



**Brighton & Hove
City Council**

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY COMMITTEE
ADDENDUM**

4.00PM, TUESDAY, 14 JANUARY 2014

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

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73. STANMER PARK – PERMISSION TO CONSULT ON MASTER PLAN IN PREPARATION FOR HERITAGE LOTTERY FUND GRANT APPLICATION	15 - 40

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

11.00am 11 DECEMBER 2013

BANQUETING ROOM, HOVE TOWN HALL

MINUTES

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

Also in attendance: Councillor Gary Peltzer-Dunn

PART ONE

53. PROCEDURAL BUSINESS

53(a) Declarations of substitutes

53.1. There were none.

53(b) Declarations of interest

53.2. There were none.

53(c) Exclusion of press and public

53.3. In accordance with section 100A of the Local Government Act 1972 (“the Act”), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100(I) of the Act).

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

54. CHAIRS COMMUNICATIONS

54.1 The Chair provided the following Communications:

“Welcome to this special meeting of the Environment, Transport & Sustainability Committee at which we will be considering the report on the 20mph limit phase 2 consultation.

I have called this special meeting, with the agreement of the lead opposition committee members, Councillor Theobald and Councillor Mitchell, to allow an extended period for public and member consideration of this particularly important matter. I am grateful to all members of the committee, and officers for making the time in your busy diaries to be here today.

There have been a number of documents received relating to the 20mph phase 2 proposals. While many have been emailed to members at different stages, and they have all been deposited in the Members room, for clarity I asked officers to circulate hard copies to members as a bundle. I trust you have all received these from the deputy head of law in the courier on Monday. For the record, the following items were circulated in the bundle”:

(List of documents read out by the Deputy Head of Law at the meeting)

- Copies of the written consultation responses received from:-

GMB dated 03 October 2013

Woodland Drive Action Committee dated 03 October 2013

Local resident dated 04 October 2013/26 September 2013/11 September 2013/21 March 2013

Brighton & Hove Streamline Ltd dated 04 October 2013

Local resident (Dyke Road Avenue) dated 16 August 2013

Local Resident (Boundary Road) dated 27 August 2013

Friends of the Earth dated 02 October 2013

Brighton & Hove Bus and Coach Company dated 02 October 2013

Bus Users UK dated 02 October 2013

Southern Taxi's, Brighton Streamline, Brighton & Hove Radio Cabs dated 03 October 2013

Copy of a Petition (unnamed) received on 03 October 2013

- List of consultation responses to Question 3 of the consultation documents, listed street by street. (Emailed to councillors on 27 November 2013; published on the council website on 28 November 2013 and placed in Members' Rooms on 29th November)
- Letter from Bricycles/CTC dated 04 October 2013 in response to the consultation. (Emailed to councillors on and copies added to information in the Members' rooms on 03 December 2013.)
- Email in relation to page 27 of the report which relates to the removal of duplicate submissions (emailed to councillors on 29 November 2013 and placed in Members' Rooms on 29th November)
- Copy of a Petition received on 04 October 2013 regarding Friars Road and Woodbourne Avenue

- Solicitors letter from Howlett Clark Cushman dated 06 December 2013 and officer response dated 09 December 2013. (Emailed to Councillors on 09 December and added to Members' rooms on 091213.)

“At my request the Deputy Head of Law also circulated by email yesterday an additional item relating to the proposals for the Patcham and Hollingbury area. Hard copies of this item have been distributed to the meeting.

I'm sorry to say that for personal reasons, Emma Sheridan, who was due to present the report on 20mph today is unable to be with us. Martin Heath, Road Safety Manager will be introducing the report along with Dave Parker, Head of Transport Planning.

The consultation on initial proposals for phase 2 of 20 mph has received a very high response from the public, with close to 58,000 surveys circulated and nearly 15,000 responses received. 28 staffed exhibitions were held at 18 locations, which along with special stakeholder meetings, additional correspondence, and a number of petitions, have all together made this perhaps the largest transport consultation the council has ever conducted.

I would like to thank residents, businesses and other stakeholders as well as members for their input, and I am sure members of the committee will also wish to join me in thanking Emma Sheridan and other officers involved for all the hard work they have put into this project so far.

I'm sure as we hear from public and members, and consider the proposals in the report, we will all be particularly mindful of the aims of the Council's 20 mph programme, as set out in section 1.2 of the report, and that at the heart of those aims is our shared desire to improve safety for all road users; particularly the young, old and other vulnerable people in the city”.

55. PUBLIC INVOLVEMENT

(b) Written Questions

55.1 Amanda Brace presented the following Question:

“As residents and users of Freshfield Road we have noticed higher traffic and speeds since it became the boundary of the Phase 1 20mph area. We were concerned that Phase 2 didn't recommend 20mph. That's why 78% of residents supported 20mph – one of the highest levels in the city!

It is almost totally residential and not a main road, so there is no reason for 30mph. It's on the way to school not just for St Lukes pupils but also children at Queens Park and Royal Spa.

We ask councillors to support 20mph in Freshfield Rd. We also welcome city-wide 20mph”.

55.2 The Chair provided the following response:

“Traffic speed monitoring on Freshfield Road has shown that, in line with a number of the boundary roads to the phase 1 area, traffic speeds on Freshfield Road have in fact reduced slightly (by 0.9mph) since the implementation 20mph limits in central Brighton and Hove. It understandable however, that as traffic speed has slowed on nearby

streets with the introduction of lower limits, that residents of this area would be more aware of the higher speeds on roads like Freshfield in comparison.

I note that in response to the consultation on phase 2 of 20mph, responses were received from 57% of properties, with 78% expressing support for Freshfield Road to become 20mph.

Proposals for the second phase of the 20mph programme will be debated and considered at this meeting and include, in recognition of the strength of views expressed by local residents, a recommendation for the speed limit on Freshfield Road to be reduced to 20mph. This has been supported by a number of stakeholders including Brighton and Hove Bus Company”.

55.3 Amanda Brace asked the following supplementary question:

“We really welcome the recommendation of the report and parents and residents were really pleased to know that was in there. If we could know what the process and time limit would be for looking at the measures mentioned at 4.62 of the report and how the community and school can be involved in making sure that any measures implemented in Freshfield Road to make 20mph self-enforcing”

55.4 The Chair provided the following response:

“If Members agree to the recommendations today, there will be a further opportunity to consult through the speed limit orders. With regard to the request to support speed reduction measures, I will ask Officers to get in contact with you and explain how that can be done”

(c) Deputations

55.5 The Deputies were unable to attend the meeting therefore a formal response was provided in writing as follows and was also read out at the meeting at the request of the Committee:

“Thank you for your deputation. We have always been very clear that the key arterial routes into the city such as Old Shoreham Rd which runs along the south side of Hove Park should remain at 30 mph.

In terms of Hove Park Road, Goldstone Crescent, Orchard Road and the westernmost section of The Droveaway, the basic reason for the areas cited not being included, was a clear absence of support from local residents in that area (not just the roads cited but the area as a whole) for lower speed limits.

There is also no significant identified collision/casualty problem in the area.

Whilst a consultation is not (as the deputation points out) a referendum, the DfT guidance is clear that 20mph limits should be considered in consultation with local communities.

As with other areas, on those streets proposed to be reduced to 20mph speed limits and those proposed to remain at 30mph, officers will continue to monitor casualty and collision data together with traffic volumes and speeds alongside local community opinion as part of the ongoing monitoring and evaluation of speed limits across the city”.

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

56. MEMBER INVOLVEMENT

56.1 No items were received.

57. BRIGHTON AND HOVE 20MPH LIMIT PHASE 2 - RESULTS OF PUBLIC CONSULTATION

57.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that outlined the results of the recent public consultation on proposals for Phase 2 of the 20mph programme; presented revised proposals informed by the findings of the consultation and sought approval of those proposals and to proceed to the advertising of the associated Speed Limit Orders (SLO's).

57.2 Councillor Peltzer-Dunn made a representation to the Committee. Councillor Peltzer-Dunn explained that he supported 99 per cent of the proposals and had always believed that 20mph was an acceptable limit on suburban roads. Councillor Peltzer-Dunn stated his concern that, despite the majority of local residents voting against the introduction of 20mph in their area and a request from Brighton & Hove Buses to retain the existing speed limit on Portland Road, the proposals sought to introduce a 20mph limit on the road. Councillor Peltzer-Dunn stated that whilst officers were correct in highlighting the poor accident record on Portland Road, local residents appreciated and understood local issues and had made a clear statement that they were against the introduction of 20mph. Councillor Peltzer-Dunn requested that the Committee acknowledge the result of the consultation and support the proposed amendment to retain the existing speed limit on Portland Road.

