂ is recorded. Ambient temperature influences NO_x exhausts especially during accelerations. Low NO₂ during lockdown. Higher NO₂ July-September, but lower than the 2018 level.

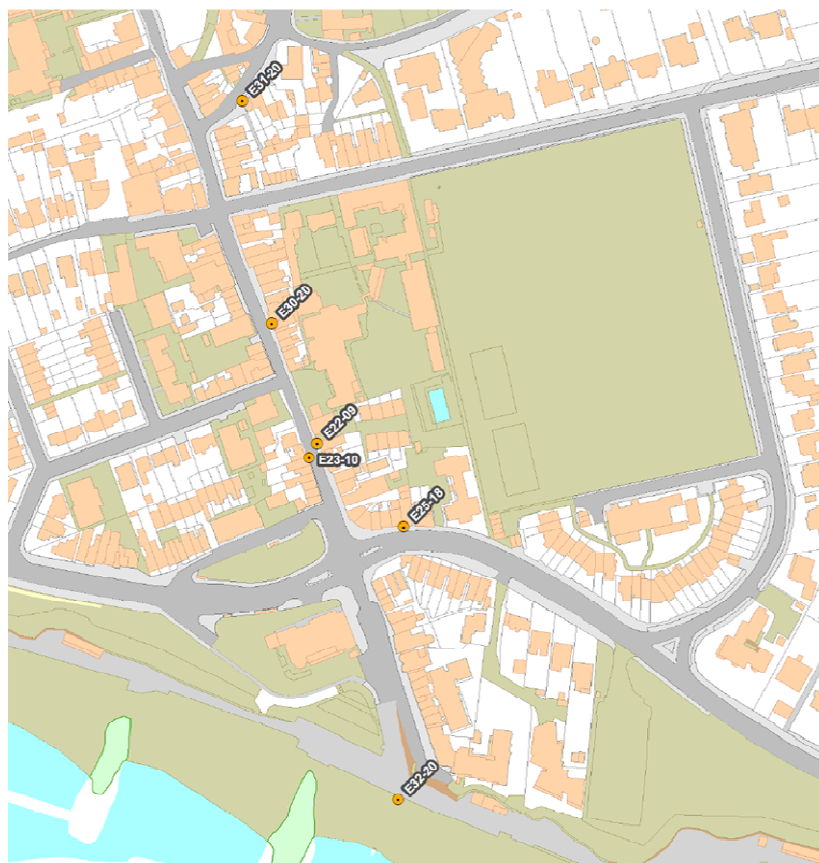
Nitrogen Dioxide Monthly Data: EAST 22 at 66, High Street



EAST 23 at 31, High Street



Rottingdean Monitors 2020



Longitudinal Distance vs NO₂ Concentration

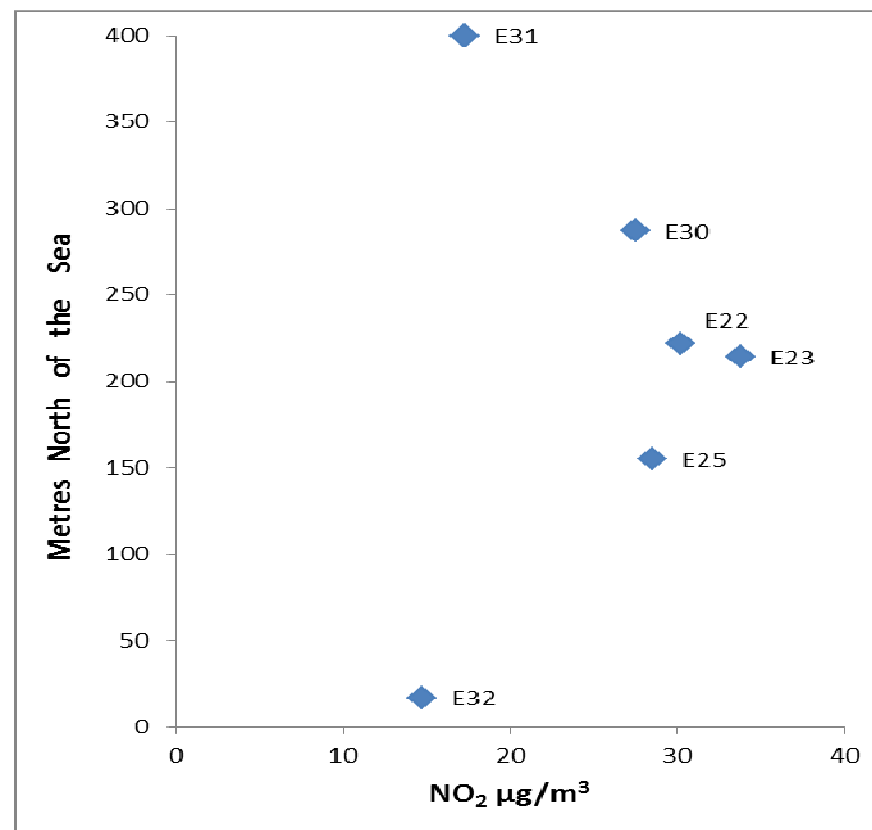
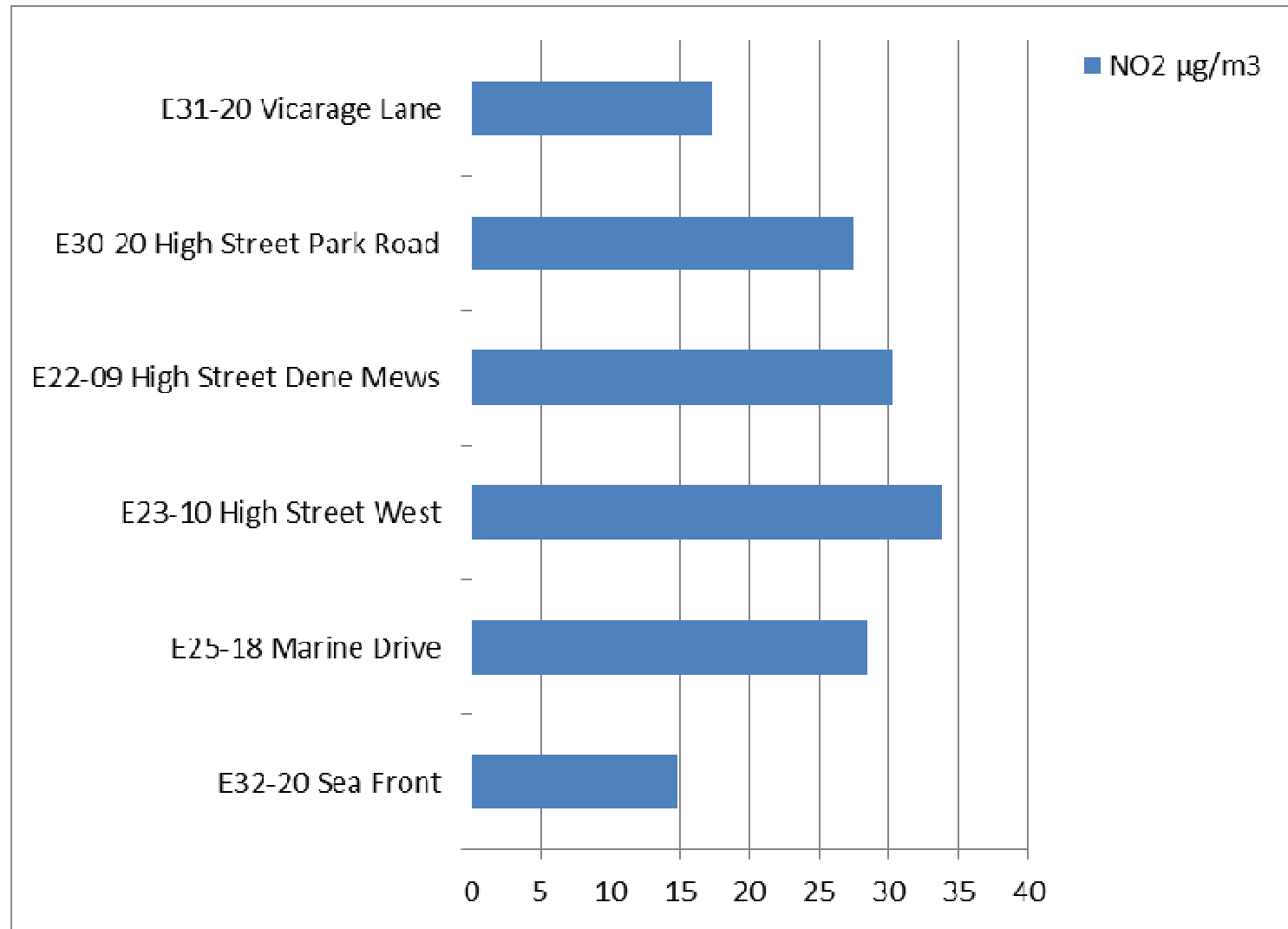


Table1 Provisional NO₂ 2020

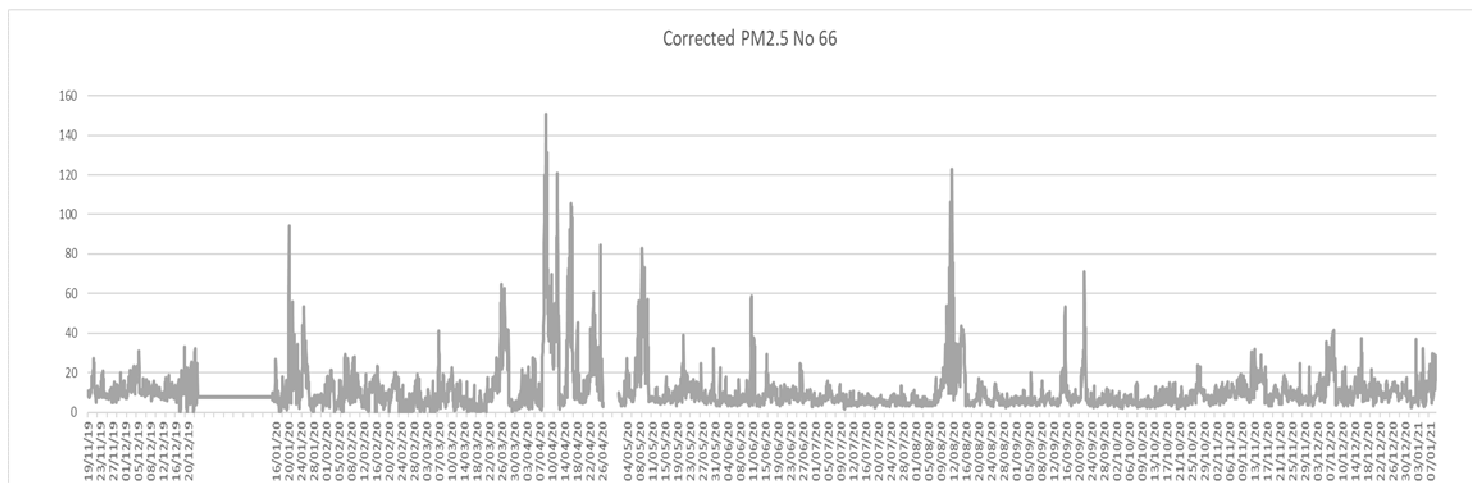
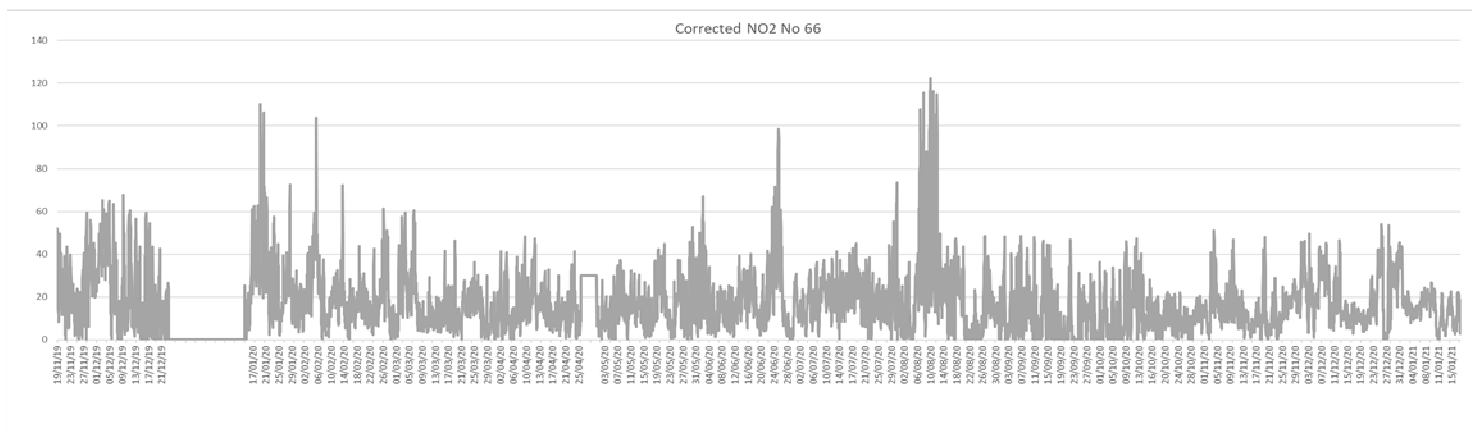
Period	E31-20	E30-20	E22-09	E23-10	E25-18	E32-20
January to April	18.1	25.7	28.5	33.8	27.2	20.4
April to July	14.0	23.4	25.5	26.6	29.9	12.5
July to October	18.4	29.8	33.2	38.8	28.5	13.0

Note: Raw data Calibration applied at the end of the year

Six Monitors 2020 north to south



NO₂ Sensor High Street



Commentary

Travel changes are revealing. Traffic volumes, and vehicle type vary during 2020.

60% traffic is northbound.

Contributions to NO_x emissions:

- High Street Launch northbound away from A259
- Through traffic along the A259
- High Street southbound queuing and launch
- Emissions from road traffic around the planter but does not exceed air quality standards

Options and Comments

- Extend yellow box north of Denes Mews
- Tranche Two walking and cycling space
- The AQMA is centre of an ANPR-ULEZ trial with exemptions for low and zero emission vehicles
- High emission vehicles pay a charge
- Suburbs (Denes) have relatively low dependency on older vehicles and local interest in ultralow and zero

Summary of TRO-30-2019 comments and objections.

Summary of comments	TOTALS	Ranking
Other	40	See page 2
Chicane makes congestion worse	39	1
Support scheme	23	2
Chicane is in wrong place	15	3
Yellow box not long enough	7	4
TRO procedure questions	6	5
Chicane caused accident	6	5
Yellow box in wrong place	5	6
Traffic comes close to the pavement, turning out of Park Rd hazardous	5	6
Larger scheme needed	5	6
Chicane caused accident	5	6
Build a bypass	4	7
Residential streets will become rat runs	4	7
Ban HGVs	4	7
No provision for cyclists	3	8
Speeds on side roads	3	8
Pedestrianize High St at peak times, impose tolls and a camera system for non-residents	3	8
Lengthen timing on traffic light cycle	2	9
Planning decision on St Aubyn's	2	9
Delivery issues businesses	2	9
Red Route request	2	9

Summary of TRO-30-2019 comments and objections.

Other comments (all one mention)
Chicane is dangerous because of turns out of Park Rd - replace with hatching in same place
A CPO on the existing track road north of Peacehaven across Hodder Farm to the A27 so that it can be widened and opened up
Additional signage to warn of planter
Ban right turn on coastal road from Saltdean
Can't see yellow hatching in the dark
Support for yellow hatched box only
Danger to pedestrians
Delays for emergency vehicles
Does object to the proposed changes to daytime use of the lane
Make Keep Clear area outside of the mews more noticeable
Make the road from the duck pond one way eastbound along Whiteway Lane and then one way southbound on Chailey Avenue to the A259
Scheme has moved problem further up the street
Add a no left turn from the bottom of West Street
Ovingdean receiving more traffic
Pedestrian crossing more unsafe
Put temporary traffic lights at both ends of the bypass flyover at Stanmer
Queuing traffic- doesn't help air pollution
Reinstate keep clear outside of Denes Mews to prevent queuing to get out onto the High St
Roundabout instead of traffic lights
Suggested other methods of removing air pollution
Suggested traffic camera
Unable to see cars on left of high st, suggested mirrors
Suggests two hatched boxes on HS
Support no right turn only.
Widen Steyning Road
Widen west pavement, chicane creating hazard as people are driving closer to the pavement to avoid
Will make it more dangerous for pedestrians to cross the road
No right turn needs enforcement esp. Tesco lorries; chicane caused accident.

Summary of TRO-30-2019 comments and objections.

Subject:	Brighton and Hove Well Managed Highways		
Date of Meeting:	16th March 2021		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Andrew Westwood	Tel: 01273 292468
	Email:	Andrew.westwood@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1. This report outlines Brighton & Hove City Council's approach for managing its Public Highway network assets in a structured and consistent way. This approach will follow the Code of Practice for the management of highways. The Well Managed Highways Infrastructure Code of Practice was commissioned by the Department for Transport (DfT) and produced in October 2016 by the UK Roads Liaison Group. This Code supersedes the previous Codes of Practice on highway maintenance and brings a fundamental change in the way highway infrastructure is managed, through the adoption of a risk-based approach. The council is already following this approach and this report seeks to inform members on some of the good work already being carried out.
- 1.2. The Code clearly indicates that Highway Authorities move to a risk-based approach and is supported by the organisation at all levels.
- 1.3. The council's strategy for managing the highway has been approved previously on the 19th January 2016, but this was before the code of practise was published.

2. RECOMMENDATIONS:

- 2.1 That the Committee endorse the updated Brighton & Hove City Council's Strategy for Well Managed Highway Infrastructure (Appendix 1) and Safety Maintenance Policy (Appendix 2).

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Well Managed Highway Infrastructure Code of Practice is not a statutory document. However, any departure from the recommended guidance must be based on detailed analysis, judgement and evidence. The Code of Practice is a reference document for defending public liability claims and if it is not followed may lead to increased numbers of claims that could not be successfully repudiated.
- 3.2 To fulfil the principal requirements of the Code, a Well Managed Highway Infrastructure Strategy document has been produced that incorporates the Code's recommendations for best practice maintenance of the public highway,

together with a Safety Maintenance Policy specifically for the safety inspection regime of roads and pavements.