57.3 On behalf of the Conservative Group, Councillor Theobald formally moved a motion to amend recommendation 2.2 and an additional recommendation 2.3 as shown in bold italics below:

2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, ***subject to recommendation 2.3 below.***

2.3 That in view of a) the concerns expressed by Brighton & Hove Bus Company and the taxi trade and b) the lack of support from residents for a 20mph limit, that a decision on including Portland Road in the proposed scheme be deferred to enable further monitoring and analysis of road safety and accident data and that a report on the results of that work be brought back to a future meeting of this Committee.

57.4 Councillor Theobald explained that Portland Road was an important bus route and Brighton & Hove Buses had made clear that retaining the existing speed limit would allow them to maintain bus frequency and prompt service. Councillor Theobald also noted that the majority of local residents had voted against 20mph on Portland Road.

57.5 Councillor Janio formally seconded the motion.

- 57.6 On behalf of the Conservative Group, Councillor Theobald formally moved a motion to amend recommendation 2.2 and an additional recommendation 2.3 as shown in bold italics below:
- 2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, ***subject to recommendation 2.3 below.***
- 2.3 ***That in view of the lack of a clear mandate from residents for introducing a 20mph limit in the area bounded by and including Ditchling Road, Surrenden Road, Braybon Avenue (including Old Farm Road and Graham Avenue) and Carden Avenue (excluding the Carden Avenue service road), that a decision on including these roads in the proposed scheme be deferred.***
- 57.7 Councillor Theobald stated that the amendment addressed the concerns made by Brighton & Hove Buses and taxi companies and retaining the existing limit on the specified roads could make a significant difference. Councillor Theobald added that 63.5% of residents were against 20mph in the specified areas and 55.1% were against 20mph for the street they lived on. Councillor Theobald stated that there had to be sufficient mandate for wholesale change and in this case the majority were against the introduction of 20mph. Councillor Theobald stated that the issue could be re-visited if there was demonstrable support sometime in the future perhaps associated with access to the South Downs National Park. Councillor Theobald added his support for traffic infrastructure works on Windfield Avenue, Braybon Avenue, Carden Avenue and Surrenden Road.
- 57.8 Councillor Cox formally seconded the motion.
- 57.9 On behalf of the Labour & Co-Operative Group, Councillor Mitchell formally moved a motion to amend recommendation 2.2 and an additional recommendation 2.3 as shown in bold italics below:
- 2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, ***subject to recommendation 2.3 below:***
- 2.3 ***The section of Surrenden Road and Braybon Avenue linking Preston Drove with Carden Avenue remain at the current speed***
- 57.10 Councillor Mitchell explained that the introduction of 20mph in the city had to balance enhanced safety whilst preserving key public transport corridors in order for them to run efficiently and maintain public safety at night. The specified roads were a key north to south route and retention of the current limit was supported by Brighton & Hove Bus Company and representatives of the taxi trade.
- 57.11 Councillor Robins formally seconded the motion.

57.12 On behalf of the Labour & Co-Operative Group, Councillor Mitchell formally moved a motion to amend recommendation 2.2 and an additional recommendation 2.3 as shown in bold italics below:

2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, ***subject to recommendation 2.3 below:***

2.3 That the following roads are excluded from the 20mph scheme and remain at current speed limits by reason of them both being key bus and taxi routes and a majority of residents in both roads having voted against these roads being included within the 20mph scheme.

(i) Preston Drove from the junction with Preston Road and Ditchling Road at the 5 ways.

(ii) Stanford Avenue from the junction with Preston Road and Ditchling Road at the 5 ways.

57.13 Introducing the motion, Councillor Mitchell stated that the roads specified were a key public transport route from east to west and linked up with roads proposed to remain at 30mph, were wide roads and areas where residents had voted against the introduction of 20mph.

57.14 Councillor Davey asked for clarification and confirmation that the wording “to enable further consultation to take place” had been withdrawn from the Conservative motion regarding Ditchling Road, Surrenden Road, Braybon Avenue and Carden Avenue.

57.15 Councillor Theobald confirmed that he wished to withdraw that part of the motion.

57.16 In response to the amendments, the Head of Transport Planning stated that their recommendation to reduce the speed limit on Portland Road to 20mph had been due to it having the highest accident rate of any road in the Phase 2 proposals. He added that should the proposed amendment to the recommendations be approved, officers would conduct further monitoring and analysis of road safety and accident data and seek to bring a report to the Committee within twelve months. The Head of Transport Planning added that with regard to the second Conservative amendment, the results of the consultation in that area of Patcham and Hollingbury had been finely balanced but that officers viewed the option provided in the report as the preferable option. Referring to the first Labour & Co-Operative Group amendment regarding Surrenden Road and Braybon Avenue, the Road Safety Manager stated that whilst it was agreed that this was an important transport corridor, the officer recommendations correlated with the recommendations of the 20mph Scrutiny Panel recommendations from 2010 that urged for 20mph limits in areas close to residential areas and routes close to schools. Furthermore, if the responses to the consultation in the specified roads were taken together, the overall result demonstrated resident support for a 20mph limit on those roads. With regard to the second Labour & Co-Operative Group amendment, the Road Safety Manager stated that Preston Drove, Ditchling Road and Stanford Avenue were densely residential, there were major obstructions to travelling on foot and there had

been significant amounts invested by the authority in recent years to improve pedestrian facilities in the area via the Safer Routes to School programme and demand for further improvements. The Road Safety Manager added that residents still had the opportunity to make further comments, support or objections to the SLO's when it was advertised.

- 57.17 Councillor Hawtree asked for clarification on the buses that used Preston Drove as a route and the volume of children using the areas identified in Patcham and Hollingbury to get to school.
- 57.18 The Road Safety Manager confirmed that the 5B bus used a section of Preston Drove between Beaconsfield Villas and Preston Park Avenue.
- 57.19 The Chair clarified that Carden Primary School was within the area and Patcham High and Infant School and Varndean School campuses were all located close by the area identified in the Patcham and Hollingbury motion.
- 57.20 Councillor Cox noted that paragraph 4.54 of the report stated that infrastructure works were planned for Surrendeane Road and asked if these would still be implemented if the various amendments were approved or not.
- 57.21 The Road Safety Manager stated that analysis of the area was underway and confirmed that implementation was not dependent on the outcome of the amendments.
- 57.22 Councillor Robins requested clarification on the outcome of the consultation if Braybon Avenue and Surrenden Road were taken together.
- 57.23 The Chair confirmed that the consultation results showed that 55.6% of residents on Braybon Avenue supported the introduction of 20mph limits and on the section of Surrenden Road that related to the Labour & Co-Operative amendment, 57.1% of residents had supported the introduction of 20mph via the consultation.
- 57.24 Councillor Hawtree stated the proposals not only provided offered an opportunity to reduce accidents but also to promote a healthier lifestyle in encouraging more sustainable methods of transport. Councillor Hawtree noted that 33,000 people died of heart disease in the United Kingdom every year and introducing 20mph speed limits and promoting cycling and walking would go some way to reducing those figures the city and benefit for communities. Councillor Hawtree also noted evidence that demonstrated for every 1mph reduction in speed limits, there was a corresponding 6% drop in accidents. With a single death on the road losing the economy £1.7m per annum and road accidents costing £17bn per annum, Councillor Hawtree believed there was also significant economic benefits to reducing speed limits on roads. Councillor Hawtree stated his support for the recommendations as per the report and outlined reasons as to why he could not support the respective amendments. Councillor Hawtree stated that he supported reducing the speed limit in the Patcham area to 20mph due to the high number of families in the area and believed it was vital to retain Preston Drove at 20mph due to the poor road layout and driver behaviour in what was a residential area. Councillor Hawtree supplemented that the introduction of a 20mph speed limit on Portland Road would be beneficial due to the number of shops along the road, for pedestrians using the busy junctions, traffic flow and because of the high number of

nurseries and schools along that route. Councillor Hawtree also noted that bus service frequency had improved in the Phase 1 20mph area since its introduction.

- 57.25 Councillor Mitchell stated that the Labour & Co-Operative Group were broadly in agreement with the proposals. Stating support for both Conservative amendments, Councillor Mitchell requested that options for additional physical measures along Portland Road particularly around local schools be examined alongside the gathering of accident data. Councillor Mitchell noted the support for the retention of a 30mph speed limit along Edward Street to Eastern Road from Brighton & Hove Bus Company and local taxi companies although it was clear this was not feasible as the beginning of Edward Street was already in Phase 1 and significant bus corridor improvements were scheduled to begin. Furthermore, Eastern Road was residential in nature and there was a lot of pedestrian activity associated with the College and hospital and therefore her group were content for these roads to be within the Phase 2 scheme. However, Councillor Mitchell specifically requested that options for turning the pedestrian crossings on the junction of Rock Street and outside Brighton College to pelican crossings be considered as there were regular near misses and accidents at both due to poor visibility. Councillor Mitchell similarly requested that improvements to the physical traffic infrastructure in particular extension of double yellow lines be considered for Whitehawk Road to improve visibility. Councillor Mitchell requested the administration also consider physical measures across both Phase 1 and Phase 2 areas to ensure 20mph speed limits were genuinely self-enforcing by design.
- 57.26 The Chair stated that although officers could not commit to such requests at this meeting, he was sure the viability of the requests could be considered in the long-term.
- 57.27 Councillor Janio stated that that the car was one of the most significant technological creations of the 20th century that had dramatically increased social mobility and he was concerned that the administration was over pre-occupied with restricting the car driver in the city. Councillor Janio added that 20mph limits were part of the Conservative coalition government policy and such schemes were good for cyclists, pedestrians and car drivers. Councillor Janio added that whilst Phase 1 appeared to be working well, the scheme had only been in place for six months and there was an absence of long-term data to support this assumption. Councillor Janio noted his fears that 20mph limits were being implemented too quickly without huge support across the city for doing so. Councillor Janio also noted his concern that people were not being given time to adjust to each Phase and that rushing through the policy could create hazards within itself.
- 57.28 The Chair stated that the report did identify the outcomes of the Phase 1 20mph scheme which demonstrated in overall 74% reduction in speed and a 9mph reduction on some of the busiest roads in the central area. It was his view that that such data proved the scheme had been a success as the reduction in road speeds had also seen a reduction in the number of accidents. The Chair added that this was backed up by evidence from many other authorities and the DfT and that 12 million people now lived on streets and areas that had a 20mph limit.
- 57.29 Councillor Sykes stated that a report published in 2009 detailing data gathered from London Boroughs that had introduced 20mph limits seven years previously found there was a 42% reduction in road traffic casualties in that period. Councillor Sykes added many London Boroughs had introduced blanket 20mph limit schemes amongst them

Islington and the City of London. Councillor Sykes supplemented that the committee had to analyse the consultation results alongside accident and safety data in deciding specific implementation of the Phase 2 scheme.

- 57.30 Councillor Robins stated that his group had looked for a sensible compromise for residents and local transport companies and that compromise was evidenced in the amendments they had put forward.
- 57.31 Councillor Cox stated that he fully supported 20mph limits in urban areas, city centres and residential roads as the safety argument for doing so was compelling and there was no doubt that slower speeds reduced the severity of accidents. Councillor Cox noted his concern that the debate surrounding the implementation of 20mph limits in the city had become toxic and, in his view, this was because people felt they were being lectured by the current administration and because the public did not believe they were competent. Councillor Cox added that statistically the United Kingdom had amongst the safest roads in the world due to safety measures such as compulsory seatbelts, enhancements in car technology and policies on drink driving but unfortunately, safety had not improved for pedestrians and cyclists and introducing 20mph was a method of addressing that. Councillor Cox stated that he remained to be convinced that slower speed limits improved air quality although he did agree that lower vehicle speed on residential and urban roads made the physical environment more pleasant. Referring to the Conservative amendment regarding Patcham and Hollingdean, Councillor Cox stated that the consultation results were close and as elected representative for the area, Councillor Theobald knew his residents and he would respect his judgement in supporting the amendment. Councillor Cox added that some of Portland Road was within his ward boundary and he had considered the issue thoroughly. Councillor Cox stated that whilst the officer recommendation to reduce the limit on the road to 20mph due to safety was a sound judgement, he was not convinced that reducing road speed was the only possible or correct measure at this time. Councillor Cox believed more consideration had to be given to road design and he wished to see more evidence of crash data for Portland Road before going against the view of local residents something he could not do at this point in time.
- 57.32 Councillor Davey expressed his disappointment that the issue of 20mph had become one of political conflict as the scheme was concerned with safety for all residents and a focus on people becoming the basis of transport policy in the city. Councillor Davey stated that the standard of road safety in the city was appalling and Brighton and Hove resided in the bottom 10% for road safety in urban areas in the country. Councillor Davey supplemented that the current administration inherited control of a council in a city with over 1000 accidents every year which he believed to be intolerable for an authority of such size adding that every possible effort should be made by the Committee to improve upon the figure. Councillor Davey stated that initial data from Phase 1 of the 20mph scheme showed it had been a success with speed reductions of up to 5mph on some of the most hostile travel routes in the city, a 20% reduction in traffic casualties and Brighton & Hove Bus Company had reported their highest ever levels of journey time reliability and service with no impact on night time services. With reference to the respective amendments, Councillor Davey stated that Portland Road was a very busy with a thriving shopping area and nurseries, a large elderly population and the largest primary school in the city resided along its route and there was a large amount of evidence that demonstrated that it had the highest accident rate of any area

in the Phase 2 proposals. Councillor Davey added that the area in Patcham identified in the Conservative amendment was also the location for a number of schools with almost 5,000 children accessing schools along the roads identified in that amendment every day and that this demonstrated factors beyond the consultation results alone. Councillor Davey added that the residents of Surrenden Road and Braybon Avenue had campaigned for many years for safety improvements and, if taken together, the consultation results demonstrated support for 20mph on those roads. Councillor Davey noted that the recommendations of the 20mph Scrutiny Panel had been to “widen 20mph limits in residential areas, roads outside schools, routes to schools, roads outside parks, playgrounds and sport and leisure facilities, community buildings, older people’s homes and busy shopping areas”. Councillor Davey expressed his view that if the amendments were approved, the Committee would risk ignoring the Panels’ advice. With regard to the proposed amendment for Stanford Avenue and Preston Drove, Councillor Davey stated that he did not believe these roads to be bus routes as the 56 bus service used these roads once per hour and there was a short stretch of Preston Drove which was used by the 5 bus however, the geography of the area meant the bus was very unlikely to ever reach 30mph. Councillor Davey supplemented that these roads had also not been requested by Brighton & Hove Bus Company as ones they preferred to be retained at 30mph. Councillor Davey summarised that whilst he was disappointed to see the proposals unpicked, he welcomed and appreciated the broad support for the proposals and hoped that even if sections were removed through amendments to the recommendations, Members could acknowledge that the policy in general would be of benefit to all residents and the Committee could move forward together to improve road safety across the city.

57.33 The Chair expressed his disappointment that the amendment to the proposals for Stanford Avenue and Preston Drove had been tabled relatively late and that residents in those areas may not be aware the Committee would be debating the issue. The Chair referred to information requested by Members for the Patcham and Hollingdean area that demonstrated the majority of residents wanted 20mph in their area with the exception of the Mackie Estate which had clearly voted against. The Chair stated that he was disappointed that, if the amendments were passed, that the Committee would be going against what people in that area wanted and would obscure the consistency and clarity of the overall scheme. The Chair stated that he would like re-consideration by Members to include the request for further consultation in the Patcham area as originally expressed in the Conservative Party amendment in order to give proper consideration to the matter.

57.34 Councillor Theobald stated that elected Members required a clear opinion from their residents to inform their judgements on policies, particularly ones as significant as 20mph speed limits. Councillor Theobald explained that he had given the issue of 20mph in his area an enormous amount of thought and consideration. Councillor Theobald stated that not one of his ward constituents had approached him about the issue of 20mph nor had the issue been raised at Local Action Team meetings that he attended. Councillor Theobald explained that the information he had requested from officers regarding the consultation results on specific roads in the area demonstrated that there was a majority of 4 people against reducing the speed limit in that area from 30 to 20mph. Including Graham Avenue and Old Farm Road, that majority became 2. Councillor Theobald added that on the basis of the information he had requested, he did not believe there was a mandate to implement and the scheme in that area at this time.