- 3.3 The risk-based approach to highway infrastructure maintenance is predicated on an understanding of the condition of the highway network, the potential risks, and an appreciation of their likely significance. Brighton & Hove City Council's Strategy for Well Managed Highway Infrastructure focuses on road (carriageway) requirements and financial investment, setting out risk-based priorities for the maintenance of this essential and highest-value highway asset within the available annual funding.
- 3.4 The Code of Practice for Well Managed Highway Infrastructure 2016 supports the asset management approach and is supplementary to primary legislation such as the Highways Act 1980 which places a duty on the authority to maintain the public highway.
- 3.5 The Strategy for Well Managed Highway Infrastructure is a document which details the council's service provision in line with the Code's recommendations. The council meets many of the recommendations, although it is acknowledged by the Department for Transport that some recommendations may take longer to achieve in full than others, such as designing for maintenance, cross-asset priorities and funding, and long-term funding plans.
- 3.6 The greatest impact in adopting the principles of the Code is on safety maintenance. Safety maintenance is the Council's approach to small-scale routine and reactive maintenance of roads, pavements and cycleways. The purpose of this type of maintenance is to ensure the public highway is as safe for users as can reasonably be expected and that the authority fulfils its statutory duty under the Highways Act.
- 3.7 The Code of Practice 2016 moves away from a prescriptive approach to safety maintenance and enables local authorities to define their approach based on their own network priorities and local needs.
- 3.8 Adopting a risk-based approach is reliant on an authority having a thorough understanding of how its network is used and appropriate measures that can be taken to minimise the risk of harm. All carriageway, pavement and cycleway safety inspection frequencies and repair standards have been reviewed to ensure that safety maintenance is addressing risks appropriately.
- 3.9 This has involved a fundamental review of the network hierarchy – defining the importance of every section of the road network and prioritising maintenance accordingly. A range of criteria have been analysed to identify the level of priority, including the function and purpose of the road, and type and volume of vehicular, cycle and pedestrian traffic. The council has very different demands placed on its road network in comparison with adjoining authorities. The high demand for public transport and high number of dedicated bus lanes in the city cause significant damage to the carriageway. Applying a risk-based approach for maintenance of these critical assets means that more emphasis is placed on maintaining the busiest roads in the city to a better standard, prolonging their lifespan and reducing the number of pothole repairs and in time reduce congestion.

- 3.10 The Code of Practice recommends an inspection frequency ranging from once a month to annually depending on the hierarchy. Brighton & Hove City Council has chosen to inspect each road no less than every six months, for logistical reasons. However, the timescales for repair define the authority's priorities in line with the Code of Practice recommendations.
- 3.11 The council also respond to reports from members of the public which means that safety risks are not solely identified through the inspections. Although small residential streets are inspected less frequently than main thoroughfares, there is often a greater level of ownership by residents who are more likely to report potential safety issues.
- 3.12 An example of the good practice that is now being followed in the city can be seen in appendix 3. A road in Patcham was identified through this process and a new treatment to repair the road was used that reduced cost and reduced its carbon impact.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The council could decide not to adopt the Strategy and Policy documents. This would mean that Brighton & Hove Highways Department would continue with a safety inspection regime that is based on an outdated and superseded Code of Practice from 2001, and which does not account for the city's current road network usage or for a risk-based approach. This could have serious implications for the council's defence in any public liability claims.
- 4.2 The council could decide to set different levels of inspection frequencies and repair timescales. However, the approach contained within the Safety Maintenance Policy has been defined via a thorough and fundamental risk-based review of all the streets in the city in accordance with the current Code of Practice. In addition, the safety maintenance regime must be delivered within the available annual budget and any changes are likely to have budget implications.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Prior to the development of this the Strategy and Policy, consultation with relevant stakeholders was undertaken on various aspects of highway services including identifying the Resilient network, the Highways winter service, the Highways Asset Management Policy and Strategy and the risk-based gulley cleansing regime.
- 5.2 There is direct communication with customers reporting highway issues and the senior manager is involved in regular Customer Feedback meetings which review all elements of the customer experience.
- 5.3 Brighton & Hove City Council participate in the annual National Highways & Transportation Survey which reports on customer perception and satisfaction across a range of Transport & Highway services.
- 5.4 The council is a member of the SE7 Highway Authorities group and the South East Service Improvement Group for customer service.

6. CONCLUSION

- 6.1 The case for adopting a risk-based approach to the management of highway assets has been identified by DfT as the most efficient means of delivering highway services in the current social and economic climate.
- 6.2 Brighton & Hove City Council's strategy and policy documents incorporate this risk-based approach for the maintenance of the public highway's roads, pavements and cycleways, particularly in regard to the duty to provide for the safety of the public.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no additional costs arising from the recommendations of this report as the updated strategy will be implemented within existing budgets. However, as set out in the report, if the council discharges its obligations for Highway Maintenance using a risk-based approach, this may ensure that limited revenue resources in the service's existing budgets are deployed in the areas of greatest maintenance need/risk .
- 7.2 The council is assessed by the DfT to see how it manages the highway and is currently assessed as Band 3. This means that it receives all of the "Incentive Element" of the Highways Maintenance Budget capital grant which will equate to £364,000 for 2021/22. The council has to demonstrate that a risk-based approach is adopted and supported at all levels of the council or this funding will be reduced.

Finance Officer Consulted: Jeff Coates

Date: 17/02/2021

Legal Implications:

- 7.3 The Council as local highway authority has a statutory duty, under s41 of the Highways Act 1980, to maintain adopted public highway. "Maintain" is defined as including repair, although no standard of repair is prescribed. Case law has held that the standard of repair is governed by considerations of safety and that there will be a breach of the duty where danger is caused or threatened to those who may reasonably use the highway in question.
- 7.4 Section 58 of the 1980 Act provides that in an action for non-repair of the highway it is a complete defence for the highway authority to prove it had taken such care as was reasonable in all the circumstances to secure that the part of the highway involved was not dangerous for traffic. "Traffic" in this context includes pedestrians and animals.

Lawyer Consulted: Hilary Woodward

Date: 15/2/21

Equalities Implications:

- 7.5 A well-maintained highway provides a good level of service for all users but with particular impact on more vulnerable groups such as people with mobility difficulties and two-wheelers. By establishing a risk-based approach relevant to local priorities and needs, Brighton & Hove City Council seeks to manage and minimise risk to highway users.

Sustainability Implications:

- 7.6 Where possible, sustainable techniques are used during construction and repair such as using and recycling materials or in-situ infra-red pothole repairs.

Brexit Implications:

- 7.7 None

Any Other Significant Implications:

- 7.8 None

Crime & Disorder Implications:

- 7.5 None

Risk and Opportunity Management Implications:

- 7.6 The fundamental principle of the Code of Practice for Well Managed Highway Infrastructure is that a risk-based approach should be adopted. There is a risk to the council not being able to successfully repudiate public liability claims if the council does not follow the Code's approach. Conversely, the council has an opportunity to successfully defend against public liabilities by demonstrating that it has adopted a thorough evidence-based approach to safety maintenance.

Public Health Implications:

- 7.7 None

Corporate / Citywide Implications:

- 7.8 None

SUPPORTING DOCUMENTATION

Appendices:

1. Brighton & Hove City Council's Strategy for Well Managed Highway Infrastructure
2. Brighton & Hove City Council's Safety Maintenance Policy

3 Example of a new approach to surfacing concrete roads - County Oak

Background Documents

None

Strategy for Well-Managed Highway Infrastructure

1. Contents

<i>Item</i>	<i>Page</i>
1. Contents	1
2. Introduction	2
3. Code of Practice for Well Managed Highway Infrastructure	3
4. Principles of the Code of Practice	3
5. Adoption of the Code of Practice	3
6. Legislative requirements	4
7. Highway Maintenance	4
7.1 Maintenance regimes	4
7.2 Planned maintenance	5
7.3 Safety maintenance	6
7.4 Winter maintenance	6
7.5 Resilient network and emergency planning	6
8 Risk management	7
9 Risk-based approach for the public highway	7
10 Evaluation of risk	8
10.1 Establishing factors to determine criteria	9
10.2 Assessment of each carriageway, footway and cycleway	9
10.3 Staff resources and competency	10
11 Customer feedback	10
11.1 Internal customer feedback	11
11.2 NHT survey 2017	11
12 Cross-council working	12
13 Other authorities	12
14 Performance and financial management	12
15 Data management and claims systems	13
16 Sustainability	13
17 Procurement	14
18 Technology and innovation	14
19 Heritage and conservation	15
20 Highway assets	15
21 Pathways, rights of way and other non-public highway accessways	16

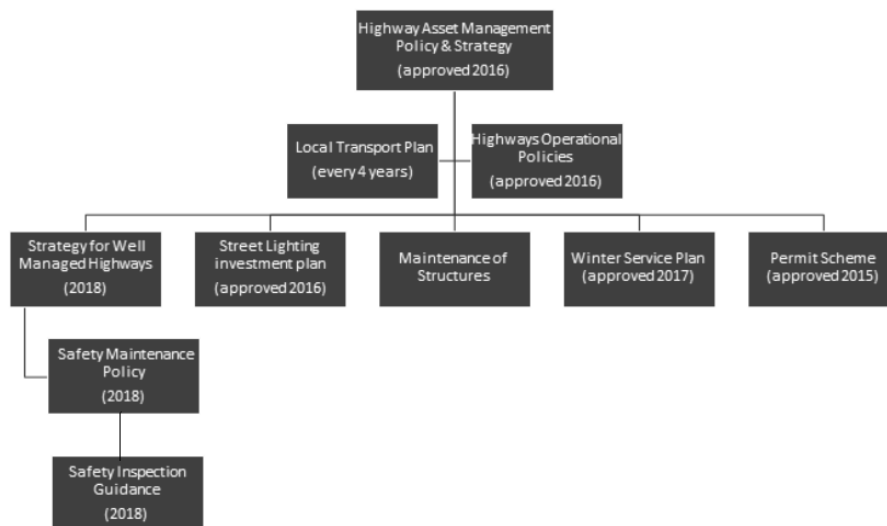
2. Introduction

Highway and Transport infrastructure is one of the UK's largest assets and is often the most complex to look after. For example, a road will contain different components such as sub-layers and surfacing, as well as utilising construction methods that differ from location to location.

There are various documents that set out how the highway network will be inspected, maintained and repaired, ranging from national legislation and national guidance to local policies, strategies and guidance. These documents relate to the public highway adopted by the local authority.

Brighton & Hove City Council have an approved suite of documents relating to the upkeep of its highway assets. This Strategy document is in response to the requirements in the UK Code of Practice 2016 for managing highway infrastructure. This Strategy sets out how Brighton & Hove City Council (BHCC) manages its risk-based approach to the highway network, with a principal focus on roads and pavements as the most heavily-used and highest-value assets.

BHCC's Strategy for Well Managed Highway Infrastructure links with other BHCC local documents as shown in the diagram below:



3. Code of Practice for Well Managed Highway Infrastructure 2016

In 2016, the UK government endorsed a new Code of Practice: 'Well Managed Highway Infrastructure' (WMHI), superseding the previous national standards laid out in the 2005 Code.

Highway authorities operate under primary legislation, contained in Acts such as the Highways Act 1980. The Codes of Practice relating to highway activities set out the guidelines and regulations for meeting these legislative requirements.

The Well Managed Highway Infrastructure Code of Practice is not a statutory requirement. However, any departure from the recommended guidance must be based on detailed analysis, judgement and evidence. The Code of Practice is a reference document for court or coroners' hearings in public liability claims.

The 2016 WMHI Code of Practice applies to all highway authorities. Brighton and Hove City Council as a highway authority is responsible for the highway network within its boundaries. The exception to this is where roads are managed by Highways England, such as the A23 and A27.

4. Principles of the Code

The fundamental principles of the Code of Practice are that highway authorities develop their own approach to maintenance of highway infrastructure, using risk evaluation to determine local needs, priorities and affordability. This approach includes all highway assets, taking a holistic view of network management:

"The Code is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment."

Brighton & Hove City Council as a highway authority has therefore responded to the principles set out in the Code and has conducted analysis and evaluation of the highway network to determine its approach based on level of risk.

"The intention of this Code is that Authorities will develop their own levels of service and the Code therefore provides guidance for authorities to consider when developing their approach in accordance with local needs, priorities and affordability."

The Code also recommends working closely with neighbouring authorities in determining levels of service and for authorities to embrace new technology and innovation for managing the highway network.

5. Adoption of the Code of Practice

The Code of Practice for Well Managed Highway Infrastructure introduces a new approach to highway management. The notable difference is that national fixed standards, particularly for safety inspections of the public highway, are removed and replaced by a requirement for risk-based evaluation to set local levels of services for the maintenance and repair of the public highway.

By October 2018, all highway authorities must demonstrate that analysis has been undertaken to develop a risk-based approach and that the Strategy has been approved and adopted at an Executive level.

The Code of Practice contains 32 recommendations in total. Brighton & Hove City Council has been working towards achieving these recommendations since 2012.

6. Legislative requirements

The Council as a Highway Authority has a duty to maintain its highways under Section 41 of the Highways Act 1980. The same Act, in Section 58, grants a 'special defence against a highway authority for damages for non-repair of the highway' if it can demonstrate that it has taken reasonable care to ensure that the highway was not dangerous to traffic having regard to:

- The character of the highway and the traffic which was reasonably expected to use it;
- The standard of maintenance appropriate for a highway of that character and used by such traffic;
- The state of repair in which a reasonable person would have expected to find the highway;
- Whether the Authority knew or could reasonably have been expected to know that the condition of the highway was likely to cause danger to users;
- Whether warning notices were displayed when immediate repair could not reasonably be expected.

This duty has been further clarified by case law. The law does not require a highway authority to maintain the highway as new and free from any defects, because this is not possible both practically and in terms of affordability. However, case law has set out certain expectations about maintenance and repair, particularly for roads, pavements and cycleways.

7. Highway Maintenance

7.1. Maintenance regimes

The main types of maintenance undertaken by a highway authority are described in the table on the following page:

Type	Description	Funding
Reactive or safety	Immediate or short-term response to hazards that could compromise safety and require rapid intervention	Revenue
Routine or cyclical	Programmed works that maintain the asset in a steady state (e.g. gulley cleansing) or provide for replacement, cleaning or refurbishment (e.g. street lighting lamps)	Revenue
Planned (preventative)	Planned works that enhance the life of the asset by preventing further deterioration – usually for surface issues (e.g. crack sealing, large-scale patching)	Revenue and capital
Planned (structural)	Planned works that re-construct or substantially repair the asset (e.g. resurfacing carriageways, replacing	Capital

	lighting columns)	
Winter service	Planned and reactive treatments to prevent or remove ice, frost or snow.	Revenue
Resilience and emergencies	Preparation, planning and response to emergency situations (e.g. flooding, sink holes)	Usually revenue

7.2 Planned Maintenance

Planned maintenance for roads, pavements and cycleways is carried out in accordance with the risk-based approach set out in Brighton & Hove City Council's Asset Management Strategy. The medium-term strategy is to make effective use of available capital budgets to hold back decline in the condition of the major road network whilst investing in preventative treatments to secure longer term benefits for the unclassified roads.

Given the unprecedented financial challenges for local authorities, the available revenue budgets for highway maintenance, as for other council services, have substantially reduced over the last 10 years. A risk-based approach is therefore an essential method for prioritising maintenance schemes. Brighton & Hove City Council has reviewed and revised its Highway Maintenance guidance documents in accordance with the Code of Practice.

Revenue funding annually is directed towards:

- A repair regime for vehicle safety barriers
- Repairing loss of skid resistance levels at critical locations
- Repairing drainage infrastructure that is causing localised flooding incidents
- Joint and crack sealing of carriageways to prevent wholesale water ingress that will cause further damage such as potholes.

Capital funding is used for maintenance treatments to minimise the risk of sudden failure on roads and pavements that carry the greatest amount of vehicular and pedestrian traffic, including HGVs and buses. These treatments usually involve resurfacing of sections of the carriageway or footway. As with revenue funding, the capital maintenance programme is tailored annually according to funding assigned through the Local Transport Plan.

Integrated transport schemes funded through capital grants may also include renewal of pavements and carriageway surfacing – for example, the Edward Street Better Bus scheme.

7.3 Safety Maintenance

Safety repairs are an inevitable part of the lifecycle of carriageway, footways and cycleways. These repairs are typically restricted to defects such as potholes, uneven slabs and uneven tarmac. They do not include the areas surrounding the defect showing signs of general deterioration or risk factors that may give rise to safety defects in future.

Previous Codes of Practice set national standards for the inspection and repair of safety defects. However, the Code of Practice for Well Managed Highway Infrastructure requires local authorities to develop local guidance based on evaluation of local risk factors.

This includes:

- Setting the frequency of routine safety inspections for each street in the city
- Setting guidelines for the levels at which potential safety defects will be investigated
- Setting defect categories to determine type and timing of any repairs required
- Documenting any exceptions and reasons for this

Brighton & Hove City Council has therefore undertaken a thorough review of its Highway Safety Inspection regime. Based on evaluation of several factors that affect risk on the public highway network, inspection frequencies have been revised and local levels for investigation and repair of safety defects have been established

Due to the number of changes required by the Code of Practice 2016, Brighton & Hove City Council has produced a separate policy for Safety Maintenance, which will be a principal document in the defence of third party liability claims.

7.4 Winter Maintenance

Brighton & Hove City Council has an approved Winter Service Plan which documents its strategy and operational procedures for dealing with winter weather conditions. Gritting routes cover all main routes and all bus routes within the city. A priority network for operating under extreme conditions has been identified, which concentrates resources on the most urgent thoroughfares in the city. The Winter Service Plan was reviewed following the severe winters of 2009/2010 in consultation with the public via a Scrutiny Panel and with emergency services and other organisations through the Sussex Resilience Forum and Transport Partnership and in partnership with neighbouring authorities.

7.5 Resilient network and emergency planning

The council's resilient network is part of the network hierarchy and identifies critical highway infrastructure where failure could cause severe disruption to the functioning of the city. The resilient network is based on the priority network for winter gritting and encompasses the major routes through the city.

In defining the resilient network, consideration was given to other elements of local transport policy and strategy wherever possible, including supporting economic growth, regeneration, emergency services, walking and cycling, bus routes, travel planning, routes to stations and other interchange facilities. Consultation was undertaken with transport operators and the Resilience Forum, and the resilient network is a key part of the asset management investment strategy.

The Highway Asset & Engineering Manager is part of the council's Emergency Planning group, where scenarios are regularly tested, and works closely with the Flood Prevention Officer. Emergency plans have been drawn up for flooding incidents in specific locations such as Patcham.

7 Risk management

Assessing and mitigating risk provides a proportional approach to managing potential issues that may have a negative impact.

Risk management involves identifying problems that might arise and ascertaining the impact of each of those potential problems. Actions are then undertaken to reduce the level of risk.

This assessment of risk focuses on how likely the problem is to arise and the most likely consequences if it does happen:

LIKELIHOOD OF EVENT OCCURRING	CONSEQUENCE OF EVENT OCCURRING				
	NEGLECTIBLE	LOW	MEDIUM	HIGH	SEVERE
NEGLECTIBLE	1	2	3	4	5
VERY LOW	2	4	6	8	10
LOW	3	6	9	12	15
MEDIUM	4	8	12	16	20
HIGH	5	10	15	20	25
KEY TO RISKS					
LOW		MEDIUM		HIGH	

8 Risk-based approach for the public highway

It is impracticable for any organisation to completely eradicate all risk. The Highways Act and subsequent case law accept that it is not possible for the highway network to be completely perfect and risk-free.

Therefore, a risk-based approach for highways provides a framework for making proportional decisions about maintenance and repair activities, based on key factors and available data.

There are two types of risk for the highway network, which may overlap:

1. The risk to an asset itself – failure through deterioration or a major one-off event. Not all risks to an asset present a risk to users e.g. a carriageway may have structural defects in the sub-layer, but this may not present immediate safety problems for users.
2. The risk to people using the asset – caused by defects in the surface or structure of the asset

The WMHI Code of Practice 2016 states that highway authorities must decide how to manage their highway network based on their own risk assessments, taking into account local priorities, objectives, needs and affordability.

Brighton & Hove City Council's Strategy for Well Managed Highway Infrastructure and its accompanying documents set out the council's analysis of risk for the highway network and the risk management regime that it has put in place.

Where appropriate, risks relating to the provision of highway services are identified in BHCC's corporate risk register. The corporate risk register includes: "Loss in resilience of the city's transport infrastructure" which currently has an amber risk rating.

9 Evaluation of risk

Highway Maintenance officers have been preparing for the introduction of the revised Code of Practice since 2012. A fundamental part of the work has been collating essential data and other information for risk-based analysis, as stated in the Code:

"Delivery of a safe and well-maintained highway network relies on good evidence and sound engineering judgement."

Activities to incorporate the Code of Practice recommendations include:

- Utilising the framework in the Code based on the considerations listed - establishing the factors that will determine the criteria for categorising each and every carriageway and footway in the city bearing in mind any locally unique conditions.
- Assessing each road (carriageway and footway) against the above criteria.
- Development of the Highway Asset Management Strategy for long-term condition modelling and investment planning
- Developing new areas of safety inspection frequency to match the criteria, using available staffing resource, and make any adjustments required depending on any increased workload.
- Route optimising the safety inspections and areas to reduce excessive travel and vehicle usage.
- Training the Highway Inspectors in risk assessment in order to make an informed decision on the likelihood of a repair being required and the appropriate response time.
- Undertaking revisions to the supporting systems such as the highway management database, schedules of inspection, defect and complaint forms.

10.1 Establishing factors to determine criteria

The Code of Practice contains guidance to assist in determining local criteria. This guidance includes:

- Recommendations for a network hierarchy (priority) based on traffic composition and volume, and social/economic importance
- Considerations regarding users, such as key infrastructure locations, pedestrian desire lines and important locations such as access to shops, hospitals, schools.

The probability of an incident occurring is quantified by assessing the likelihood of highway users encountering the defect or hazard. Brighton & Hove City Council has established criteria for likelihood or risk in line with the Code of Practice hierarchy recommendations.

High Traffic Volumes	Likely
Medium Traffic Volumes	Moderate
Low Traffic Volumes	Unlikely
Very Low Traffic Volumes	Rare

The next step required an assessment of each carriageway and footway to determine its position in the hierarchy.

10.2 Assessment of each carriageway, footway and cycleway on the public highway

The following data was considered:

- Annual condition surveys of the carriageway and footway network
- Pedestrian and traffic counts
- Asset management strategy (data includes maintenance history, repairs, claims, complaints, accidents)
- Bus routes: frequencies and numbers of buses
- Designated traffic sensitive streets
- Prestige areas of the city
- Resilient network (key highway infrastructure supporting the city's economy)

NHT satisfaction survey and corporate customer feedback reports were also considered.

The data was analysed to provide a comprehensive understanding and evaluation of risk on Brighton & Hove's highway network, based on likelihood of risk.

For example, the number of buses per hour on every bus route in the city: this gives (a) an indication of the volume and weight of traffic which place more demands on the fabric and structure of the carriageway, and (b) an indication of primary routes across the city which will include pedestrian users of the bus services.

There are separate strategies that fully document the process and decisions for asset management plans and for safety maintenance.

10.3 Staff resources and competency

To accommodate the requirements of the Code of Practice, staffing resources are being reviewed as part of a wider Transport service redesign. Highway safety inspection areas will be part of the review and identification of the necessary resource.

All staff involved in highway asset management and/or highway safety maintenance have received training appropriate to grade and responsibility. Highway Inspectors hold LANTRA certification which satisfy the requirements of the Institute of Highway Engineers' certification scheme.

11 Customer feedback

Brighton & Hove City Council captures and analyses customer feedback via an internal quarterly report that is discussed with service managers and incorporates any lessons learnt or service improvements arising from interaction with customers. BHCC also participate in the annual National Highways & Transportation (NHT) survey which assesses public satisfaction with highway services.

This information is used to inform Highway officers about public perception, what the public value and how the services are performing from a customer viewpoint. This has formed part of the evaluation for risk-based levels of service. Arising from customer feedback, Highways are now have a more efficient response to public reports about potential highway defects, by using GPS-enabled handheld devices for Highway Inspectors to use on site.

12 Cross-council working

On a strategic and operational level, Highway Maintenance officers work with:

- Other Transport sections on integrated schemes, asset management and network management
- Cityparks regarding street trees

- Civil Contingencies on emergency planning and business continuity issues that may affect the highway network
- Cityclean on winter service planning and operations
- Insurance regarding third party liability claims
- Communications team on information about highway maintenance via the website and other media
- Procurement, performance and customer service teams for provision of highway services

The insurance team has been consulted on the revisions to the safety maintenance regime.

13 Other authorities

The council is a member of the SE7, a group of South East authorities that benchmarks and collaborates on highway maintenance service provision and requirements. Brighton & Hove is a predominately urban unitary authority whereas other members of the SE7 are large urban counties. Therefore, although some principles such as network hierarchy categories may be similar, BHCC's maintenance strategies and guidance may differ from neighbouring authorities due to the diverse needs, levels of risk and types of maintenance appropriate to a geographically constrained urban environment with high concentrations of residents, businesses and visitors.

The council also participates in the South East Service Improvement Group (SEASIG) for Customer Services, which benchmarks and collaborates on customer service provision and methods.

14 Performance and financial management

Brighton & Hove City Council has a performance management regime that is monitored at a corporate level. Highway Maintenance annual performance indicators set by national government, include condition of classified roads (A, B and C roads). Brighton & Hove City Council also undertake condition assessments for unclassified (residential) roads and of pavements, covering one-third of the entire network per year.

These condition indicators provide an assessment of the overall state of the city's street and assist with maintenance planning within available funding. Brighton & Hove City Council is in the higher echelons for proportion of classified roads requiring maintenance.

Local corporate performance indicators are set by the council and include:

- Overall user satisfaction score with highways & transport (against local importance)
- Progress the Local Transport Plan (LTP) & delivery programme to effectively manage, maintain and improve the council's transport infrastructure and highway assets

Performance and financial monitoring within Highway Maintenance includes:

- Percentage of safety inspections completed on schedule
- Percentage of quality checks on contractor works
- Reports on completion of works
- Financial reporting through the highway maintenance database and the authority's financial management system

Medium-term financial plans for highway maintenance are set out in BHCC's Highway Asset Management Strategy but are dependent on annual decisions for revenue and capital funding.

15 Data management and claims systems

Brighton & Hove City Council use a GIS asset management system for collating and analysing information on highway assets. An asset inventory survey of the entire highway network has been undertaken to provide up-to-date information on items such as street furniture.

Highway safety inspections and repairs are managed through a highway database which provides an auditable record of actions taken.

Systems are web-based and are hosted securely, meeting BHCC's IT requirements.

Highways work closely with BHCC's insurance team through the insurance claims system as well as via meetings for specific cases.

16 Sustainability

Brighton & Hove City Council has a Sustainability Action Plan that aims for zero carbon and zero waste, including the use of new technology to maximise reduction of carbon emissions and the promotion of sustainable materials.

Within Highway Maintenance, the following initiatives promote sustainability:

- Use of in-situ infrared pothole repairs which re-use existing road surface materials
- Permanent first-time repairs for safety defects wherever possible to reduce repeat visits to the same location to fix a temporary repair
- Use of sustainable timber resources
- Recycling of planed-off surface materials as carriageway sub-base
- 40% of recycled material in joint and crack sealing treatments
- Reducing flood risk through a risk-based gully cleansing programme, green infrastructure schemes and capital-funded renewal of soakaway infrastructure
- Protection of street trees within the urban street environment wherever possible, and particularly through expanding porous bark-filled tree pits and taking a pragmatic approach to pavement levels around tree root networks

17 Procurement

Brighton & Hove City Council Highways work closely with the corporate Procurement team for the procuring of highway maintenance contracts in accordance with BHCC standing orders. Contracts include the provision of planned highway maintenance schemes and provision of highway safety maintenance, based on New Engineering Contract (NEC) specifications and the provision of winter service weather forecasting, weather stations and gulley cleansing, based on BHCC contract specifications.

Highway maintenance contracts contain a provision for other authorities within the SE7 to utilise BHCC contracts, as do other SE7 local authority highway maintenance contracts.

18 Technology and innovation

As part of the Code of Practice review and arising from customer feedback, Highways delivered handheld devices for Highway Inspectors. Reports of highway safety defects will be digitally referred to inspectors; the devices will be GPS linked so an exact location can be sent to contractors when a repair is identified. The devices also link to a database system that holds information about each highway location in the city. Options for repair and inspection schedules will be location-specific and this IT system and mobile working is being adopted by the safety maintenance contractor in partnership.

Brighton & Hove City Council Highways has also recently undertaken condition surveys of the resilient carriageway network using high-definition imagery and assessment supplied by an award-winning company of highway data and technology provision. This survey provides an overview of network condition graded 1-5 alongside visual imagery that enables more efficient desktop identification of carriageway damage and associated maintenance scheme planning.

Over the longer term, repeating the survey on an annual basis will provide invaluable data for deterioration modelling and investment planning.

19 Heritage and conservation

Wherever possible, highway repairs will be like-for-like and will consider the character of an area.

However, there are exceptions to this. These include:

- Around tree roots where a more flexible material is required if the paving slabs have become trip hazards
- Where there is persistent vehicle overrun causing damage to pavements and a more resistant material is required
- Where the volume and type of traffic may require more durable materials

- Where insufficient budget results in safety requirements taking precedence over choice of materials
- Damage to verges caused by parking or vehicle overrun unless this presents significant safety issues on the carriageway or footway. Verges are not required to be maintained to walking/driving safety standards. The function of a verge in urban areas is to assist with surface water drainage, to provide segregation between vehicular and pedestrian traffic, and to enhance the visual amenity of an area.

20 Highway assets

The council deal with the fabric of the highway, specifically carriageways, footways and cycleways. The Highway Strategy documents refer principally to these assets, as the most heavily-used and critical to the city's social and economic functioning.

The Code of Practice encompasses the entire highway network and therefore teams within the Transport Section of Brighton & Hove City Council work closely together to deliver network management and maintenance. The Transport section has commissioned an inventory survey of all visible highway assets to update the asset register.

Street Lighting: Street Lighting has an ongoing investment to save programme of energy-efficient LED lamps, using a mix of Local Transport Plan funding and capital borrowing to replace end-of-life lighting columns.

Structures: The majority of highway structures are retaining walls and seafront arches. Highway structures receive Local Transport funding, particularly for the reconstruction of the highway arches of Shelter Hall which support the A259 coast road and the rebuilt Shelter Hall above ground which contributes towards economic regeneration of the seafront.

Road markings and signs: Signs, street name plates, road markings and road studs are maintained by the Parking Infrastructure team. There is a programme of annual planned maintenance across the parking schemes within the city. Other maintenance issues are dealt with on ad-hoc basis in response to public reports or as required.

Traffic systems: Investment into traffic systems is being undertaken through the Local Transport Plan funding. This investment seeks to replace end-of-life and outdated traffic controls with new, more responsive equipment, as well as increasing the use of technology to manage traffic flows, such as via bus lane enforcement cameras and variable messaging signs.

Network management: Network management is promoted through Brighton & Hove City Council's permit scheme, which has set fees according to the level of disruption that may be caused by third party roadworks such as those by utility companies. The fees pay for an inspection and enforcement regime which monitors roadworks and penalises poor traffic management and works overruns. The permit team also report utility safety defects to the relevant company for repair.

21 Pathways, rights of way and other non-public highway accessways

Predominately, these assets are funded and maintained by Cityparks (green spaces, bridleways, footways and parks) and Housing (pathways and roads in estates). There are some additional accessways maintained by Estates or by leaseholders of council land.

The Highway Maintenance team assists other council services as requested by providing expertise on maintenance treatments and schemes and qualified contractors to undertake works.

Local Transport Plan funding has been designated in previous years for tracks to and within the South Downs, such as the creation of a new track along The Drove from Woodingdean to Falmer Stadium.

Highway Safety Maintenance Policy

1. Contents

<i>Item</i>	<i>Page</i>
1. Contents	1
2. Introduction	2
3. Overview	2
4. Safety defects	2
5. Safety inspections	3
6. Risk management principles for safety inspections	3
7. Safety inspection review	4
7.1 Analysis	4
7.2 Risk matrix	4
7.3 Research and evaluation	5
7.4 Considerations	6
8. Network hierarchy	6
8.1 Carriageway	6
8.2 Footways and cycleways	8
9. Assets for highway safety inspection	9
9.1 Assets and likely defect types	9
9.2 Defect categories	9
9.3 Repair or replacement	10
9.4 Special considerations	10
a. Vehicle over-run	10
b. Street trees	10
c. Verges	11
d. Kerbing	11
e. Builders' damage	12
10. Investigatory levels	12
11. Other council assets	13
11.1 Highway assets	13
11.2 Other council assets	13
12. Defects not under the ownership of the council	13
13. Asset management	14
14. Insurance claims	14
15. Conclusion	14
Appendix 1 – Legislative Requirements	15

2. Introduction

The Highway Safety Maintenance Policy defines the Council's approach to routine and reactive highway safety maintenance on the public highway.

Safety repairs are an inevitable part of the lifecycle of carriageway, footways and cycleways. These repairs are typically restricted to defects such as potholes, uneven slabs and uneven tarmac. They do not include the areas surrounding the defect showing signs of general deterioration or risk factors that may give rise to safety defects in future although this will be noted and recorded for future works programmes or for future safety inspections.

This Safety Maintenance Strategy sets out how the Council's approach to safety maintenance will, as far as possible, ensure the safety of highway users whilst recognising the unprecedented financial challenges faced by all Council services. It considers how the Council can balance its duty to keep its network as safe as possible for all users of the highway within available resources.

It details more specifically the risk management approach undertaken to redefine safety maintenance activities. This risk management approach aligns with the recommendations in the UK Code of Practice for 'Well-managed Highway Infrastructure.'

3. Overview

Brighton and Hove City Council's highway safety inspection regime, in accordance with the principles of risk management, has been developed to provide a practical and reasonable approach to the risks and potential consequences identified on the highway.

The Council has defined safety inspection standards based on this assessment of risk, utilising the best evidence available at the time to support these decisions.

At the core of Brighton and Hove City Council's highway safety inspection regime is the principle that key factors including road hierarchy, use, defect parameters and defect locations, determine the likelihood and consequences of coming in to contact with that defect.

4. Safety defects

Brighton & Hove City Council use the term 'safety defect' or 'defect' to describe a physical problem in the highway that could potentially be hazardous to users. A safety defect is usually an isolated problem that may require a small-scale repair. Highway Safety Inspections are designed to identify these safety defects and undertake repairs as necessary.

The overall condition of the public highway is considered at a strategic asset management level and addressed through planned maintenance programmes. Given the scale of challenges facing local authorities, it is not possible to carry out planned maintenance at the optimum treatment point for carriageways, footways and cycleways. Where insufficient budget prohibits the development of future works programmes to rectify deterioration of a street's condition, the statutory obligations

for network safety take preference, and the safety inspections are a vital part of meeting these obligations.

5. Safety inspections

The Council as a Highway Authority is placed under a duty to maintain its highways by Section 41 of the Highways Act 1980.

Case law has confirmed that the ‘highway’ refers to the surface or fabric of the highway (not including signs and road markings) and that ‘maintain’ means to repair.

A Highway Authority may have a defence against liability claims under Section 58 of the Highways Act if it can prove that it has taken reasonable care to ensure that the highway was not dangerous. *(See Appendix 1 for further details on legislative requirements).*

Safety inspections are the primary means to demonstrate that the authority has taken reasonable care to keep its network as safe as possible for users.

Safety inspections are planned cyclic inspections carried out to specific frequencies dependent upon the functional hierarchy (category) of each highway. Safety inspections are specifically conducted to pro-actively identify potential dangers.

However, Brighton and Hove City Council also undertake reactive safety inspections in response to reports or complaints regarding potential hazards on the highway.

6. Risk management principles for safety maintenance

The identification and assessment of risk is a central element of the risk management strategy.

For the local highway network this involves:

- Establishing a network hierarchy (priority) based on the likelihood of risk occurring – this is predominately linked to volume and type of users
- Establishing frequencies for cyclic inspections, setting out investigatory levels for defects and specifying repair times/types in accordance with the network hierarchy
- Undertaking assessment and action on site according to the agreed hierarchy and investigatory levels.

The Code of Practice for Well Managed Highways 2016 states that:

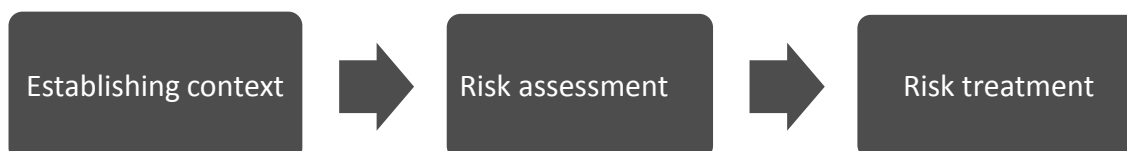
‘There are no prescriptive or minimum standards in this Code but adoption of a risk-based approach, taking account of the advice in the Code, will enable authorities to establish and implement Principles of Risk Management Inspections.’ (p.12)

Brighton and Hove City Council’s highway safety inspection regime has been developed in accordance with these principles of risk management to ensure an evidence-based proportional approach to maintaining safety for highway users.

7. Safety Inspection review

7.1 Analysis

Brighton & Hove City Council has reviewed the Safety Maintenance regime for the public highway, using a risk-based approach to define the type, level and frequency of safety inspections and safety repairs.



Activities to incorporate the Code of Practice recommendations for safety inspections included:

- Utilising the framework in the Code based on the considerations listed - establishing the factors that will determine the criteria for categorising every carriageway, cycleway and footway on the city's public highway bearing in mind any locally unique conditions.
- Assessing each road (carriageway and footway, including cycleways) against the above criteria.
- Developing new areas of safety inspection frequency to match the criteria, using available staffing resource, and making any adjustments required depending on any increased workload.
- Route optimising the safety inspections and areas to reduce excessive travel and vehicle usage.
- Training the Highway Inspectors in risk assessment in order to make an informed decision on the likelihood of a repair being required and the appropriate response time.
- Undertaking revisions to the supporting systems such as the highway management database, schedules of Inspection, defect and complaint forms.

7.2 Risk matrix

The Code of Practice contains guidance to assist in determining local criteria for categorising the network into a priority hierarchy. This guidance includes:

- Recommendations for a network hierarchy (priority) based on traffic composition and volume, and social/economic importance
- Considerations regarding users, such as key infrastructure locations, pedestrian desire lines and important locations such as access to shops, hospitals, schools.

The probability of an incident occurring is quantified by assessing the likelihood of highway users encountering the defect or hazard. The level of harm depends on factors such as location and characteristics of the defect.