Councillor Theobald supplemented that whilst certain roads in the area of Patcham affected by the amendment had supported the introduction of 20mph limits, he believed it vitally important to create a coherent area that retained the current 30mph limit where the majority of residents in that area were against its introduction.

57.35 The Chair then put the amendments to the vote with the following outcome:

2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, **subject to recommendation 2.3 below.**

2.3 ***That in view of a) the concerns expressed by Brighton & Hove Bus Company and the taxi trade and b) the lack of support from residents for a 20mph limit, that a decision on including Portland Road in the proposed scheme be deferred to enable further monitoring and analysis of road safety and accident data and that a report on the results of that work be brought back to a future meeting of this Committee.***

The amendment was passed

2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, **subject to recommendation 2.3 below.**

2.3 ***That in view of the lack of a clear mandate from residents for introducing a 20mph limit in the area bounded by and including Ditchling Road, Surrenden Road, Braybon Avenue (including Old Farm Road and Graham Avenue) and Carden Avenue (excluding the Carden Avenue service road), that a decision on including these roads in the proposed scheme be deferred.***

The amendment was passed

2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, **subject to recommendation 2.3 below:**

2.3 ***The section of Surrenden Road and Braybon Avenue linking Preston Drove with Carden Avenue remain at the current speed***

The amendment was passed

2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1, **subject to recommendation 2.3 below:**

2.3 *That the following roads are excluded from the 20mph scheme and remain at current speed limits by reason of them both being key bus and taxi routes and a majority of residents in both roads having voted against these roads being included within the 20mph scheme.*

(iii) Preston Drove from the junction with Preston Road and Ditchling Road at the 5 ways.

(iv) Stanford Avenue from the junction with Preston Road and Ditchling Road at the 5 ways.

The amendment was passed

57.36 The Chair then put each of the report recommendations to the vote.

57.37 RESOLVED-

- 1) That the Committee notes the results of the public consultation on proposals to implement a City-wide 20mph scheme.
- 2) That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1 subject to the following amendments:
 - i) That in view of a) the concerns expressed by Brighton & Hove Bus Company and the taxi trade and b) the lack of support from residents for a 20mph limit, that a decision on including Portland Road in the proposed scheme be deferred to enable further monitoring and analysis of road safety and accident data and that a report on the results of that work be brought back to a future meeting of this Committee.
 - ii) That in view of the lack of a clear mandate from residents for introducing a 20mph limit in the area bounded by and including Ditchling Road, Surrenden Road, Braybon Avenue (including Old Farm Road and Graham Avenue) and Carden Avenue (excluding the Carden Avenue service road), that a decision on including these roads in the proposed scheme be deferred.
 - iii) The section of Surrenden Road and Braybon Avenue linking Preston Drove with Carden Avenue remain at the current speed.
 - iv) That the following roads are excluded from the 20mph scheme and remain at current speed limits by reason of them both being key bus and taxi routes and a majority of residents in both roads having voted against these roads being included within the 20mph scheme:
 - Preston Drove from the junction with Preston Road and Ditchling Road at the 5 ways.
 - Stanford Avenue from the junction with Preston Road and Ditchling Road at the 5 ways.

58. ITEMS REFERRED FOR FULL COUNCIL

58.1 No items were referred to Full Council.

The meeting concluded at 1.15pm

Signed

Chair

Dated this

day of

Stanmer Estate Restoration Project Report

July/August 2013

Headline Findings

- 96% of respondents said they have visited Stanmer Park
- The most popular reasons for visiting are for 'enjoying nature/open space' (77%), 'walking/rambling' (68%), 'tea room' (60%), 'getting away from it all' (59%) and 'socialising with friends' (44%).
- The most popular areas within Stanmer for outdoor leisure activities are 'parkland and area around Stanmer House' (65%), 'great wood' (62%), and the 'area around the village & church' (58%).
- 25% of respondents use Stanmer Park at least once a week, and 57% of respondents use it at least Monthly.
- Respondents most often stay for 1-2 hours (44%), but a significant number stay for half a day (37%).
- Respondents most often travel to Stanmer by car as a driver (59%) or passenger (27%), with approximately a quarter regularly using bus (24%).
- 89% of respondents find it easy to get around Stanmer.
- 31% of respondents are happy with current parking arrangements. The most common complaints are: 'surfacing and bays need improving' (27%), 'not enough parking for cars' (23%) and 'not enough parking for cycles' (11%).
- The most popular additional facilities requested were 'toilet facilities elsewhere on the estate' (46%), 'more opportunities to ... learn about nature, wildlife or local food' (39%), 'heritage and/or information centre' (34%), 'more bins' (33%) and 'refreshment facilities elsewhere on the estate' (26%).

Background

Stanmer Estate is a much loved public park and a nationally significant eighteenth century Grade II landscape. It also forms the setting for the Grade I listed Stanmer House, Grade II* Stable Block and 16 Grade II listed buildings.

Situated in the South Downs National Park, Stanmer Estate's beautiful woodland walks and extensive open lands provides an important area for residents across the city and visitors, with many using it for walking, enjoying

nature, sports and other leisure activities and as a gateway to the wider South Downs National Park.

Stanmer Estate is also a working landscape, with farming, grazing and food growing taking place on its land and it is home to many residents in Stanmer Village and cottages around the estate.

Brighton & Hove City Council (BHCC) consulted on the development of a long term Master Plan for Stanmer estate with the aim of restoring and protecting its historic buildings and landscape.

Methodology

6000 households were sent a questionnaire in June 2013.

NEED METHODOLOGY OF MAILOUT

The consultation was also advertised on BHCC's website with a link to the council's Consultation Portal where an online version of the questionnaire could be completed.

Official public exhibitions were held on the following dates and locations:

2 June	Sussex Festival of Nature
15 June	Peoples Day
4 June	Jubilee Library
18 June	Stanmer House

Additionally questionnaires were available to the public at Jubilee Library, Brighton Town Hall, Hove Town Hall, Stanmer Nursery, Stanmer House and Stanmer Tea Room throughout the consultation and also on Stanmer Organics Open Day (21st July).

The public consultation ran from 1 June to 30 July.

1504 valid responses were received. 834 (55%) were paper copy questionnaires and 670 (45%) were on-line responses. A further breakdown reveals the sources of paper questionnaires.

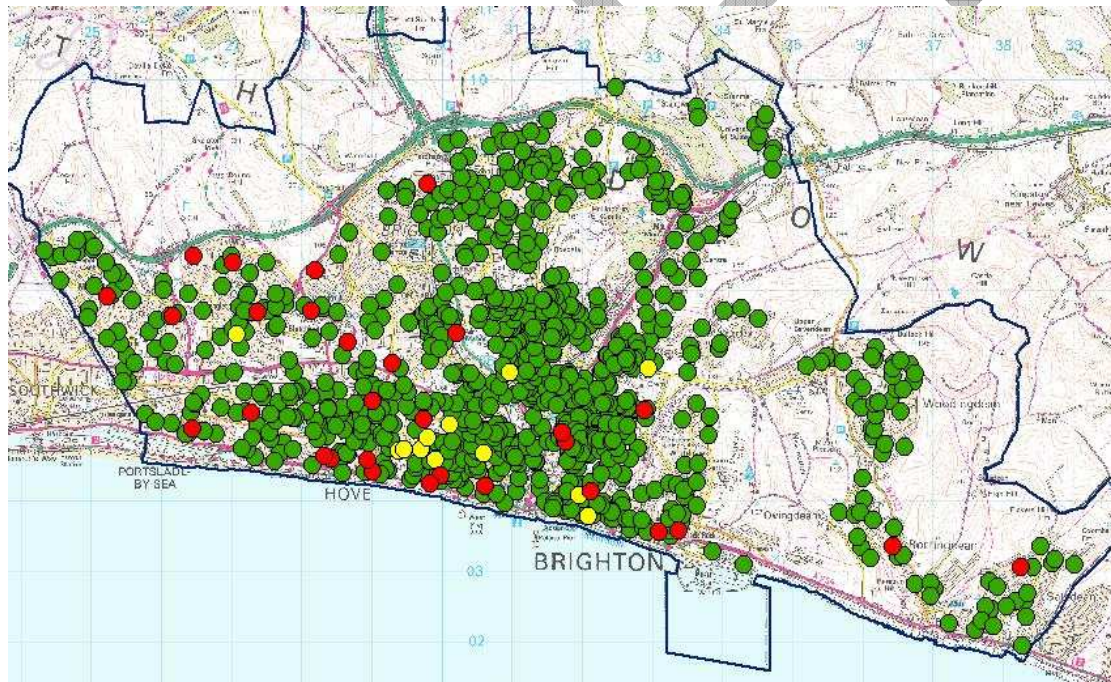
Event	No. of Responses
Peoples day (15 June)	44
Jubilee Library (4 June)	91
Stanmer House(18 June)	1
Unstaffed @ Jubilee Library	1
Unstaffed @ Stanmer House	66
Unstaffed @ Stanmer Tea Room	22
Stanmer Organics Open Day	33
Mailout to residents	471
Event unknown	60
Coldean	2
Tea Rooms	9
Snapshot - Lower Lodges	7
Snapshot - Upper Lodges	1
Snapshot - Chalky	2
Snapshot - Stanmer Bookshop	5
Stanmer Preservation Society	19
Total	834

Full Results

Q2: Have you visited Stanmer Park / Estate?