The following risk matrix demonstrates how Brighton & Hove City Council evaluates risk for its highway network:

Principles of Risk Assessment in Determining the Hierarchical Standing of a Road and Repair Response Times.						
Brighton and Hove city Council's inspection regime has been developed in accordance with the principles of risk assessment and provides a practical and reasonable approach to the risk and potential consequences identified. The identification and assessment of risk is the most important element of a risk management strategy and determines how frequently a road is inspected and priority response times.						
Assessment of Risk Probability						
The probability of an incident occurring is quantified by assessing the likelihood of highway users encountering the defect or hazard.						
Assessment of Risk Impact Rating						
An impact rating is quantified by assessing the extent of damage likely to be caused should the risk become an incident, and as such there is a clear link to the physical characteristics of the defect / hazard.						
The consequence should an incident occur has been assessed as follows:			The likelihood of coming in to contact with a defect has been assessed as follows			
High	Major/Serious Consequence		High Traffic Volumes	Likely		
Medium	Noticeable Consequence		Medium Traffic Volumes	Moderate		
Low	Minor Consequence		Low Traffic Volumes	Unlikely		
Insignificant	Insignificant		Very Low Traffic Volumes	Rare		
Risk Assessment Matrix						
LIKELY	4	4	8	12	16	
MODERATE	3	3	6	9	12	
UNLIKELY	2	2	4	6	8	
RARE	1	1	2	3	4	
	RISK MATRIX RATING	1	2	3	4	
RISK IMPACT		INSIGNIFICANT	LOW	MEDIUM	HIGH	

7.3 Research and evaluation

The following data was collated and analysed to provide a comprehensive understanding and evaluation of risk on Brighton & Hove's highway network, in order to determine the network hierarchy:

- Annual condition surveys of the carriageway and footway network
- Pedestrian and traffic counts
- Asset management strategy (data includes maintenance history, repairs, claims, complaints, accident rates)
- Bus routes: frequencies and numbers of buses
- Traffic sensitive streets
- Prestige areas of the city
- Resilient network (key highway infrastructure supporting the city's socio-economic functioning)

NHT satisfaction survey and corporate customer feedback reports were also considered.

7.4 Considerations

The safety inspection review also considered:

- The depth, surface area, or other extent of the defect;
- The location of the defect relative to access to shops, hospitals, schools;
- The location of the defect in relation to users such as in traffic lanes, wheel tracks or pedestrian desire lines;
- The level of use (functional hierarchy);
- The nature and extent of interaction with other defects.

In general, the greater the traffic flow, the higher the likelihood of a user encountering any defect. However, if the defect is positioned so that it not likely to be trafficked, that likelihood is reduced. For example, the degree of risk from a pothole depends upon not only on its depth but also its surface area and location relative to traffic.

8. Network Hierarchy (frequency of inspection)

Following this risk analysis and evaluation, a revised network hierarchy for the public highway has been developed. A highway may in some instances have varying frequencies of inspections in different locations along its length. In most cases this is due to the established variance in traffic use.

The network hierarchy is the primary identifier for likelihood of risk, and as such, determines frequency and repair times/types.

8.1 Carriageways

The Carriageway Hierarchy shown in Table 1 reflects the actual use of each road and its associated maintenance standards within the network. These are not necessarily reflected by the road's formal classification as an A, B or C road.

Table 1: Carriageway Hierarchy

Carriageway Category (Code of Practice)	BHCC Description	Code of Practice suggested inspection frequency	Inspection Frequency	Vehicle Counts	Inspection Includes	Target response time for Category 2 repair
2 Major urban and inter-primary links	Routes linking urban centres to the strategic network with limited frontage access. Parking is restricted at peak times and there are positive measures for pedestrian safety.	<i>Monthly Driven</i>	Monthly Driven	750 + HGV's 12-hour average. Example: London Road	Carriageway Only	14 days (streetworks permit required for permanent repairs)
3a Most classified B and C roads and unclassified bus route	Include all bus routes, have 20/30 mph speed limits and high/medium levels of pedestrian activity with some crossing facilities. On- street parking is generally unrestricted except for safety reasons.	<i>3 Monthly Driven</i>	3 Monthly Driven	250 + HGV's 12-hour average plus all public bus routes. Example: Ovingdean Road	Carriageway Only	14 days
4a Link roads with frequent junctions	Residential Link Roads	<i>6 Monthly as Adjacent Footway</i>	6 Monthly Walked	Less than 250 HGV's 12-hour average. Example: see footway hierarchy	Footway and Carriageway	28 days
4b Local access roads	Local Access Traffic	<i>12 Monthly as Adjacent Footway</i>	6 Monthly Walked	Very Few HGV's 12-hour average. Example: see footway hierarchy	Footway and Carriageway	56 days

8.2 Footways and cycleways

The footway and cycleway hierarchies in Table 2 are based on actual usage, and not necessarily by the formal road classification. Footway hierarchies have been determined independently of the carriageway hierarchy, as vehicular traffic may not use busier footfall areas such as the Lanes.

Table 2: Footway Hierarchy:

Footway Category (Code of Practice)	BHCC Description	Code of Practice suggested inspection frequency	BHCC Hierarchy and Inspection Frequency	Pedestrian Counts	Inspection Includes	Target response times for Category 2 repair
1a Prestige walking zone	Very busy areas of city with high public space and street scene contribution.	<i>Monthly - walked</i>	1 Monthly Walked Plus	30,000 + pedestrians 12-hour average. Example: Western Road	Footway and Carriageway	4 days
1 Primary walking route	Busy urban shopping and business areas and main pedestrian routes.	<i>Monthly - walked</i>	1 Monthly Walked	10,000 + pedestrians 12-hour average. Example: Queens Road	Footway and Carriageway	7 days
2 Secondary walking route	Medium usage routes through local areas feeding into primary routes, local shopping areas.	<i>3 Monthly – walked</i>	3 Monthly Walked	3000 + pedestrians 12-hour average. Example: Portland Road	Footway and Carriageway	14 days
3 Link footway	Linking local access footways through urban areas.	<i>6 Monthly – walked</i>	6 Monthly Walked	Fewer than 3000 + pedestrians 12-hour average. Example: Queens Park Road	Footway and Carriageway	28 days
4 Local access footway	Footways associated with low usage, short estate roads to link routes and cul-de-sacs.	<i>12 Monthly - walked</i>	6 Monthly Walked	Very Few Pedestrians 12-hour average. Example: Pinfold Close	Footway and Carriageway	56 days

Cycleways are inspected on the footway frequency where:

- The cycleway is part of shared space on the footway
- Visibility from a vehicle is obstructed e.g. cycleways segregated from the carriageway by a physical boundary such as kerbs, parking bays or builds outs

Cycleways are inspected on the carriageway frequency as part of the driven inspection where:

- they are visible from the carriageway e.g. not segregated by a physical boundary other than white lining.

9. Assets for highway safety inspection

9.1 Assets and defect types

The highway safety inspection regime relates to the public highway. Highway Safety inspections cover the following assets on the public highway which are assessed in accordance with the investigatory levels. The list below covers the main types of asset and likely types of defect but is not exhaustive:

Asset	Likely defect types for investigation
Carriageways	
Bituminous roads	Significant difference in level, potholes, significant subsidence
Concrete roads	Significant difference in level (cracking, missing)
Concrete pavements	Significant difference in level (cracking, missing)
Composite roads (overlaid concrete)	Significant difference in level (concrete failure underneath)
Modular blockwork	Missing, damaged, uneven, rocking
Footways	
Modular paving such as brickwork	Missing, damaged, uneven, rocking
Paving slabs	Missing, damaged, uneven, rocking
Bituminous pavements	Significant difference in level, potholes, significant subsidence
Concrete pavements	Significant difference in level (cracking, missing)
Kerbs	Displaced, missing, significant difference in level
Steps	Missing or damaged steps; damaged riser
Street Furniture	
Bollards	Missing, rocking/insecure
Guardrails and handrails	Missing, rocking/insecure, sharp edges protruding
Street tree gratings/covers and edging	Significant difference in level
Street tree root network	Significant difference in level (see 'Exceptions')
Gullies, covers and other ironwork	Missing, damaged (may be utility or privately owned)
Ironwork in verges	Displaced, damaged
Highway walls 0.8 metres or less	Missing components, leaning/insecure

9.2 Defect categories

Safety Inspections identify those defects likely to create a danger or serious inconvenience to users of the network or the wider community.

Defects will include those that will require urgent attention (within 24 hours) as well as those where the locations and sizes are such that longer periods of response would be acceptable.

Defects are categorised as either Category 1, Category 2 or Category 3 in terms of an appropriate priority response.

Category 1 defects require more prompt attention because they represent an immediate or an imminent hazard. Depending on the situation, interim action may be required (such as temporary repair or temporary signing /guarding).

Category 2 defects require attention but do not represent an immediate or imminent hazard. These defects may have safety implications although of a far lesser significance than Category 1 defects.

Minor defects that are not currently a safety hazard, occurring over a large extent of the public highway, are classified as **Category 3** defects. These may be repaired as part of a future maintenance scheme or their condition reviewed at the next scheduled inspection.

9.3 Repair or replacement

Repair or replacement will be like-for-like unless circumstances require a more durable or flexible material, or if there is insufficient budget in which case safety considerations will override aesthetic considerations.

9.4 Special considerations

a) Vehicle over-run

Where persistent damage is occurring on paved footways due to vehicles parking or overrunning, the flags will be removed and replaced with a bituminous layer once investigatory levels have been exceeded.

b) Street trees

These are the trees planted in pavements, the highway or roadside verges along the city's streets. They help to filter traffic pollution, provide habitats for bird and insect wildlife, help with drainage of surface water, provide shade and improve the visual amenity of the street scene.

Brighton & Hove has a unique population of Elm trees. These were originally planted in large numbers by the Victorians and Edwardians due to their suitability to maritime conditions, their resistance to salt winds and tolerance of the thin chalk soil typical of much of this area. Brighton & Hove's Elms were granted full 'National Collection' status in 1998 by the National Council for the Conservation of Parks & Gardens.

However, due to the thin top soil and chalk base, a street tree's root network will often grow close to the surface to obtain as much moisture as possible. This means that areas around street trees may have uneven surfaces.

Brighton & Hove City Council seek to preserve street trees wherever possible and therefore take a pragmatic approach to maintenance around street trees. (*See also Tree policy*). Investigatory and repair levels cannot be applied to the same degree around a street tree root network.

This approach is supported by the Code of Practice:

"Extensive root growth from larger trees can cause significant damage to the surface of footways, particularly in urban areas... Although ensuring the safety of footways for users will be a priority, in some cases the presence of roadside trees may complicate the provision of footway surface regularity. The radical treatment or complete tree removal necessary to ensure surface regularity may not be possible or desirable and reduced levels of surface regularity may be a more acceptable outcome." (p.95 and p.83)

Where paving slabs are pushed up due to tree roots and exceed investigatory levels, they will be replaced with a more flexible material such as a bituminous layer to minimise trip hazards. The material and kerbing will be laid or repaired to minimise hazards to highway users but is unlikely to present an even surface.

Crowning due to tree roots pushing upwards on flexible footways will be identified for repair if the up-stand above the level of the footway exceeds 50mm to reduce the likelihood of the tree being damaged by frequent root trimming.

c) Verges

Verges are not provided as areas for walking, driving or cycling. The function of a verge in urban areas is to assist with surface water drainage, to provide segregation between vehicular and pedestrian traffic, and to enhance the visual amenity of an area.

There is no requirement to maintain a verge to the same safety standard as that of a footway, carriageway or cycleway.

Verges damaged by parking or vehicle overrun will be identified for protection only if vehicle overrun causes a significant portion of the adjacent carriageway or footway to be continuously slippery from debris or undermines the structure of the adjacent carriageway or footway (see also Verge policy).

d) Kerbing

The function of a kerb is to provide a retaining structure for the carriageway and footway/verge and to channel surface water into highway drainage. Kerbs are therefore designed to give structural support to the trafficked surfaces of the highway rather than for walking or driving upon.

Kerbing that is raised or dislodged such as to constitute a major hazard will be repaired or replaced. However, investigatory and repair levels cannot be applied to the same degree around a street tree root network.

Kerbing that has minimal upstand from the carriageway or has small cracks, chips or flaws will not be repaired or replaced.

e) Builders' damage

Any safety defects will be made safe within the specified timescales for defect categories. A report will be sent to the Permit Admin team to monitor ongoing damage.

10. Investigatory Levels

Any item with a defect level that corresponds to or exceeds the investigatory levels set by Brighton & Hove City Council is to be assessed for likely risk and any appropriate repair action required.

An investigatory level is not a fixed measurement which automatically requires that repair action is taken. Action is determined by a dynamic risk assessment on site, in accordance with BHCC's Safety Inspection Guidance.

It is not the case, for example, that anything which is greater than 20mm in a footway/cycleway or 50mm in a carriageway is an imminent hazard to users. Other factors need to be considered such as location of the defect. The purpose of these investigatory levels is to trigger the dynamic risk assessment which may or may not result in a repair depending on the level of risk determined on site.

Various aspects of defect deficiency have been assessed to give a well-rounded analysis of the risks likely to be encountered and to determine investigatory levels. Therefore, BHCC's investigatory levels are based on the size, nature and depth of the defect, and on the location of the defect relative to the positioning of users (e.g. traffic lanes, wheel tracks, pedestrian crossings).

11. Other council assets

11.1 Highway assets

Street lighting, structures, vehicle safety barriers and skid resistance levels have separate inspection regimes and are not covered under this Safety Maintenance Strategy. Street trees are pruned and maintained by the council's Cityparks section. The Parking team maintains signs, lines and street name plates.

11.2 Other council assets

There is a duty of care to users on land or premises owned and managed by the council which is determined and actioned by the relevant responsible section within Brighton & Hove City Council.

12. Defects not under the ownership of the council

During an inspection, defects may be identified which are not the responsibility of the Council to repair. The Council does however have a duty of care to the users of the highway. The staff involved in this activity shall therefore take steps to ensure that the party responsible for the repair is made aware of the defect and provided recommendations regarding repair. If the defect is causing an immediate and urgent safety hazard to the public highway, interim action will be taken to make this temporarily safe.

a) Private forecourts

These may include forecourts that are not physically separated from the public highway, such as shop frontages. The Council will not necessarily take interim action on defects in these areas as this is a matter for the landowners who may either define the forecourt as private space or invite the public to use the forecourt with an accompanying duty of care residing with the landowner.

b) Statutory Undertakers

Some defects may be due to the activities of the utilities or by a failure of their apparatus which are governed by the requirements of the New Roads and Street Works Act 1991.

Where an inspector identifies a defective reinstatement belonging to a Statutory Undertaker, this is reported to BHCC's Permit team who will pass this information onto the relevant utility with a recommended response time in order that the appropriate repair is carried out.

c) Unknown parties

Any defect identified where the owner is unknown shall be recorded and investigations shall then be undertaken to locate the responsible party.

d) Un-adopted streets

These streets are not maintainable at the public expense and are not inspected or repaired as part of the highway safety inspection regime.

13. Asset management

Brighton & Hove City Council's safety maintenance regime is part of the wider highway asset management approach for maintenance of the network.

The Code of Practice for Well-Managed Highway Infrastructure 2016 emphasises that Highway Authorities should adopt a formal process for assessing and responding to risk through both planned and reactive maintenance for all highway assets.

Brighton & Hove City Council's Asset Management Strategy sets out how planned maintenance is determined for the city's highway network. When determining the balance between structural, preventative and reactive maintenance, the principle that "prevention is better than cure" is adopted. However, this is subject to available funding and in the current financial climate for local authorities it is not possible to prevent deterioration in the condition of all streets on the highway network.

The safety inspection regime forms a key aspect of an authority's approach to managing liabilities and risks, and well managed safety maintenance has become increasingly important where resurfacing and reconstruction of the public highway is not possible.

14. Conclusion

Brighton & Hove City Council's Safety Maintenance Strategy has been developed in accordance with the Code of Practice for Well Managed Highway Infrastructure and is based on analysis and evaluation of all the available information in order to define a risk-based approach to potential safety issues.

To maintain a safe, serviceable network operating within maintenance budgets, the Safety Maintenance Strategy provides a cost-effective means of addressing immediate safety risks on the network by prioritising higher risk sites until such a time that deterioration in the condition of the road network can be addressed.

Appendix 1 – Legislative Requirements

Statutory Duty

Section 41:

The Council as a Highway Authority is placed under a duty to maintain its highways by Section 41 of the Highways Act 1980: “...the highway authority for a highway maintainable at the public expense is under a duty... to maintain the highway.”

The section 41 duty cannot be delegated whether by outsourcing or otherwise. The duty refers to repair of the fabric or structure of the highway including existing drainage.

Section 58:

Section 58 of the Highways Act 1980 grants a ‘special defence against a highway authority for damages for non-repair of the highway’ if it can demonstrate that it has taken reasonable care to ensure that the highway was not dangerous to traffic having regard to:

- The character of the highway and the traffic which was reasonably expected to use it;
- The standard of maintenance appropriate for a highway of that character and used by such traffic;
- The state of repair in which a reasonable person would have expected to find the highway;
- Whether the Authority knew or could reasonably have been expected to know that the condition of the highway was likely to cause danger to users;
- Whether warning notices were displayed when immediate repair could not reasonably be expected

Relevant Case Law

There is extensive case law relating to highway claims, regarding the standard or condition (state of repair) and what constitutes a breach of Section 41. Much of the case law has been concerned with tripping claims on the footway.

Although guidance can be taken from previously decided cases, the courts have repeatedly stated that highway claims are fact sensitive, and each case will be decided on its own facts. It is for the Court to make its own independent assessment of dangerousness, based on all the available information. However, judges are frequently referred to guidance from cited highway claims cases.



Concrete Pavement Rehabilitation

With the City Councils push to being Carbon Neutral in 2030, it was time for the Highway Asset Maintenance Team to become 'Carbon Clever'.

Looking at the way we traditionally deal with maintenance of our Network and where value Engineering and the change of process can reduce the carbon footprint of a scheme, without impacting on the long-term resilience of the solution.

County Oak Avenue was a case in point, a concrete road that had been overlaid with a thin Microasphalt (there are many roads like this in the City), aesthetically it was looking tired and needed maintenance before more long term issues started to arise.

Working in partnership with our Term Maintenance contractor RJ Dance, and collaborating with Specialist Contractors Roadtechs and Power Plane we delivered the following scheme

In basic terms, we

1. Removed the thin Microasphalt surface, using a fine milling machine
2. Repaired all the joints, using a proprietary product called Techcrete
3. Fixed failed gullies, with a five-year warranty
4. Replaced the failed speed humps and dealt with the ponding issues around them, the flexible repair with an imprint (block effect), is more resilient and will outlast traditional designs

The rehabilitation process provides

1. Improved skid resistance (SCRIM)
2. Noise reduction (up to 10dB quieter than Asphalt)
3. More resilient road, less to fail, so no ongoing maintenance issues
4. Rapid installation process
5. Less disruption, as can be driven on immediately
6. Reduced Carbon footprint, no bitumen products or deliveries
7. Aesthetically more pleasing

Prior to Rehabilitation Works



R.J.DANCE



County Oak Avenue Brighton BN1 8DJ

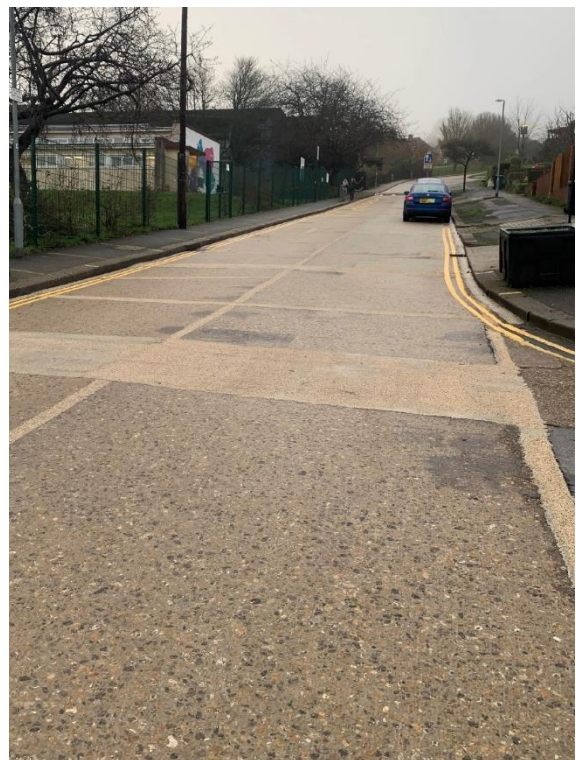


R.J.DANCE



County Oak Avenue Brighton BN1 8DJ

County Oak Avenue Completed Site





Subject:	Parking Scheme Update Report		
Date of Meeting:	16th March 2021		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Catherine Dignan	Tel: 01273 292235
	Email:	catherine.dignan@brighton-hove.gov.uk	
Ward(s) affected:	South Portslade, Hove Park & Withdean		

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 and reviews.
- 1.2 This report outlines progress on the Hove Park Parking Scheme Review and includes an update on the consultation with the Hazeldene Meads and The Beeches area. It also updates Committee on the recent Traffic Regulation Orders for the South Portslade area resident parking scheme.

2. RECOMMENDATIONS:

- 2.1 That the committee agree that no changes are required to the days and times of operation in Hove Park Zone P. Minor changes to parking are being considered and if changes are required will be included in a future Traffic Regulation Order.
- 2.2 That Committee approves that Hazeldene Meads and The Beeches join existing Hove Park Zone P parking scheme (light touch 9-10 & 1-2 Monday - Sunday) and that this proposal be progressed to the detailed design. All comments will be reported back to a further Environment, Transport and Sustainability Committee.
- 2.3 That the Committee having taken account of all duly made representations and comments, agrees that the following Traffic Regulation Orders are approved and the South Portslade area (Zone X) proceeds to the implementation stage.
 - BRIGHTON & HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2018 AMENDMENT ORDER 202* (TRO-33A-2020)
 - BRIGHTON & HOVE OUTER AREAS (WAITING, LOADING AND PARKING) AND CYCLE LANES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO.* 202* (TRO-33B-2020)

3. CONTEXT/ BACKGROUND INFORMATION**Hove Park Parking Scheme (Zone P) Review**

- 3.1 Following the implementation of Zone P in September 2019 it was agreed in the Parking Scheme Priority Timetable in 2019 to review this area.
- 3.2 Brighton & Hove City Council Land and Property Gazetteer was used to provide 1308 property address in the Hove Park Zone P area. A letter with a link to an online questionnaire and a frequently asked questions sheet was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal, but paper copies were available to anyone should they need it. 8 (2.5%) responses received were by mail and 314 (97.5%) online. The consultation ran from 2 December 2020 to 15 January 2021.
- 3.3 Residents in Hove Park (Zone P) were also advised in the consultation that we would be contacting residents in Hazeldene Meads and The Beeches to see if they would like to join Zone P (light touch) or a neighbouring full scheme.
- 3.4 There were 322 valid responses (24.6%). The headline figures indicate that 64% are satisfied with the current Zone P parking scheme and 66% are happy for the scheme to remain the same.
- 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.

Hazeldene Meads and The Beeches

- 3.6 The committee agreed to consult this area at the same time as the Hove Park review on the Parking Scheme Priority Timetable in 2019 to see whether there was support within this area for a resident parking scheme.
- 3.7 Brighton & Hove City Council Land and Property Gazetteer was used to provide 53 property address in Hazeldene Meads and The Beeches. A letter with questionnaire and return envelope was sent to each address. 39 (74%) responses received were by mail. The consultation ran from 2 December 2020 to 15 January 2021.
- 3.8 In advance of the consultation, officers outlined that resident parking schemes are not ward based and are more geographic, depending on links to other roads and officers were originally going to consult on extending into Zone P (Hove Park area) where there are clear road links as opposed to Zone A. However, following officers in the Parking Infrastructure team taking into account the concerns of Hove Park Ward Councillors officers included the option to join Zone A in the consultation as well.
- 3.9 There were 39 valid responses (74%). The headline figures indicate that 95% of respondents support the implementation of a residents parking scheme.
- 3.10 57% of respondents wanted to join Zone P light touch scheme while 43% preferred to join the neighbouring full scheme.
- 3.11 Analysis undertaken of all the responses received from residents and the full results analysis of the consultation including a road by road results is outlined in detail in Appendix B including the main comments.

South Portslade Parking Area

- 3.12 Following Environment, Transport & Sustainability Committee approval in November 2018. A letter was sent to households in the South Portslade area in September/October 2019. The consultation was also advertised on the council's website, via social media and by a press-release to local media. The results outlined that 60.5% of respondents were in favour of a Resident's Parking Scheme in the area based on a 36% response rate.
- 3.13 Following ETS approval on 21 January 2020, it was agreed to write to residents and businesses in the South Portslade area to find out if there was support for a Light Touch Residents Parking scheme Monday to Friday. It was decided to consult the whole area again, as while a smaller area had higher support, it would allow residents in the whole area to look at the detailed design and be aware of potential displacement issues if not included in the scheme. This further consultation ran from 8 June to 17 July 2020.
- 3.14 43% of respondents supported implementation of a residents parking scheme. 57% of respondents did not support implementation of a residents parking scheme.
- 3.15 Analysis undertaken of all the responses received from residents and the full results analysis of the consultation including a road by road results plan is outlined in detail in Appendix C including the main comments.
- 3.16 Following the analysis of the results officers proposed a smaller area where there was support. 82% of respondents in the smaller area supported the implementation of a residents parking scheme. 18% of respondents in this area do not support the implementation of a residents parking scheme.
- 3.17 Analysis undertaken of all the responses received in the smaller area and the full results analysis of the consultation including a road by road results plan is outlined in detail in Appendix D.
- 3.18 It was agreed at the ETS committee meeting on 29 September 2020 to advertise a Traffic Regulation Order (TRO) to allow the implementation of the South Portslade (Zone X) parking scheme. The South Portslade Councillors at the time outlined they were happy to support the recommendations based on the residents wishes. The draft TROs were advertised on 2 November 2020 with the closing date for comments and objections on the 23 November 2020. The Ward Councillors for the area were consulted as were the statutory consultees such as the Emergency Services.
- 3.19 The notice was published in the Argus newspaper on the 2 November 2020.
- 3.20 Detailed plans and the Traffic Regulation Orders were available to view online. A plan showing the boundary of the parking scheme proposal is shown in Appendix E.
- 3.21 We received 96 items of correspondent to the proposals from residents. This included support and objections. From residents who live within the proposed Zone there were 5 items of correspondence in support of the proposals due to

the parking problems, while 6 items of correspondence were objections to the proposals.

- 3.22 There were 85 objections from residents living just outside of the scheme concerned about displacement and that it wasn't clear that a smaller area would be considered. However, this potential way forward was highlighted clearly in the consultation document.
- 3.23 The comments/objections are listed in Appendix F alongside an outline of the officer comments.
- 3.24 Officers have met with the South Portslade Ward Councillors who are satisfied with the consultation process that has taken place.

4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative options are doing nothing which would mean that the parking scheme would not be taken forward or consulted 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 There will be no changes made to Zone P. However, minor changes to parking are being considered and if changes are required will be included in a future Traffic Regulation Order. Ward Councillors will be informed of the outcome.
- 6.2 It is recommended that further detailed design consultation takes place for Hazeldene Meads and The Beeches. The results of which will be presented to June ETS.
- 6.3 Following the Traffic Regulation Order consultation and after responding to the objections it is proposed to proceed with the implementation of parking Zone X.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the recommendations of this report will be contained within existing Parking Services budgets and/or funded from additional parking income generated.
- 7.2 Use of surplus income from parking charges and penalty charges is governed by section 55 of the Road Traffic Regulation Act 1984. Once the direct costs of traffic management have been met, the use of surpluses is legally ringfenced to the provision of public transport services and to road, air quality and environmental improvements.

- 7.3 Parking charges are subject to the council's corporate fees and charges policy. As a minimum, charges will be reviewed annually as part of budget and service planning.

Finance Officer Consulted: Jess Laing

Date: 01/03/2021

Legal Implications:

- 7.4 The Council is not under a statutory duty to consult the public before making a traffic regulation order. However once the Council has decided to do so (even if consultation is voluntary) it must do so 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 the consultees' responses and objections.
- 7.5 The recommendations in this report are based on the responses to the consultations for the schemes as detailed and the consideration given to them.

Lawyer Consulted: Stephanie Stammers Date: 17 February 2021

Equalities Implications:

- 7.6 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 population. Engagement with a wide range of residents has been built into the process from the start. The use and analysis of data and engagement has informed the project to ensure it meets the needs of the local population. The proposed measures will be of benefit to many road users.

Sustainability Implications:

- 7.7 No sustainability implications identified.

Brexit Implications:

- 7.8 No Brexit implications identified.

Any Other Significant Implications:

- 7.9 None

Crime & Disorder Implications:

- 7.10 None

Risk and Opportunity Management Implications:

- 7.11 None

Public Health Implications:

7.12 None

Corporate / Citywide Implications:

7.13 None

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Results of the Hove Park (Zone P) review
2. Appendix B – Results of the Hazeldene Meads and The Beaches
3. Appendix C – Results of the larger South Portslade Area
4. Appendix D – Results of the smaller South Portslade Area
5. Appendix E – Map of the smaller South Portslade Area
6. Appendix F – South Portslade Traffic Regulation Order Comments

Background Documents

None

APPENDIX A

Area P Hove Park Review

Background

A resident parking scheme was implemented in the Hove Park Area (Area P) in September 2019. It was agreed in the parking priority timetable set in 2019 that a review be carried out in 2020.

Headline Findings

- 63.8% of respondents are satisfied or very satisfied with the current Area P parking scheme.
- 65.7% of respondents are happy for the scheme to remain the same?
- 17.4% of respondents want Saturday and Sunday to be included in the scheme's days of operation
- 9.0% of respondents want the scheme changed to a full scheme

Methodology

In December 2020, the council wrote to 1308 property addresses within the boundaries of the Hove Park residents parking area (Area P). Respondents were invited to complete the survey online via the council's Consultation Portal: Citizen Space or. Paper copies of the questionnaire and a prepaid reply envelope were also available on request. 314 (97.5%) responses were received online and 8 (2.5%) by mail. The consultation ran from 2 December 2020 to 15 January 2021.

Results

322 valid responses¹ were received from within the scheme boundary giving a response rate of 24.6%. People were asked how satisfied they are with the current Area P parking scheme?

	Number	%
Very Satisfied	125	38.9
Satisfied	80	24.9
Neither satisfied nor dissatisfied	30	9.3
Dissatisfied	41	12.8
Very dissatisfied	45	14.0
Total	321	100

¹ 150 responses were removed from the analysis for the following reasons: 5 gave incomplete address details, 122 from outside the area (mainly neighbouring roads and 8 from Park House, 35 Old Shoreham Road) and 23 duplicate responses.

People were then asked if they were happy for the scheme to remain the same:

	Number	%
Yes	211	65.7
No	110	34.3
Total	322	100

And whether they wanted the scheme to include Saturday and Sunday?

	Number	%
Yes	56	17.4
No	265	82.6
Total	321	100

And also if they wanted to be considered for a full parking scheme (Monday to Sunday 9am to 8pm)

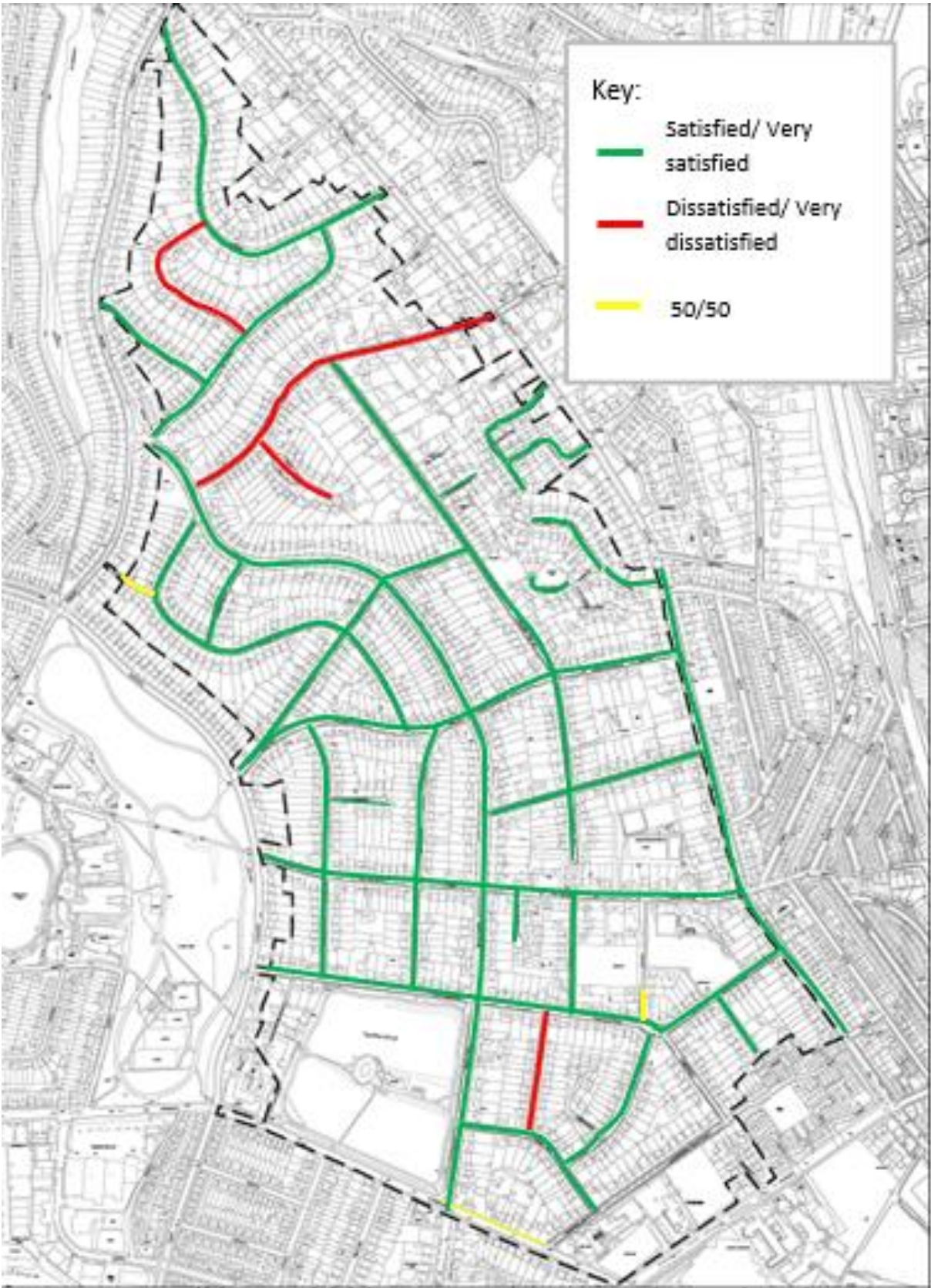
	Number	%
Yes	29	9.0
No	293	91.0
Total	322	100

How satisfied are you with the Hove Park Area residents parking scheme. Replies by street are as follows:

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Ash Close	5	0	0	0	0	0	0	0
Barrowfield Close	6	16.7	1	100	0	0	0	0
Barrowfield Drive	20	25.0	5	100	0	0	0	0
Bennett Avenue	5	20.0	0	0	0	0	1	100
Bennett Drive	71	48.1	24	70.6	3	8.8	7	20.6
Bishops Road	42	23.8	10	100	0	0	0	0
Chalfont Drive	27	22.2	3	50	1	16.7	2	33.3
Deanway	17	17.6	1	33.3	0	0	2	66.7
Downside	25	28.0	1	14.3	2	28.6	4	57.1
Dyke Road	73	8.2	3	50.0	1	16.7	2	33.3
Elm Close	7	0	0	0	0	0	0	0

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Elrington Road	15	26.7	4	100	0	0	0	0
Greyfriars Close	13	7.7	0	0	1	100	0	0
Hill Brow	66	21.2	8	57.1	2	14.3	4	28.6
Hill Drive	55	21.8	6	50.0	2	16.7	4	33.3
Hove Park Gardens	7	0	0	0	0	0	0	0
Hove Park Road	71	31.1	9	40.9	4	28.2	9	40.9
Hove Park Way	46	23.9	9	81.8	1	9.1	1	9.1
Kelly Road	6	33.3	1	50.0	0	0	1	50.0
Lloyd Close	10	0	0	0	0	0	0	0
Lloyd Road	30	16.7	4	80.0	0	0	1	20.0
Mallory Road	40	37.5	15	100.0	0	0	0	0
Meadow Close	21	19.0	1	25.0	0	0	3	75.0
Old Shoreham Road	12	16.7	1	50.0	0	0	1	50.0
Onslow Road	22	40.1	9	100.0	0	0	0	0
Orpen Road	18	0	0	0	0	0	0	0
Radinden Drive	10	10.0	0	0	1	100.0	0	0
Radinden Manor Drive	22	27.3	3	50.0	2	33.3	1	16.7
Rigden Road	23	17.4	2	50.0	1	25.0	1	25.0
Shirley Avenue	11	18.2	1	50.0	1	50.0	0	0
Shirley Drive	152	29.6	16	35.6	4	8.9	25	55.6
Shirley Road	19	36.8	4	57.1	1	14.3	2	28.6
Stanford Close	9	22.2	1	50.0	1	50.0	0	0
The Droveway	73	27.4	19	95.0	0	0	1	5.0
The Green	9	22.2	2	100.0	0	0	0	0
The Paddock	11	9.1	1	100.0	0	0	0	0
The Upper Drive	2	0	0	0	0	0	0	0
Tongdean Avenue	58	24.1	12	85.7	0	0	2	14.3
Tongdean Road	56	26.8	3	20.0	2	13.3	10	66.7
Tredcroft Road	35	20.0	7	100.0	0	0	0	0
Woodlands	28	28.6	7	87.5	0	0	1	12.5
Woodruff Avenue	60	23.3	12	85.7	0	0	2	14.3
Total	1308	24.5	205	63.8	30	9.3	86	26.5