	No. of Responses	% of Respondents
Yes	1444	96%
No	57	4%
No Answer	3	<1%
Total	1504	-

The map below show the questionnaires' origins, with each dot representing a postcode. Green dots represent those who had visited Stanmer Park, whilst red dots represent those who hadn't. Yellow dots represent when multiple questionnaires came from the same postcode, with different responses (to Q2).



Q2i: If no, please tell us why:

Respondents who had not visited Stanmer Park were then invited to list reasons why they hadn't visited in a comment box. These comments are displayed in full in Appendix A. Additionally, for the paper based questionnaires, comments were coded with the most frequent comments being represented below:

Comment	Number
Don't know much about surrounding area / not heard of it	20
Too far away / go elsewhere / transport issues	12
Intend to visit / no time / never thought to go	10
Don't know how to get there / need information	5
Bad website	1

Q2ii: If no, what would encourage you to visit:

Respondents who had not visited Stanmer Park were then invited to list what would encourage them to visit in a comment box. These comments are displayed in full in Appendix A. Additionally, for the paper based questionnaires, comments were coded with the most frequent comments being represented below:

Comment	Number
Need more advertisement/information on it / free open day / newsletter / website / publicise events	22
Need more bus routes / shuttle / Volks railway / free bus / encourage use of public transport / up to Stanmer House Park and ride at entrance / bus stop closer to park entrance	5
More disabled access / parking / disabled buggies	5
This questionnaire encourages visit	4
Don't know how to get there / need information	3

Q3: What are your main reasons for visiting? (tick one or more boxes)

Reason for visiting	No. of Responses	% of Respondents
<i>Living, Working & Volunteering</i>		
Visiting an organisation, office or depot based there	238	16%
Volunteering	159	11%
Visiting someone who lives or works there	97	6%
Leading an organised activity, eg Nordic Walking	75	5%
Organisation, office or depot is based there	56	4%
Work on the estate	37	2%
Live on the estate	21	1%
Running a business, eg Professional Dog Walking	17	1%
<i>Visiting Local Attractions</i>		
Tea Room	903	60%
Stanmer House (or holding an event there)	604	40%
Brighton & Hove Nursery (for plant sales)	566	38%
Stanmer Church	444	30%
The Earth Ship	414	28%
Stanmer Organics	359	24%
Rural Museum	357	24%
The Orchard	313	21%
Stanmer Preservation Society Book Stall	165	11%
Care Co Op Farm	153	10%
Community Compost Project	128	9%
<i>Outdoor Leisure Activities</i>		
Enjoying nature / open space	1163	77%
Walking / rambling	1022	68%
Getting away from it all	888	59%
Socialising with friends	659	44%
Having picnics	640	43%
Attending events	559	37%
Access to/from the South Downs National Park	455	30%
Playing / exploring	419	28%
Dog walking	408	27%
Attending organised activities	318	21%
Cycling	297	20%
Informal leisure e.g. Frisbee	257	17%
Jogging / running / exercise	209	14%
Through route (pedestrian)	170	11%
Extreme cycling (off road)	166	11%
Through route (cyclist)	140	9%
Playing organised sports	30	2%

Participants who listed 'volunteering', 'leading an organised activity' or 'running a business' were given the opportunity to write what type of activity

they were doing, which are listed in full in Appendix A. In addition respondents were given the option of listing alternative activities, which are also listed in Appendix A.

Q3i: If you use Stanmer Estate for Outdoor Leisure Activities, please tell us where these activities take place (tick one or more boxes).

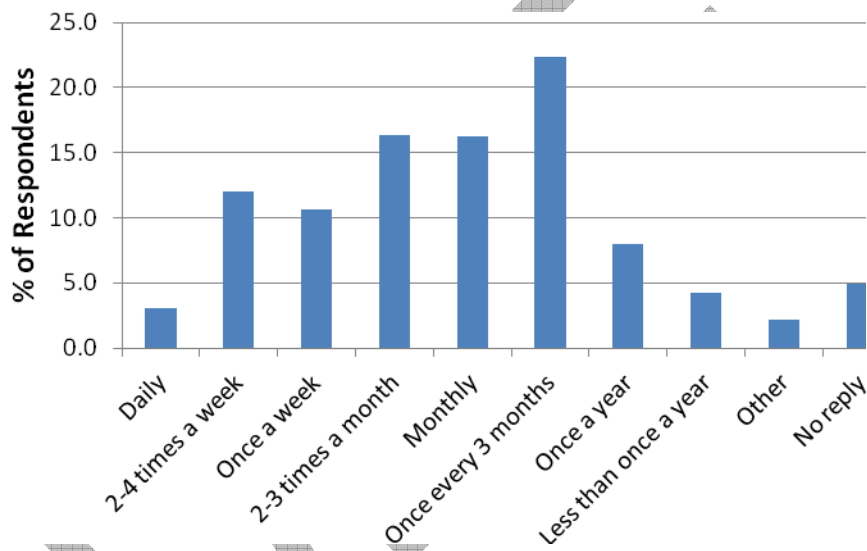
	No. of Responses	% of Respondents
Area around the Village & Church	875	58%
Parkland and area around Stanmer House	985	65%
Farmland	400	27%
Great Wood	928	62%
Chalk Ridge Woodlands	547	36%
Coldean Wood	389	26%
Sports Pitches	121	8%
Byways and bridleways around the site	617	41%
Area around the Nurseries and Orchards	564	38%
Other	84	6%

Participants were given the opportunity to list other areas where they used Stanmer Estate for outdoor leisure activities; these are listed in Appendix A.

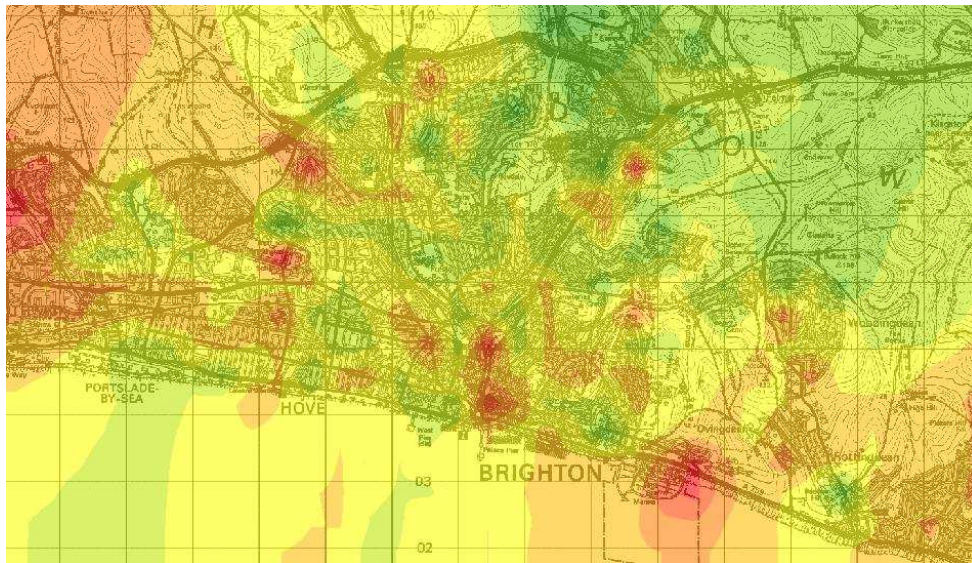
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Q4: On average, how often do you use Stanmer Park/ Estate? (tick one box)