Q1 Please indicate your satisfaction with the current Area P parking scheme

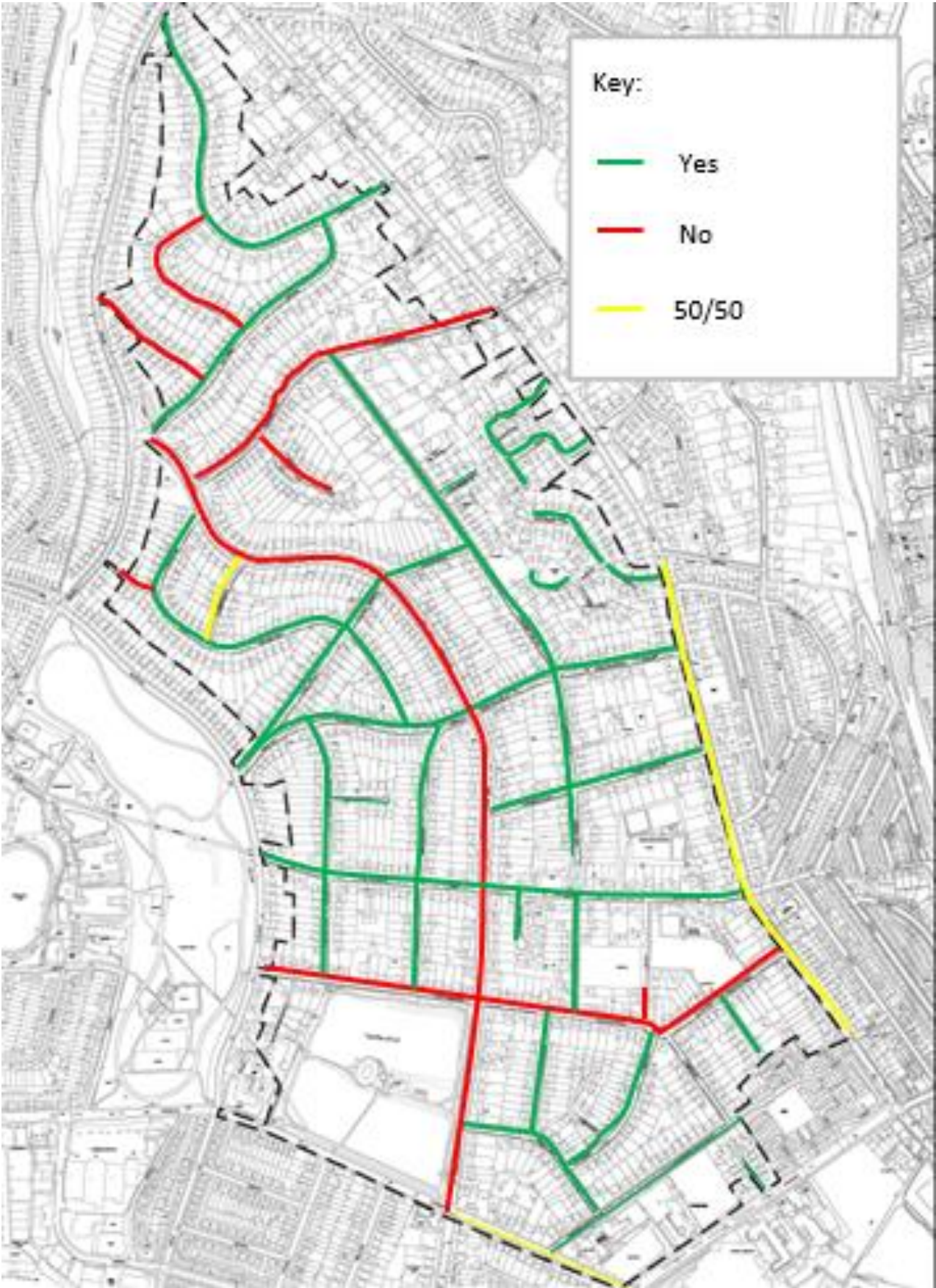


People were asked if they were happy for the scheme to remain the same? Replies by street are as follows:

Street	Yes		No	
	Number	%	Number	%
Ash Close	0	0	0	0
Barrowfield Close	1	100.0	0	0
Barrowfield Drive	4	80.0	1	20.0
Bennett Avenue	0	0	1	100.0
Bennett Drive	27	79.4	7	20.6
Bishops Road	10	100.0	0	0
Chalfont Drive	4	66.7	2	33.3
Deanway	1	33.3	2	66.7
Downside	2	28.6	5	71.4
Dyke Road	3	50.0	3	50.0
Elm Close	0	0	0	0
Elrington Road	4	100.0	0	0
Greyfriars Close	1	100.0	0	0
Hill Brow	9	60.0	6	40.0
Hill Drive	7	58.3	5	41.7
Hove Park Gardens	0	0	0	0
Hove Park Road	9	40.9	13	59.1
Hove Park Way	9	81.8	2	18.2
Kelly Road	0	0	2	100.0
Lloyd Close	0	0	0	0
Lloyd Road	3	60.0	2	40.0
Mallory Road	15	100.0	0	0
Meadow Close	1	25.0	3	75.0
Old Shoreham Road	1	100.0	0	0
Onslow Road	9	100.0	0	0
Orpen Road	0	0	0	0
Radinden Drive	1	100.0	0	0
Radinden Manor Drive	3	50.0	3	50.0
Rigden Road	2	66.7	1	33.3

Street	Yes		No	
	Number	%	Number	%
Shirley Avenue	1	50.0	1	50.0
Shirley Drive	16	35.6	29	64.4
Shirley Road	5	71.4	2	28.6
Stanford Close	2	100.0	0	0
The Droveaway	19	95.0	1	5.0
The Green	2	100.0	0	0
The Paddock	1	100.0	0	0
The Upper Drive	0	0	0	0
Tongdean Avenue	12	85.7	2	14.3
Tongdean Road	4	26.7	11	73.3
Tredcroft Road	5	71.4	2	28.6
Woodlands	6	75.0	2	25.0
Woodruff Avenue	12	85.7	2	14.3
Total	211	65.7	110	34.3

Q2 Are you happy for the scheme to remain the same?



Respondents could make comments on what is going well, what is not going well and also general comments about the scheme:

What is going well?	Number of times mentioned
It's stopped long term/ commuter parking	127
There's more spaces for residents	38
Nothing is going well	31
It's made the area safer	31
It stops vehicles blocking drives	26
Traffic flow is improved	25
Scheme works well	22
Pavements/ verges are clear	20
Levels of enforcement are good	17
Access to Hove Park/ Hove Rec is maintained/ improved by the scheme	6
Good that it's free at the weekend	4
What is not going so well	No. of times mentioned
It's dangerous: increased accidents/ bad sight lines/ double yellow lines at junctions are too short/ parking bays on bends	81
Shirley Drive is dangerous/ bays on beds/ sight lines/ congestion	59
Volume/ speed of traffic has increased	40
Scheme not needed/ money making exercise	32
Should be able to park across driveways	24
Access to and from driveways is difficult/ restricted views/ width of road/ double yellow lines too short	23
Scheme has caused displacement parking/ restricted views/ buses can't get through/ commuters are parking here (Woodland Drive)	22
Scheme doesn't stop evening and weekend parking	15
Want different hours	12
Displacement to Goldstone Crescent is dangerous	11
More enforcement needed	11
Difficult to drop children at school/ causes congestion around schools and nursery	8
Don't want to pay for visitors' permits	7
Want Pay & Display for visitors	7
Buying permits/ visitors' permits aren't easy (esp during COVID)	6
Include Woodland Avenue in the scheme	6
Don't want to pay for parking	3
There's more parking on verges / esp traders	3
Not enough visitor permits	2
Do you have any other suggested changes or comments?	No. of times mentioned
Woodland Drive needs to be in the scheme	7
Don't extend the scheme	3
Review needs to be done when people are at work - not during a pandemic	2

Include Goldstone Crescent in scheme	2
Want Car Club bays	1
Want Electric Vehicle charging points	1
Include Woodland Avenue in the scheme	1

Demographic Information

Age	Number	%
U18	0	0
18-24	0	0
25-34	1	0.5
35-44	22	10.2
45-54	52	24.2
55-64	47	21.9
65-74	47	21.9
75+	46	21.4
Total	221	100

What gender are you?	Number	%
Male	142	52.6
Female	128	47.4
Non-Binary	0	0
Other	0	0
Total	270	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	263	100
No	0	0
Total	263	100

Disability	Number	%
Yes, a little	18	6.8
Yes, a lot	17	6.5
No	228	86.7
Total	263	100

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	24
Sensory impairment	0
Learning disability/ difficulty	0
Long-standing illness	12
Mental health condition	2
Development condition	0
Autistic Spectrum	0
Other	4

How would you describe your ethnic background?		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	221	86.7
	Irish	3	1.2
	Gypsy or Irish Traveller	0	0
	Any other white background	19	7.5
Asian or Asian British	Bangladeshi	0	0
	Indian	0	0
	Pakistani	2	0.8
	Chinese	1	0.4
	Any other Asian background	1	0.4
Black or Black British	African	0	0
	Caribbean	0	0
	Any other Black background	0	0
Mixed	Asian & White	4	1.6
	Black African & White	0	0
	Black Caribbean & White	0	0
	Any other mixed background	0	0
Any other ethnic group	Arab	1	0.4
	Any other ethnic group	3	1.2
Total		255	100

How would you describe your sexuality?	Number	%
Bisexual	5	2.2
Gay Man	4	1.8
Heterosexual/ straight	205	91.1
Lesbian/ Gay Woman	4	1.8
Other	7	3.1
Total	225	100

Religious Belief	Number	%
I have no particular religion or belief	84	36.5
Buddhist	1	0.4
Christian	120	52.2
Hindu	0	0
Jain	0	0
Jewish	4	1.7
Muslim	4	1.7
Pagan	0	0
Sikh	0	0
Agnostic	2	0.9
Atheist	9	3.8
Other	4	1.7
Other philosophical belief	2	0.9
Total	230	100

Are you a carer	Number	%
Yes	28	10.1
No	248	89.9
Total	276	100

If yes, do you care for a:	Number
Parent	13
Partner or Spouse	6
Child with special needs	4
Friend	0
Other family member	4
Other	4

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	236	100	0	0
Have you ever served in the UK armed forces?	13	5.7	216	94.3
Are you a member of a current or former serviceman or woman's immediate family/ household?	4	1.8	221	98.2

APPENDIX B

Hazeldene Meads and The Beeches Parking Consultation

Background

Following a deputation at Committee from residents of Hazeldene Meads and The Beeches, it was agreed to consult to see if residents would like to be considered for a residents parking scheme. This would be completed alongside the review of the neighbouring zone (Zone P Hove Park).

If there is support for a residents parking scheme in the area, a further consultation with information about a detailed design will follow in the Spring or Summer of 2021. 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

The consultation received a response rate of 74%

Support for a resident parking scheme

- 37 (95%) of respondents support the idea of a residents parking scheme.
- 2 (5%) of respondents do not support the idea of a residents parking scheme.

Full or Light-touch scheme

- 21 (57%) of respondents who supported a parking scheme preferred a light-touch scheme.
- 16 (43%) respondents who supported a parking scheme preferred a full scheme.

Methodology

In December 2020, the council wrote to 53 property addresses within the boundaries of Hazeldene Meads and The Beeches. Respondents were invited to complete a postal questionnaire with a prepaid reply envelope. 39 (74%) responses were received. The consultation ran from 2 December 2020 to 15 January 2021.

Results

39 valid responses were received from within the scheme boundary giving a response rate of 74%.

Q1 People were asked Would you like to be considered for a residents parking scheme?

Yes		No		Total
Number	%	Number	%	39
37	95%	2	5%	

Results on a street by street basis were as follows:

(Response base 39)

Street	Number of properties mailed	Number of responses	Response rate %	Yes		No	
				Number	%	Number	%
Hazeldene Meads	31	26	84%	26	100%	0	0%
The Beeches	22	13	59%	11	85%	2	15%
Total	53	39	74%	37	95%	2	5%

Q2 If a parking scheme was introduced residents were asked to indicate their preference.

Option 1 – Light touch – 9am-10am and 1pm-2pm – Mon-Fri

Option 2 – Full scheme – Restricted parking 9am – 8pm Mon-Sun

Light touch		Full scheme		Total
Number	%	Number	%	37
21	57%	16	43%	

Street	Light touch		Full scheme	
	Number	%	Number	%
Hazeldene Meads	13	50%	13	50%
The Beeches	8	73%	3	27%
Total	21	57%	16	43%

South Portslade Area Light Touch Residents Parking Scheme Consultation report July 2020

Background

In October 2019, residents in the South Portslade Area were written to in order to gauge whether there was support for a residents parking scheme.

The results from this initial consultation showed that 60.4% supported the introduction of a residents parking scheme with a preference being for a 5 day light-touch scheme (56.5% light-touch scheme, 54.5% Monday to Friday). At the June 2020 Environment, Transport and Sustainability Committee a decision was made to carry out a consultation for a light touch scheme.

Headline Findings

The consultation received a response rate of 23.4%.

Support for a resident parking scheme:

- **42.7%** of respondents support the implementation of a residents parking scheme.
- **57.3%** of respondents do not support the implementation of a residents parking scheme

Operating hours

- **32.5%** Would like a scheme to operate 11am to noon and 6pm to 7pm
- **67.5%** Would prefer different hours of operation

Methodology

Brighton & Hove City Council Land and Property Gazetteer was used to provide 2498 property addresses in the proposed South Portslade Area scheme boundary. An information leaflet and detailed map were sent to each address. People were asked to go online to complete a questionnaire. People could also request a paper copy of the questionnaire with a prepaid envelope for reply. 567 (97.1%) responses were received online and by mail 17 (2.9%). The consultation was advertised on the council's website, via social media and by a press-release to local media. The consultation ran from 8 June to 17 July 2020.

Results

584 valid responses¹ were received from within the proposed scheme boundary giving a response rate of 23.4%.

Q1 Would you like a parking scheme in your area?

(response base 575²)

Yes		No		Total
Number	%	Number	%	
245	42.7	329	57.3	574

Results on a street by street basis were as follows:

(response base 575)

Q1 Would you like a parking scheme in your area?

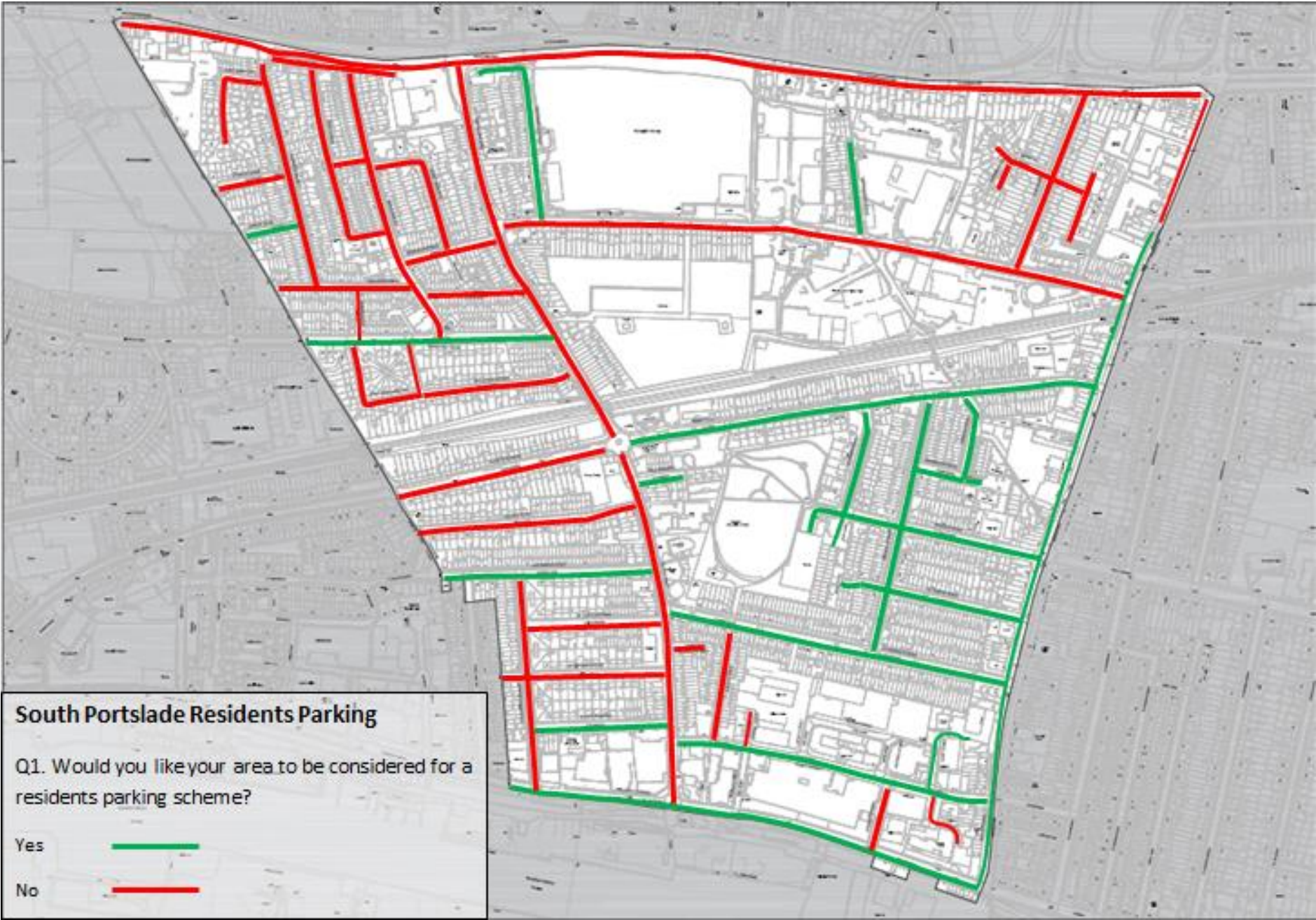
Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Abinger Road	94	38	40.4	8	21.1	30	78.9
Albion Street	34	18	52.9	6	33.3	12	66.7
Bampffield Street	26	8	30.8	1	12.5	7	87.5
Barnes Road	3	1	33.3	0	0	1	100.0
Beaconsfield Road	32	9	28.1	6	66.7	3	33.3
Brambledean Road	39	13	33.3	6	46.2	7	53.8
Camden Street	9	1	11.1	0	0	1	100.0
Carlton Terrace	67	5	7.5	2	40.0	3	60.0
Chapel Place	1	1	100.0	0	0	1	100.0
Church Road	95	14	14.7	5	35.7	9	64.3
Church Street	3	1	33.3	0	0	1	100.0
Clarendon Place	4	1	25.0	0	0	1	100
Crown Road	93	38	40.9	6	15.8	32	84.2
Denmark Road	39	7	17.9	4	57.1	3	42.9
East Street	3	1	33.3	1	100	0	0

¹ 204 responses were removed from the analysis for the following reasons: 106 were duplicate cases, 63 were from outside the area and 36 with incomplete addresses

² Response base = number of people answering this question (some respondents didn't answer all questions)

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Eastbrook Road	60	14	23.3	10	71.4	4	28.6
Ellen Street	4	0	0.0	0	0	0	0
Elm Road	38	11	28.9	2	18.2	9	81.8
Fishersgate Terrace	1	0	0.0	0	0	0	0
Franklin Road	60	11	18.3	9	81.8	2	18.2
Freemans Road	6	2	33.3	0	0	2	100.0
Garden Close	10	1	10.0	0	0	1	100.0
Gardener Street	47	25	53.2	2	8.0	23	92.0
Gladstone Road	64	8	12.5	3	37.5	5	62.5
Gordon Close	41	1	2.4	0	0	1	100.0
Gordon Road	27	5	18.5	5	100.0	0	0
Hurst Crescent	28	14	50.0	3	21.4	11	78.6
Infinity Close	11	1	9.1	1	100.0	0	0
Jubilee Road	11	3	27.3	2	66.7	1	33.3
Lincoln Road	57	19	33.3	7	36.8	12	63.2
Links Close	26	1	3.8	0	0	1	100
Links Road	47	21	44.7	8	38.1	13	61.9
Middle Street	6	0	0.0	0	0	0	0
North Street	41	2	4.9	2	100.0	0	0
Norway Street	77	19	24.7	18	94.7	1	5.3
Old Shoreham Road	66	10	15.2	3	30.0	7	70.0
Park Crescent	29	10	34.5	1	10.0	9	90.0
Portslade Mews	21	2	9.5	2	100.0	0	0
Shelldale Avenue	39	5	12.8	1	20.0	4	80.0
Shelldale Crescent	30	5	16.7	2	40.0	3	60.0
Shelldale Road	69	14	20.3	8	57.1	6	42.9
Southdown Avenue	14	6	42.9	5	83.3	1	16.7
St Andrews Road	138	46	33.3	39	84.8	7	15.2
St Aubyns Road	53	14	26.4	11	78.6	3	21.4
St Michaels Road	25	5	20.0	1	20.0	4	80.0
St Nicholas Road	34	9	26.5	4	44.4	5	55.6
St Peters Road	22	5	22.7	4	80.0	1	20.0

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Stanley Road	19	11	57.9	1	9.1	10	90.9
Station Road	149	13	8.7	7	53.8	6	46.2
Symbister Road	15	3	20.0	3	100.0	0	0
The Gardens	9	1	11.1	0	0	1	100.0
Trafalgar Road	160	22	13.8	7	31.8	15	68.2
Vale Gardens	12	1	8.3	1	100.0	0	0
Vale Road	173	17	9.8	13	76.5	4	23.5
Victoria Park Gardens	6	0	0.0	0	0	0	0
Victoria Road	112	12	10.7	5	41.7	7	58.3
Wellington Road	13	4	30.8	3	75.0	1	25.0
Wolseley Road	90	45	50.0	7	15.6	38	84.4
Total	2498	574	23.0	245	42.7	329	57.3



Q2 Would you like the scheme to operate from 11am to noon and 6pm to 7pm? (Response base 529)

Yes		No (I would like different hours of operation)		Total
Number	%	Number	%	
172	32.5	357	67.5	529

Q2b

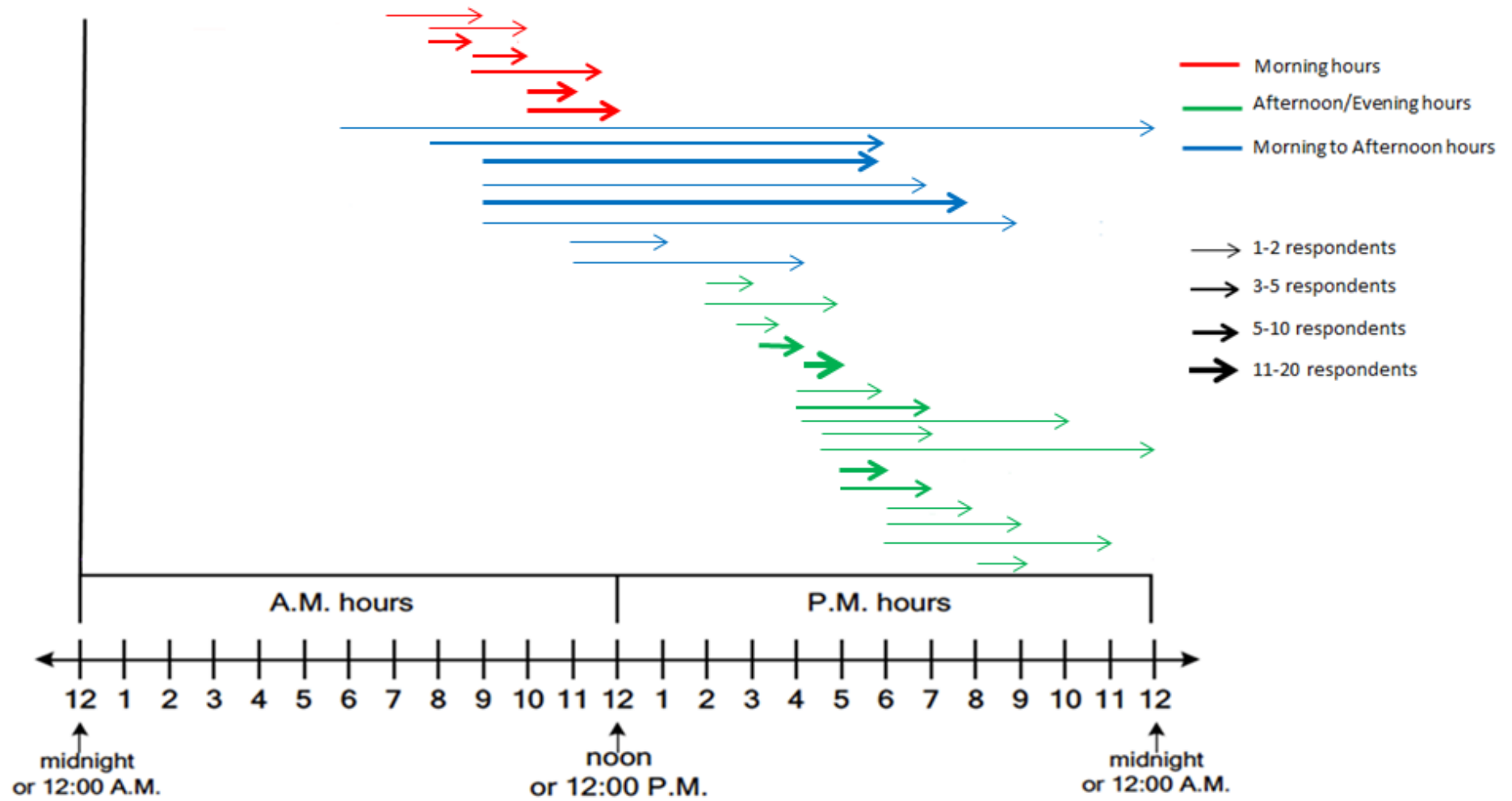
Those respondents who answered 'no' for Question 2 could suggest alternative timings for the scheme. A number of respondents chose not to suggest specific time slots and instead; 43 respondents asked for a full scheme, 3 asked for just Saturdays to be included and a further 14 wanted the scheme to include weekends as well.

The most popular suggestions³ for specific alternative times are shown below:

Time slot	Number of times mentioned
4pm-5pm	12
10am-11am	10
5pm-6pm	8
8am-6pm	7
9am-8pm	7
3pm-4pm	7
10am-12pm	5

The full list of suggestions was wide ranging and responses are all plotted on the graphic below:

³ Only times mentioned more than five times included



Q3 Respondents were asked whether they are a resident, a business owner or manager or work in the area. (Respondents could tick more than one option).

	Number of responses
Resident	562
Business owner or manager	35
Work in the area	21
Other	7

Q4 How many cars in your household?

No. of cars	Number of responses
0	20
1	343
2	165
3	30
4 or more	6

Q5a What type of business do you own or manage in the area?

What type of business?	Number of responses
Retail outlet	1
Office-based	14
Other includes: Consultancy, carpenter, window cleaner	56
Total responses	71

Q5b How many vehicles are directly associated with your business?

No. of vehicles	Number of responses
0	34
1	29
2	6

Q7 Any further comments?

An open text box enabled respondents to add comments. These comments were grouped together and themed as follows:³ The top ten types of comments are listed in the following table:

Comments made	Number of times mentioned
Not enough residents spaces / scheme will cause loss of too many parking spaces / will need more than one permit / where will residents park?	202
No need for a scheme/Unnecessary	59
Don't want to pay for parking	40
Will stop long term/ overnight / commuter parking	35
Don't want double yellow lines over driveways	33
In favour because of current parking difficulties	30
Concerned about displacement	27
This is purely a money making exercise	27
Unhappy about the hours proposed	27
Need Enforcement of current illegal parking	23

Demographic Information

Age	Number	%
18-24	5	1.1
25-34	64	13.9
35-44	131	28.3
45-54	121	26.2
55-64	80	17.3
65-74	41	8.9
75+	20	4.3
Total	462	100

Gender	Number	%
Male	228	44.9
Female	279	54.9
Non Binary	1	0.2
Total	508	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	491	98.6
No	7	1.4
Total	498	100

Disability	Number	%
Yes, a little	54	11.3
Yes, a lot	33	6.9
No	390	81.8
Total	477	100

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	41
Sensory impairment	3
Learning disability/ difficulty	3
Long-standing illness	39
Mental health condition	22
Development condition	2
Autistic Spectrum	4
Other	8

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	425	86.6
	Irish	12	2.4
	Gypsy or Irish Traveller	1	0.2
	Any other white background	30	6.1
Asian or Asian British	Bangladeshi	1	0.2
	Indian	5	1.0
	Pakistani	1	0.2
	Chinese	1	0.2
	Any other Asian background	3	0.6
Black or Black British	African	0	0.0
	Caribbean	0	0.0
	Any other Black background	0	0.0
Mixed	Asian & White	4	0.8
	Black African & White	1	0.2
	Black Caribbean & White	0	0.0
	Any other mixed background	2	0.4
Any other ethnic group	Arab	2	0.4
	Any other ethnic group	3	0.6
Total		491	100

Sexual Orientation	Number	%
Bisexual	8	1.8
Gay Man	20	4.5
Heterosexual/ straight	391	88.3
Lesbian/ Gay Woman	15	3.4
Other	9	2.0
Total	443	100

Religious Belief	Number	%
I have no particular religion or belief	240	54.1
Buddhist	5	1.1
Christian	138	31.0
Hindu	4	1.0
Jain	0	0.0
Jewish	2	0.5
Muslim	2	0.5
Pagan	4	1.0
Sikh	0	0.0
Agnostic	6	1.3
Atheist	32	7.2
Other	7	1.6
Other philosophical belief	4	1.0
Total	444	100

Are you a carer	Number	%
Yes	58	11.6
No	442	88.4
Total	500	100

If yes, do you care for a:	Number
Parent	21
Partner or Spouse	17
Child with special needs	17
Friend	2
Other family member	2
Other	5

Armed Forces

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	1	0.2	445	99.8
Have you ever served in the UK armed forces?	13	3.0	417	97.0
Are you a member of a current or former serviceman or woman's immediate family/ household?	8	1.9	419	98.1

South Portslade Sub Area: Section between Vale Road & St Andrew's Road

Response rate of 15.9%

Support for a resident parking scheme:

- **82.3%** of respondents in this area support the implementation of a residents parking scheme.
- **17.7%** of respondents in this area do not support the implementation of a residents parking scheme

Operating hours

- **48.1%** Would like a scheme to operate 11am to noon and 6pm to 7pm
- **51.9%** Would prefer different hours of operation

Q1 Would you like a parking scheme in your area?

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Denmark Road	39	7	17.9	4	57.1	3	42.9
Franklin Road	60	11	18.3	9	81.8	2	18.2
Gordon Close	41	1	2.4	0	0	1	100.0
Gordon Road	27	5	18.5	5	100.0	0	0
Infinity Close	11	1	9.1	1	100.0	0	0
Norway Street	77	19	24.7	18	94.7	1	5.3
Portslade Mews	21	2	9.5	2	100.0	0	0
St Andrews Road	138	46	33.3	39	84.8	7	15.2
St Aubyns Road	53	14	26.4	11	78.6	3	21.4
Station Road	149	3 ¹	1.3	1	33.3	2	66.7
Symbister Road	15	3	20.0	3	100.0	0	0
Vale Gardens	12	1	8.3	1	100.0	0	0

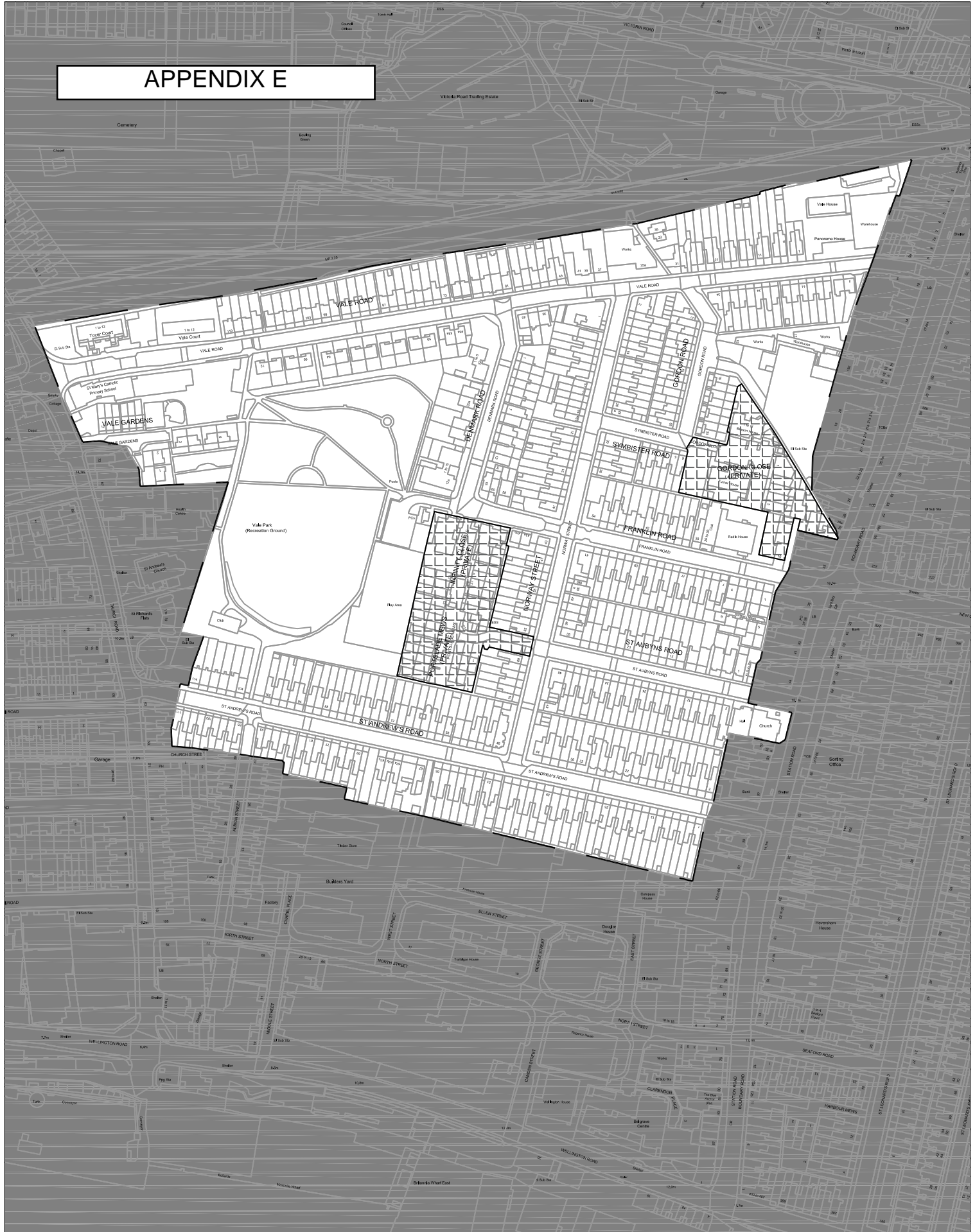
¹ Only properties which fall within this sub area

Street	Number properties mailed	Number responses	Response rate %	Yes		No	
				Number	%	Number	%
Vale Road	173	17	9.8	13	76.5	4	23.5
Total	816	130	15.9	107	82.3	23	17.7

Q2 Would you like the scheme to operate from 11am to noon and 6pm to 7pm? (Response base 529)

Yes		No (I would like different hours of operation)		Total
Number	%	Number	%	
63	48.1	68	51.9	131

APPENDIX E



Appendix F

		Road	Su/Ob	Reasons	Officer Response
1	Resident	Norway Street	Support	Parking very limited in area	
				Will benefit residents and visitors to Boundary Road	
2	Resident	Norway Street	Support	Vehicles left for weeks without moving, or commuters parking all day	
3	Resident	Norway Street	Support	Parking very limited in area	
				Will give residents chance to have car near their homes	
				Still allows short term visitors to area	
4	Resident	Vale Road	Object	Current restriction to be replaced by no waiting at any time proposal, but won't help road safety or flow of traffic but will have an impact on finding parking space close to home.	Current arrangement to remain with no additional waiting restriction applied during the implementation stage.
5	Resident	Vale Road	Support	Supported providing permits will not be allocated to local businesses	
				Supported as long as there are enough spaces for residents vehicles	
6	Resident	St Aubyns Road	Object	Object to whole scheme as will be detrimental	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				A minority want the scheme	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				No clear majority and low response - shows council bias over residents' needs.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
7	Resident	St Aubyns Road	Support	Parking very limited in area	
				Be able to have chance of parking near home	
8	Resident	Denmark Road	Object	Will lose too many spaces	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.
				Cost of permits	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.
9	Resident	Denmark Road	Object	Scheme should be full and not light touch, to make it fair to residents having to pay for permits.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Full scheme would alleviate problems in the area.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
10	Resident	St Andrews Road	Object	Will lose too many spaces	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.
				Does not sort out problems of parking in the industrial area, where double yellow lines prohibit parking.	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.
11	Resident+	St Andrews Road	Object	Object to the light touch scheme as will not aid residents parking in the day, allows all day parking	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking very limited in area	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.
12	Resident		Object	Loss of spaces will have a negative impact on area and residents	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.
13	Resident	Station Road	Object	Didn't want limited waiting wanted residents parking	No proposals for any changes to existing parking arrangement in Station Road
				Parking already limited	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.
				Having scheme in surrounding roads will reduce options for parking close to home. Would have to park several streets away.	No proposals for any changes to existing parking arrangement in Station Road

				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
14	Resident	Albion Street	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Will be nowhere for residents to park	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
15	Resident	Albion Street	Object	Parking already very limited in area	The parking scheme has already been through an extensive consultation process. The options and roads taken forward is that which is preferred by the majority of respondents. The majority of respondents in Albion Street were not in favour of being included within the scheme and were therefore removed from the parking scheme boundary.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Voted against scheme due to number of spaces lost but would have voted differently if known area would be split	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
16	Resident	Albion Street	Object	Majority residents voted against a scheme	The parking scheme has already been through an extensive consultation process. The options and roads taken forward is that which is preferred by the majority of respondents. The majority of respondents in Albion Street were not in favour of being included within the scheme and were therefore removed from the parking scheme boundary.
				Smaller scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
17	Resident	Albion Street	Object	Proposed scheme will not ease lack of parking	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Should be support for businesses to provide off-street parking or alternatives without impacting on residents parking.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
18	Resident	St Peter's Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				St Peter's Road responses were in favour of light touch scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				Parking is already limited, with some vehicles not moved for days.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				A light touch scheme would help with parking for school at drop off/pick up.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

19	Resident	St Peter's Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Voted against a scheme, but if have to have one want whole area included.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
20	Resident	St Peter's Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
21	Resident	St Peter's Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Voted against having a scheme but not shown in figures.	All responses in relation to the proposals are recorded and included as a part of the overall report.
22	Resident	St Peter's Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
23	Resident	St Peter's Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				People with driveways did not reply to consultation as it wouldn't effect them.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.