	No. of Responses	% of Respondents
Daily	46	3%
2-4 times a week	181	12%
Once a week	160	10%
2-3 times a month	246	16%
Monthly	245	16%
Once every 3 months	336	22%
Once a year	120	8%
Less than once a year	64	4%
Other	32	2%
No reply	74	4%
Total	1504	

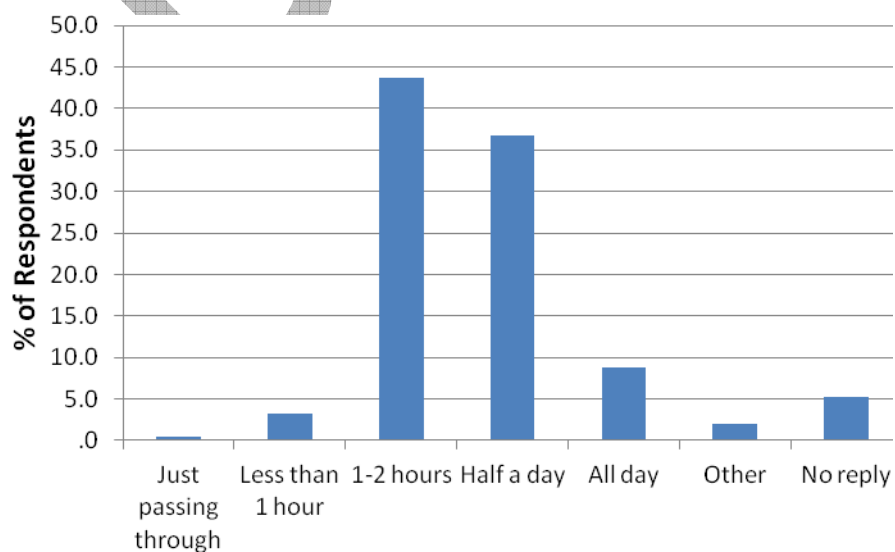


On the heat map below green represents a high frequency of visiting Stanmer Park, and red represents a low frequency:



Q5: On average, how long do you spend at Stanmer Park/ Estate (tick one box)

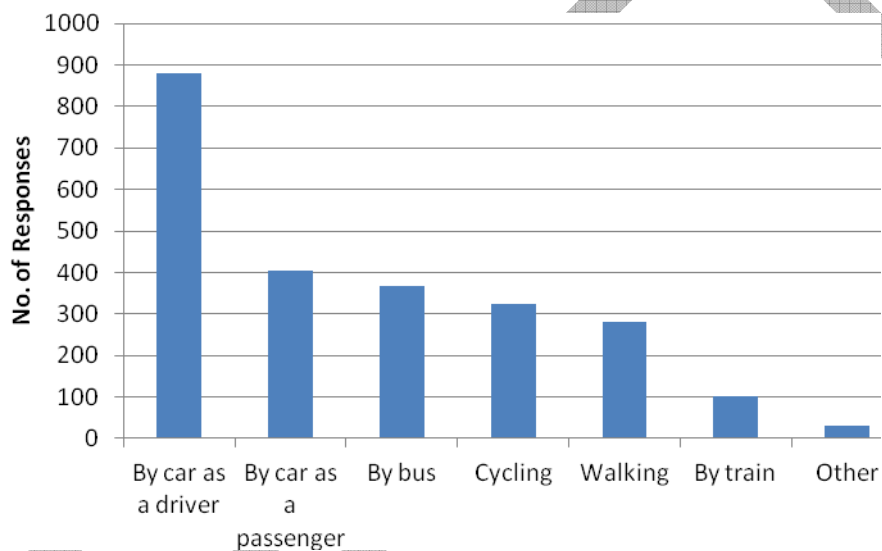
	No. of Responses	% of Respondents
Just passing through	6	<1%
Less than 1 hour	48	3%
1-2 hours	656	44%
Half a day	552	37%
All day	133	9%
Other	29	2%
No reply	80	5%
Total	1504	



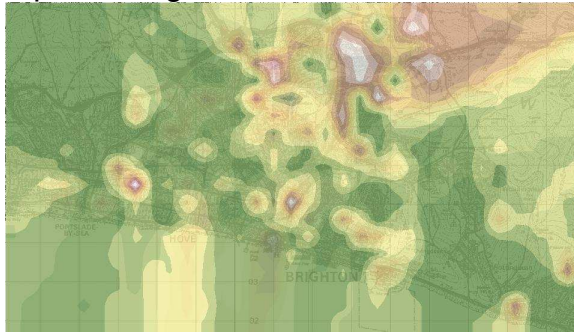
Q6: How do you usually travel to Stanmer? (please tick one or more boxes)

	No. of Responses	% of Respondents
By car as a driver	880	59%
By car as a passenger	405	27%
By bus	366	24%
By train	102	7%
Cycling	324	22%
Walking	282	19%
Other	32	2%

Participants were given the opportunity to list other modes of transport, these are listed in Appendix A.



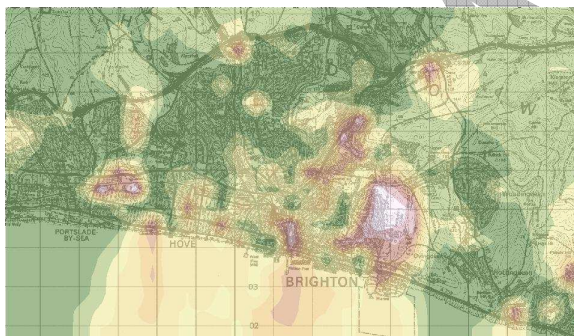
The heat maps below demonstrate travel mode preferences for various modalities, with red/white representing much use of the modality, and green representing less use.



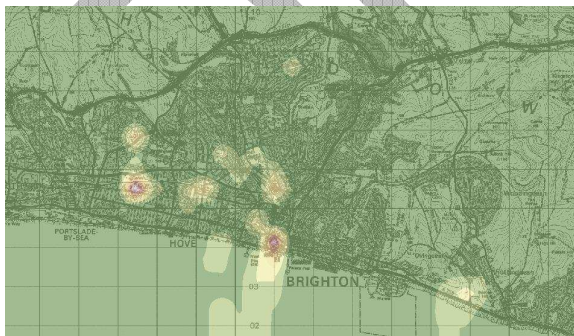
Walking



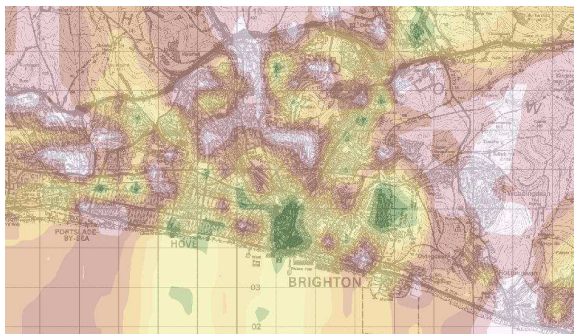
Cycling



Bus



Train



Car

Q7: What if anything, would have made your journey to Stanmer easier?

Respondents were invited to leave comments for this question. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Need more bus routes / shuttle / Volks railway / free bus / encourage use of public transport / up to Stanmer House Park and ride at entrance / bus stop closer to park entrance	95
Need more parking generally / near entrance / on grass / hidden / near church / in front of Stanmer House / for Nursery / Ditchling Road by High Park Farm / Lower Lodges / Upper Lodges / bottom car park bigger / parking difficult / hard to find place / queues / hard when events on / The Orchard / Coldean side of road with footbridge	33
Need better signposts / accessibility / notice on main road stating if parking restrictions	24
Roadworks complaint / narrow roads / bus lane restricts traffic / entrance can become blocked / poor road junctions / queues for parking cause congestion / less congestion on Ditchling Road junction	19
Need more cycling facilities / paths / rental bikes	17

Q8: Do you find it easy to get around Stanmer?

	No. of Responses	% of Respondents
Yes	1336	89%
No	86	6%
No reply	82	5%
Total	1504	

Respondents were invited to leave comments for this question to explain why they didn't find it easy. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Can't find way around / need maps/guides / poor signage / walk markers / info boards about flora & fauna / info centre / nature trail	17
Lack of maintained paths / better surface for wheelchairs/buggies / let grass grow with mown paths	7
Roadworks complaint / narrow roads / bus lane restricts traffic / entrance can become blocked / poor road junctions / queues for parking cause congestion / less congestion on Ditchling Road junction	4
Need more bus routes / shuttle / Volks railway / free bus / encourage use of public transport / up to Stanmer House Park and ride at entrance / bus stop closer to park entrance	4
Need more parking generally / near entrance / on grass / hidden / near church / in front of Stanmer House / for Nursery / Ditchling Road by High Park Farm / Lower Lodges / Upper Lodges / bottom car park bigger / parking difficult / hard to find place / queues / hard when events on / The Orchard / Coldean side of road with footbridge	4

Q9: What, if anything would help you to get around Stanmer more easily?