24	Resident	St Peter's Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking scheme would also help visitors to St Peters School	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
25	Resident	St Peter's Road	Object	Parking already very limited in area	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
26	Resident	Eastbrook Road	Object	Parking restrictions should be for roads to the west of proposals.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Repsonses to consultation supported a scheme here so should be included.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
27	Resident	Eastbrook Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme, would be a waste of time and money not to do it now as it will be wanted in the future.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

28	Resident	Eastbrook Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Very few properties have off road parking	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole.
				Want to be consulted again	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
29	Resident	Eastbrook Road	Object	Whole area should be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
30	Resident	Eastbrook Road	Object	Parking already limited and dangerous	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				All roads south of railway line should be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
31	Resident	Eastbrook Road	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Residents in Eastbrook Road and St Peters Road voted for a scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

32	Resident	Eastbrook Road	Object	Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Need to review the proposals and the impact it will have	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
33	Resident	Eastbrook Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Restrictions around Victoria Park would not help community	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
34	Resident	Eastbrook Road	Object	Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Believe a scheme would improve situation	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
35	Resident	Eastbrook Road	Object	Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

				Want to be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
36	Resident	Eastbrook Road	Object	Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Very few properties have off road parking	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be consulted again	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
37	Resident	Eastbrook Road	Object	Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				More people voted for scheme in road than against	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
38	Resident	Eastbrook Road		Too many non- residents parking in street	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
39	Resident	Eastbrook Road	Object	Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
40	Resident	Eastbrook Road	Object	Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
41	Resident	Eastbrook Road	Object	Need to be able to park near to home	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
42	Resident	Eastbrook Road	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Residents in Eastbrook Road and St Peters Road voted for a scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Need another vote or scheme stopped due to negative impacts	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.

43	Resident	Eastbrook Road	Object	Parking has becoming impossible, with numerus vehicles parking in this road	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				If this scheme goes ahead will push more even more vehicles into this road.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Should have another revote or there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
44	Resident	Eastbrook Road	Object	Object to the introduction of the proposed controlled parking restrictions in parts of South Portslade.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				No communication to residents in the surrounding streets that the plans have changed	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Residents in the surrounding streets should be able to vote again as to whether the scheme should be extended or the scheme is stopped completely for the whole of South Portslade	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
45	Resident	Eastbrook Road	Object	Object to not having parking permits on the streets where most voted yes	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Currently extremely difficult to park.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Scheme will push more even more vehicles into this roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

				Lack of votes may have come from the residents in this road with driveways	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
46	Resident	Eastbrook Road	Object	Supported the original proposal that was advertised as covering the whole of Portslade South	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				The proposed parking restrictions will only be covering the area between Boundary Road and Church Road, leaving all of the roads on the other side of Church Road with the entire problem that this proposal was supposed to help.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Majority of residents in Eastbrook Road voted for a scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Rethink the proposal and keep the area together instead of creating divides	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
47	Resident	Brambledean Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
48	Resident	Brambledean Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

49	Resident	Brambledean Road	Object	Need to be able to park near to home	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
50	Resident	Brambledean Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
51	Resident	Brambledean Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Need to be able to park near to home	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				School parents and children should be encouraged to walk	The council promotes citywide active and sustainable travel to and from schools.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Permit parking should be introduced to South Portslade area.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
52	Resident	Brambledean Road		Would support a scheme in Brambledean Road	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

53	Resident	Brambledean Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				All of area should be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
54	Resident	Brambledean Road		Should be two bays per household- need a space outside home	Any scheme is area based and parking places are not specific to a particular household. The number of permits made available is monitored so as not to exceed the number of parking places on street.
55	Resident	Brambledean Road	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Residents in areas outside of scheme will want an expansion resulting in another consultation.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Low response rate to scheme	Whilst the response rate may appear low the average response rate to parking scheme consultations is generally a much similar figure.
				Either whole scheme withdrawn or allow residents in adjacent areas to vote again	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
56	Resident	Brambledean Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into these roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Recind the residents parking in the Vale Park area	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

57	Resident	Lincoln Road	Object	Should be no scheme at all in area	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Money making scheme	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.
58	Resident	Lincoln Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
59	Resident	Lincoln Road	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				All South Portslade area needs to be included - not just small area	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
60	Resident	Lincoln Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Pavement parking a major problem causing obstruction for larger vehicles	Central government have recently consulted with local traffic authorities outlining several options on a way forward to addressing this issue. The council is currently waiting on the results of this consultation.
				Need to be able to park near to home	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.

61	Resident	Lincoln Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				All of South Portslade should be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
62	Resident	Lincoln Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
63	Resident	Lincoln Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Never made clear that only part of the original proposal could be implemented	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Residents would have given their opinion thinking that is was going to be a "all or nothing" decision for the entire area in the original proposal.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
64	Resident	St Nicholas Road	Object	Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
65	Resident	St Nicholas Road	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking is already limited, with some vehicles not moved for days.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Should be no scheme at all in area	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
66	Resident	St Nicholas Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
67	Resident	St Nicholas Road	Object	Need to be able to park near to home	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				All South Portslade area needs to be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
68	Resident	St Nicholas Road	Object	All South Portslade area needs to be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

69	Resident	St Nicholas Road	Object	Residents in areas outside of scheme will want an expansion in a few months but have to deal with a worse parking situation in meantime.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Did not receive the detailed design consultation, and with a low turn out and change to boundary should be further consultation.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
70	Resident	St Nicholas Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Didn't vote as thought it would be all or nothing	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
71	Resident	St Nicholas Road	Object	When voted thought it would be all or nothing	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be able to park close/near to home	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				The original vote on the parking restrictions in Portslade seemed to include the streets local to St Nicholas Road. However the scheme is actually ending right next to St Nicholas Road and only excludes a handful of roads	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.

72	Resident	St Nicholas Road	Object	Cars will be parking in streets where there are no restrictions, which will further add to the already limited parking.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
					The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Should have another revote or there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
73	Resident	St Michaels Road	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
74	Resident	St Michaels Road	Object	Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
	Resident	Gladstone Road	Object	Scheme should be for a larger area of lower Portslade	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

76	Resident	Church Street	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
77	Resident	Church Road	Object	Should cover roads west up to boundary	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
78	Resident	Church Road	Object	Plans have changed without consulting residents	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
79	Resident	Trafalgar Road	Object	Having permits in this area, when houses on main roads have to park on back roads, is unfair.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.

				Parking very limited in area	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
80	Resident	Trafalgar Road	Object	Want to be included in scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Nearest roads to park already have limited parking	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
81	Resident	Trafalgar Road	Object	Parking already limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Residents not consulted on the new zone area	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Covid-19 may have influenced response and repsonse rate	Although primarily the consultation was conducted on-line due to situation with COVID-19, provisions were made for both telephone & paper applications being available throughout the consultation period.
				Detailed design consultation undermined as did not include all of South Portslade and may have impacted people's decisions.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				object as it only covers a very small part of South Portslade.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

82	Resident	Trafalgar Road	Object	Would support a much larger zone as per the consultation	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Been made aware that there are now plans to charge for parking in the Vale Park and Victoria Rec car parks and believe that people may have voted very differently.	The proposals for charging at both Vale Park and Victoria Park were rejected at ETS committee in November 2020.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in the scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
83	Resident	Trafalgar Road	Object	object as it only covers a very small part of South Portslade.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Would support a much larger zone as per the consultation	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Been made aware that there are now plans to charge for parking in the Vale Park and Victoria Rec car parks and believe that people may have voted very differently.	The proposals for charging at both Vale Park and Victoria Park were rejected at ETS committee in November 2020.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in the scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Southdown Avenue and Beaconsfield Road should be included in the scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Roads north of the railway line mainly have off road parking with exception of these two roads - so a scheme would not benefit them.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Area west of Trafalgar Road didn't want to be included as spaces would be lost, but this parking is only achieved by parking on pavement. This could become illegal anyway and Council appears to condone this behaviour.	Central government have recently consulted with local traffic authorities outlining several options on a way forward to addressing the issue of problematic pavement parking. The council is currently waiting on the results of this consultation.

84	Resident	Southdown Avenue	The Council's policy to challenge CO2 emission is a good reason to include these two roads.	Even with the consideration in reduction of CO2 emissions the council would not consider permit parking for individual roads.
			Limited waiting already enforce in Victoria Road and would not create an additional legal precedent outside of a scheme to introduce residents parking only signs to both roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as a whole, however the council does not consider permit parking parking for individual roads.
			The industrial/ car dealerships should allow staff to park on site and not on-street or in park.	The council has no jurisdiction in determining how local businesses manage their employees car parking arrangements.
			Parking already being lost due to cycle hub and electric vehicle space.	These are projects to which a separate consultation would have been carried out allowing residents the opportunity to comment.
			Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
			Both roads voted in favour of being included in a scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
85	Resident	Southdown Avenue	Southdown Avenue and Beaconsfield Road should be included in the scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
			Roads north of the railway line mainly have off road parking with exception of these two roads - so a scheme would not benefit them.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
			Area west of Trafalgar Road didn't want to be included as spaces would be lost, but this parking is only achieved by parking on pavement. This could become illegal anyway and Council appears to condone this behaviour.	Central government have recently consulted with local traffic authorities outlining several options on a way forward to addressing the issue of problematic pavement parking. The council is currently waiting on the results of this consultation.
			The Council's policy to challenge CO2 emission is a good reason to include these two roads.	Even with the consideration in reduction of CO2 emissions the council would not consider permit parking for individual roads.
			Limited waiting already enforce in Victoria Road and would not create an additional legal precedent outside of a scheme to introduce residents parking only signs to both roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as a whole, however the council does not consider permit parking parking for individual roads.
			The industrial/ car dealerships should allow staff to park on site and not on-street or in park.	The council has no jurisdiction in determining how local businesses manage their employees car parking arrangements.
			Parking already being loss due to cycle hub and electric vehicle space.	These are projects to which a separate consultation would have been carried out allowing residents the opportunity to comment.
			Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
			Both roads voted in favour of being include in a scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.

86	Resident	Southdown Avenue	Object	Need Permit holder parking in Southdown Avenue so residents can park and should be put into South Portslade scheme.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
87	Resident	Southdown Avenue	Object	Need Permit holder parking in Southdown Avenue	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				No option for off-street parking	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
				More businesses in area and commuter parking as well as vehicles displaced from Hove schemes parking in area.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
88	Resident	Beaconsfield Road	Object	Should be included in scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
89	Resident	Beaconsfield Road	Object	Money making scheme	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.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Schemes increase double yellow lines and allows people to have extended driveways reducing parking for others.	For safety reasons waiting restrictions are applied only at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
				Problem has been caused by the removing spaces and adding more double yellow lines.	For safety reasons waiting restrictions are applied only at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
				Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

90	Resident	Beaconsfield Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Need residents permits	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsideration could be considered upon significant support from residents.
91	Resident	Beaconsfield Road	Object	Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Should not be a parking scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
92	Resident	Beaconsfield Road	Object	Parking already very limited due to commercial nature of area and other educational and leisure interests	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsideration could be considered upon significant support from residents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme should include Beaconsfield Road, Southdown Avenue and Victoria Road	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsideration could be considered upon significant support from residents.
				Scheme as proposed was not voted on by residents, no official notification of change and many unaware of the change.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Dedicated webpage updated with details of how scheme was progressing.
				Despite low response rate Beaconsfield Rd and Southdown Av voted in favour of scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as a whole, however the council does not consider permit parking for individual roads.
				Council proposes to charge for parking in the car park at Victoria Recreation Ground. This car park is used by residents, staff of the car franchises. If this is passed, where will those vehicles go?	The proposals for charging at both Vale Park and Victoria Park were rejected at ETS committee in November 2020.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.

93	Resident	Victoria Road	Object	Want to be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
94	Resident	Victoria Road	Object	Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				All of South Portslade should be included in scheme or for there to be no scheme at all.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
95	Resident	Bampffield Street	Object	Parking already very limited	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Want to be included in the scheme	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.
96	Resident	Elm Road	Object	Not clear that only some area might be included	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
				Scheme will push more even more vehicles into surrounding roads.	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents.
97	Resident	Mile Oak	Object	All South Portslade area needs to be done otherwise will increase congestion and pollution	The parking scheme has already been through an extensive consultation process in which it was highlighted that a smaller area maybe considered based on responses from residents within the area as whole. The options and roads taken forward is that which is preferred by the majority of respondents. Any future reconsultation could be considered upon significant support from residents.

Subject:	Parking Enforcement Procurement Strategy		
Date of Meeting:	16 March 2021		
Report of:	Executive Director Environment, Economy & Culture		
Contact Officer:	Name:	Paul Nicholls	Tel: 01273 293287
	Email:	paul.nicholls@brighton-hove.gov.uk	
Wards affected:	All		

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

- 1.1 The Procurement Advisory Board requested that independent consultants be engaged to evaluate procurement options for the parking enforcement contract and associated services such as IT. This was to include the option of bringing elements of the service in house, such as enforcement officers, taking social value into account. The review did look across the whole of Parking Services due to the close links between teams but it is important to note that the vast majority of the service is already an in-house operation.
- 1.2 Expressions of interest were invited to carry out this consultancy work, but the tender was delayed due to the first covid outbreak and later awarded to 'Red Quadrant' consultants who started work in July 2020 working remotely.

2. RECOMMENDATIONS:

- 2.1 That the Committee agrees to proceed with option three of the procurement strategies set out in the independent consultant's report and in the main body of this report which was endorsed as the preferred option by the Procurement Advisory Board.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Council officers met weekly with the consultants to set out the parameters and criteria for the review including ensuring they benchmark with other LA's to thoroughly examine our performance. The review included a series of workshops with all service managers to ensure all aspects of the service were reviewed.
- 3.2 The current enforcement contract expired on 1 July 2020 and the council has agreed terms to extend contractual arrangements pending the review and procurement next steps. Generally, the consultant's report found that the contract has performed well against set KPIs as explained in the Red Quadrant report. Benchmarking information has also been researched by the consultants and is included for information
- 3.3 Three options were evaluated by the consultants. The first option is to re-let the contract on the same basis as previously. The second option is to bring the

enforcement contract in house and just re-let for IT systems. The third (recommended) option is to re-let the PCN enforcement service and IT systems but bring in-house blue badge enforcement (3 posts) and the permit IT system. This option also recommends exploring whether there is a financial case for procuring a car pound.

- 3.4 The background reasoning for bringing forward the third option is explained in the consultant's report. Blue badge enforcement officers are largely based at Hove Town Hall when not on street. Blue badge misuse is a criminal offence requiring close work with Sussex Police as opposed to parking contraventions which is a civil matter
- 3.5 Rather than re-letting the permit system it is thought that this IT system could be developed in house given the links to council tax and MyAccount
- 3.6 When the contract was let in 2013 the requirement for a pound was removed to achieve savings of £250k. The report suggests reviewing whether a multi-agency approach (working with Sussex Police, DVLA and neighbouring councils) to procuring a pound could be financially viable. This reflects the changing financial situation where PCNs numbers have increased with a particular issue around persistent evaders.
- 3.7 Subject to the recommended option 3 being approved the enforcement contract could be re-let with the new contract operational by July 2022.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Option 1, the 'as is' option was considered but this would not have the benefits outlined in the paragraph above. It was noted at the Procurement Advisory Board that the minimum salary paid by the current contractor was slightly below the Brighton Living Wage. It was felt that this could be addressed through specifying minimum pay requirements when re-letting the tender. Some of the other social value issues, could similarly be addressed through the tender specification.
- 4.2 Option 2, bringing the enforcement service in house was considered. Whilst this option provides the highest level of control over terms and conditions of employment, it was also considered by the consultants to have the longest mobilisation period (2 years) with potential for disruption of service as well as being resource intensive for Procurement, HR and Legal Services. On street parking income has been severely affected by the pandemic and this option would add significantly to budgetary pressures (£1.6m per annum in year 1 and approx. £1m per annum in subsequent years).

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 At the Procurement Advisory Board on 25th January 2021 the Members were concerned about the financial impact from option 2 which would have a huge impact on Council finances. There was also further discussion on reviewing Council wide enforcement including parking, anti-social behaviour and the field officer role. However, it was accepted that the current parking enforcement contract could not be extended any further and that any review of this would

need to be undertaken in the next few years and this should not delay this process.

- 5.2 No community engagement / consultation took place as this is a commercial and contractual matter.

6. CONCLUSION

- 6.1 It is recommended that this committee accepts the recommendation to proceed with option three of the procurement strategies as outlined in this report, the individual consultant report and as endorsed as the preferred option by the Procurement Advisory Board.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The financial implications of each of the three options considered are set out in the Red Quadrant report. The surplus over 5 years (July 2022 to 2027) has been calculated by deducting the cost of the service from the estimated income from Penalty Charge Notices (PCN's).
- 7.2 All budgetary assumptions in the Medium-Term Financial Strategy have been based on current contract costs and existing income assumptions through PCN's. Selecting option 2, bringing the service in house would therefore result in a service pressure of over £1m per annum. Surplus shown is council surplus (not private profit in outsourced options) and is used towards concessionary fares, support for buses and other transport improvements.
- 7.3 The recommendation is for option 3 which is estimated to provide small financial improvement of £0.060m pa from an annual contract cost of approx. £4.0m pa. The actual financial impact will not be known until the procurement process is complete.
- 7.4 This option also includes exploring the business case for procuring a car pound which would require a multi-agency approach to be financially viable.
- 7.5 The cost of the consultancy was approx. £0.083m and is reflected in the parking services Targeted Budget Management financial position reported to Policy & Resources Committee.

Finance Officer Consulted: James Hengeveld

Date: 15/02/2021

Legal Implications:

- 7.6 The Council will need to follow the relevant procurement regulations and the Council's standing orders when re-procuring the PCN enforcement service and IT systems. The Transfer of Undertakings Regulations are likely to apply to the services which are brought in-house.

Lawyer Consulted: Alice Rowland

Date: 15/02/21

Equalities Implications:

- 7.7 The parking enforcement contract helps protect access to disabled bays and prevent blue badge misuse.

Sustainability Implications:

- 7.8 Parking enforcement is a low carbon contract as most officers patrol the city on foot. The vehicles included in the contract are bicycles, electric bicycles and hybrid cars and vans.

Brexit Implications:

- 7.9 None

Any Other Significant Implications:

- 7.10 None

Crime & Disorder Implications:

- 7.11 Parking enforcement officers through their on-street presence deter anti-social behaviour and encourage compliance with road traffic regulations.

Risk and Opportunity Management Implications:

- 7.12 A risk register has been compiled by the consultants Red Quadrant. The option with the highest number of risks that are red RAG rated items is option 2, bringing the enforcement contract in-house. These red risks are continuity of service, time to implement and exposure. Option 2 would also result in financial risks at a time when on street parking income has become erratic, adding to budgetary pressures. Option 1, re-letting the contract 'as is', has no red RAG rated risks. Option 3, a mix of in sourcing and contracting out has one red RAG rated risk which is continuity of service.

SUPPORTING DOCUMENTATION

Appendices:

None

Background Documents

1. The consultant's report as presented to the Procurement Advisory Board

Document is Restricted

Document is Restricted