Respondents were invited to leave comments for this question. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Can't find way around / need maps/guides / poor signage / walk markers / info boards about flora & fauna / info centre / nature trail	60
Need more bus routes / shuttle / Volks railway / free bus / encourage use of public transport / up to Stanmer House Park and ride at entrance / bus stop closer to park entrance	21
Lack of maintained paths / better surface for wheelchairs/buggies / let grass grow with mown paths	19
Need more parking generally / near entrance / on grass / hidden / near church / in front of Stanmer House / for Nursery / Ditchling Road by High Park Farm / Lower Lodges / Upper Lodges / bottom car park bigger / parking difficult / hard to find place / queues / hard when events on / The Orchard / Coldean side of road with footbridge	10
More disabled access / parking / disabled buggies	9

Q10: We would like to understand what, if any, issues you have with the current parking arrangements. (tick one or more boxes)

	No. of Responses	% of Respondents
Happy with parking arrangements	463	31%
Surfacing and bays need improving	404	27%
Not enough parking for cars	343	23%
Not enough parking for cycles	158	11%
Not enough disabled parking bays	78	5%
Current parking blocks access for others	112	7%
Current parking spoils look and feel of the landscape	143	10%
Parking is provided in the wrong places	73	5%
Parking is also required in other places	153	10%
Don't have a view	201	13%
Other	63	4%

Respondents were invited to leave further comments for this question. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Need more parking generally / near entrance / on grass / hidden / near church / in front of Stanmer House / for Nursery / Ditchling Road by High Park Farm / Lower Lodges / Upper Lodges / bottom car park bigger / parking difficult / hard to find place / queues / hard when events on / The Orchard / Coldean side of road with footbridge	69
Parking occupied by travellers / students / workers / caravans	27
Car parks/roads need resurfacing/maintenance / tight to get in / narrow entrances / can be muddy	24
Need more bus routes / shuttle / Volks railway / free bus / encourage use of public transport / up to Stanmer House Park and ride at entrance / bus stop closer to park entrance	15

Q11: Tell us what you like most about Stanmer.

Respondents were invited to leave comments for this question. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Like open space/size/green/free / good for walkers/picnics/children / close to Brighton	361
Like untouchedness/beauty/wildlife/pond/views/countryside/escape	340
Like Stanmer House/other facilities/café/village/activities/history/rural museum/farm/restaurant/ council plant section/nursery/earth ship/well	176
Like forest/trees/orchards	155
Like its diversity / variety / everything / something for everyone	62

Q12: Tell us what you like least about Stanmer Park

Respondents were invited to leave comments for this question. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Dog fouling / need more dog poo bins / fine dog owners / dog free area / dog walkers with too many dogs / dog bags left / dog bags in trees	93
Concerned about travellers / campers	81
Litter / fly-tipping / fines / signs saying please take litter home / more bins / in woods / ensure event organisers clean up after	57
Need more parking generally / near entrance / on grass / hidden / near church / in front of Stanmer House / for Nursery / Ditchling Road by High Park Farm / Lower Lodges / Upper Lodges / bottom car park bigger / parking difficult / hard to find place / queues / hard when events on / The Orchard / Coldean side of road with footbridge	56
Too many cars/traffic/noise/parked/congestion / driving too fast / noise from motorway	47

Q13: What additional facilities, if any, would you like to see at Stanmer? (tick one or more boxes if applicable)

	No. of Responses	% of Respondents
Refreshment facilities elsewhere on the estate	384	26%
Toilet facilities elsewhere on the estate	689	46%
Activity / Ranger Stations	282	19%
Heritage and/or Information Centre	511	34%
Community and/or Exhibition Space	306	20%
More information and/or interpretation signage around the estate	361	24%
More opportunities to get involved in learning about nature, wildlife or local food	588	39%
Sports pitches	41	3%
Sports pavilions and/or changing rooms	44	3%

Picnic areas	321	21%
More seating	364	24%
More bins	502	33%
Other	121	8%

Respondents who requested sports pitches or pavilions were invited to specify for which sport, these are listed in Appendix A.

Q14: Please tell us what, if anything else, would make Stanmer more welcoming, help you enjoy your visit more or encourage you to come more often?

Respondents were invited to leave comments for this question. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Want more events eg arts / wildlife / concerts / free / conservation/orienteering/fitness courses / organised walks / foraging days / art exhibitions / open air amphitheatre/performance/concerts / bike rides / re-enactments / big screen open air cinema / frisbee/football tournaments / fairs / cross-country running / more like kite festival	50
Can't find way around / need maps/guides / poor signage / walk markers / info boards about flora & fauna / info centre / nature trail	46
Don't modernise / keep traditional / no more signs / not too organised/commercial / protect it / not too many signs / less barbed wire & fences	43
Want play area for children / petting area / more for babies / play bus days / children's fitness trail	40
Need more bus routes / shuttle / Volks railway / free bus / encourage use of public transport / up to Stanmer House Park and ride at entrance / bus stop closer to park entrance	35

Q15: If you have anything else that you wish to tell us about Stanmer, please use this space.

Respondents were invited to leave comments for this question. For the paper questionnaires, the comments were coded into common subjects and the top five comments made are presented below:

Comment	Number
Don't modernise / keep traditional / no more signs / not too organised/commercial / protect it / not too many signs / less barbed wire & fences	58
Dilapidated farm/historical buildings / needs a bit of maintenance around park/farm shop/orangery	12
Need more advertisement/information on it / free open day / newsletter / website / publicise events	9
Like untouchedness/beauty/wildlife/pond/views/countryside/escape	7
Can't find way around / need maps/guides / poor signage / walk markers / info boards about flora & fauna / info centre / nature trail	6

Demographics

Age:

Age	No. of Responses	% of Respondents
Under 18	2	<1%
18 - 24	20	1%
25 - 34	108	7%
35 - 44	177	12%
45 - 54	157	10%
55 - 64	90	6%
65 - 74	41	3%
75+	6	<1%
No Answer	903	60%
Total	1504	

Gender:

Gender	No. of Responses	% of Respondents
Male	559	37%
Female	829	55%
Other	2	<1%
Prefer not to say	35	2%
No Answer	79	5%
Total	1504	

Gender ID same as birth:

Gender ID	No. of Responses	% of Respondents
Yes	537	36%
No	16	1%
Prefer not to say	43	3%
No Answer	908	60%
Total	1504	

Ethnicity:

Ethnicity	No. of Responses	% of Respondents
White	673	45%
English / Welsh / Scottish / Northern Irish / British	527	35%
Irish	67	5%
Gypsy or Irish Traveller	5	<1%
Sudanese	2	<1%
Any other White background	60	4%
Asian or Asian British	2	<1%
Bangladeshi	2	<1%
Indian	4	<1%
Chinese	3	<1%
Any other Asian Background	5	<1%
Black or Black British	3	<1%
Any other Black background	7	1%
Mixed	4	<1%
Asian & White	4	<1%
Black African & White	1	<1%
Black Caribbean & White	2	<1%
Any other ethnic group	1	<1%
Prefer not to say	47	3%
No Answer	85	6%
Total	1504	

Disability:

Disability	No. of Responses	% of Respondents
Yes a little	147	10%
Yes a lot	569	38%
No	536	36%
Prefer not to say	34	2%
No Answer	218	15%
Total	1504	

Religion:

Religion	No. of Responses	% of Respondents
I have no particular religion	649	43%
Buddhist	320	21%
Christian	102	7%
Hindu	5	<1%
Jain	3	<1%
Jewish	4	<1%
Muslim	24	2%
Pagan	26	2%
Agnostic	6	<1%
Atheist	88	6%
Other	20	1%
Other philosophical belief	40	3%
Prefer not to say	63	4%
No Answer	154	10%
Total	1504	

Sexuality:

Sexuality	No. of Responses	% of Respondents
Heterosexual / Straight	1074	71%
Lesbian / Gay woman	62	4%
Gay man	42	3%
Bisexual	27	2%
Other	14	1%
Prefer not to say	84	6%
No Answer	201	13%
Total	1504	

DRAFT

Appendix A – Uncoded comment boxes/suggestions

Q2i: If [never visited Stanmer Park] please tell us why?

Because I come from Czech Republic. I heard about the park and I would like to see it., Didn't know of it's existence, I didn't realise it is a place worth visiting., Live in London, Never had the opportunity but will create an opportunity my next annual leave., We have always wanted to visit, but there was no safe cycle route to the park last time we enquired.

Q2ii: If [never visited Stanmer Park]

(If) recommended by other mothers for being baby friendly, A safe, pleasant, cycle route to it., distance, Eco usage of estate, I enjoy woodlands, if the estate contained much more woodland and less boring grazing fields this would make it a much more interesting and diverse place. I would like to see the amount of tree coverage increased to encourage more animal habitats., If family were going, It would need to be free., Organised visits to the park, This park is socialized nature and it will be great to have there some sustainable stuff. Nature is sustainable by itself. Why not sustainable houses or something like that?

Q3: Volunteering Activities:

APPLE DAY HELPING, apple orchard nursery maintenance, Archaeological Excavation with BHAS, as RSPB volunteer attending to charity box in tea room, monitoring wildlife, assist breathing space, Assisting on Brighton Permaculture trust courses, picking and juicing apples, assisting rangers all year round, At Rural Museum, B Permaculture Trust, BPT (2), BPT Apple Day, stall at festival of nature, scrumping, Brighton earthship, Brighton perma culture, brighton permaculture, Brighton Permaculture, Brighton Permaculture Group activities, Brighton Permaculture Trust, Brighton Permaculture Trust - apple harvesting and Apple Day support, Brighton Permaculture Trust activities, Brighton Permaculture Trust courses and events, Brighton Permaculture Trust. Earth ship. community orchard, Building the Earthship, Building work at Earthship Brighton, Care co-op farm, Care coops Nourish Community Farm, Brighto Permaculture Trust, The Earthship, Apple Day, Community Farm, Community food growing, Conservation, coppicing, Coppicing in Great Wood, course aide at brighton earthship, courses at Brighton Permaculture Trust, Cross country running, cycle event, dog walking - Cinnamon Trust (2), dog walking business, earthship (2), EARTHSHIP, Earthship Build Course, earthship building/growing food on allotment, Earthship construction, Earthy Women and Kids, eco-building, Environmental conservation, environmental, educational, Festival of Nature, Food project, For several years I volunteered with the Rangers (SDJC), Forest School, Fork & Dig It, Fork & Dig It - Community organichorticulture project, Fork & Dig it: veg share, and the Brighton Permaculture plot & Apple Day, Fork & Dig It/ Plumpton cCollege, fork and dig it allotment, Fork it and dig it, Fruit Tree Growing, Garden Project ., gardening (3), Gardening (3), gardening at Physic garden, organic herb garden, stanmer organics, Gardening at Stanmer Organics, Gardening for community groups on Stanmer allotments, Gardening for Fork and Dig It, Gardening, pruning and apple juicing with Brighton Permaculture Trust, gardening, silviculture, Gardening, Volunteer rangers, Gardening/ eco-building, gardening/ permaculture and growing projects, generally helping out with Brighton Permaculture Trust, Growing projects, supporting permaculture courses., health walk leader, Health Walk Leader, Health walks, Healthwalks, Help out at Apple Day, helped build earthship, helping at Stanmer Organics, Helping at the Nature Festival, helping maintain the Earth Ship, orchards, veg plots., Helping on workshop at Easthship project (2), Helping out on courses and activities at Earthship Brighton, volunteering for Brighton Permaculture Trust in their orchards, Horticulture, Horticulture - propagating Sussex native trees & shrubs from seed, for conservation planting, horticulture and apiary, horticulture and working with Ranger, I volunteer for the permaculture trust, Looking, Managing the SPS book shop, Monitor sheep grazing, Museum, Museum/Dye Garden, on stanmer organic, Orchard, Orchard and allotment management, Orchard. Permaculture., Orchard/land work, Organic co-operative - volunteering with work, Organic Food Growing, Organic gardening, Organic, Sustainable Land use and building projects, otesha project helping at open day, permaculture (3), Permaculture (4), permaculture (bpt), plumpton, stanmer organics, fork and dig it, Permaculture harvest, Permaculture Trust - at the plot, Permaculture trust - working on allotment, permaculture, food growing, horticulture, PLANTING TREES, Primary school trips, pruning apple trees, Right to roam scheme, running workshops at stanmer organics open day, rural museum, rural museum SPS, SDNP rangers, SOWING, GROWING, HARVESTING PLANTS (LEARNING ABOUT KEEPING HEALTHY NATURALLY) AT THE PHYSIC GARDEN, STANMER ORGANICS, SPND Ranger, SPS, SPS Rural Museum, Stanmer Organics (2), Stanmer Organics and Brighton Permaculture Trust, Stanmer Preservation Society member contributed to Nature Trail project, Stanmer Preservation Society Rural Museum, storytelling for earthy women and kids, tree nursery, Trustee of a charity that uses the Earth Ship for meetings, various organisations at stanmer organics,

Various, through the Permaculture Trust, Vegetable share/volunteer grower at Fork and Dig It, Volunteer health walks leader for the past 5 years. I also volunteer occasionally at Stanmer Nursery and for the past 18 months I have been part of a City Rangers' volunteer team which has been engaged in coppicing, wall building, clearance at Stanmer, Volunteering for Brighton Permaculture Trust., volunteering with Brighton permaculture trust and the low carbon trust at Stanmer organics, Walks leader, Winter Lookering(?) (sheep), With work, Working with children

Q3: Leading an organised activity:

A 1/2 day visit as part of a Permaculture Design Course, based in mid-sussex, Athletics/cross country, B&H Festival, B&H local access forum member, bike ride, biking and dog walking, Brighton and Hove Archaeological Society, Brighton Beagle Walk, Brighton Horse Driving Trials, Parks & Recreation Dept BHCC, Brighton Permaculture Trust, Building poly-tunnel, Charity run for the benefit of Vulnerable Adults., Church picnics, Community Access trips for young people with special educational needs, for the College where I work, Community entertaining, courses at Brighton Permaculture Trust, Creative Arts meetups, Cricket team, Cycling, Dawn Chorus Walk, EARTHSHIP, Family Fun-Day, Forest School, Geography field trip, Green woodworking and eco building courses/talks, Health walk leader, Healthwalks, Hiking for young people, Horse Driving Trials and latterly dropping guests at Stanmer House by coach, I run creative nature activities & writing workshops, I take my beaver scout group there for walking, climbing, bug hunting and geo caching, Leading Healthwalks - Nordic and ordinary, mountain biking (2), Mountain biking, mountain biking and walking, Mountain Biking in the park and surrounding area, mountainbiking, Mountainbiking, Nordic walking, Nordic walking - BHCC Health walks leader, Nordic Walking Ramblers Walking and Health Walks, Offroad Cycling, Running, Running workshops for Wild Star Gathering last year, single parent families day out with Sussex wildlife trust, Spring Watch, storytelling, storytelling at Stanmer organics, Strolling, supported therapeutic gardening group, Tours of Brighton Earthship, Volunteer land based, Walk leader, Walking (7), Walking group, cycling group, Woodcraft courses

Q3: Running a business:

Brighton Permaculture Trust, Buses, dog walkers, dog walking, Earthy Women & Kids run workshops based Care Co-Ops Farm/Wild Garden, I run creative nature activities & writing workshops, mountainbike skills instruction, Stanmer House (2), Wildlife/environmental education

Q3: Other reasons to visit:

a good space for a lunchtime walk when working on UoS campus, A rural place to wonder about and imagine the history gone by, All schools relay races, Apiary, Apple day, Apple Day and Brighton Permaculture Trust, Apple Day, Spring Watch, attending a horticulture training course, Attending course at Plumpton college, Attending courses, Attending Orchard Day, Bat Day etc, Spring Watch, attending training in the Earth Ship, B&H Nature Day, BBQ, Because it's a beautiful place to be, Because it's beautiful, Bee Keepers Association, Bird and nature watching., bird watching, birthday parties, bluebells, geocaching, weddings, may day, tree and plant identification, Bluebell wood, Bluebell wood, woodland in general, Brighton Compost Centre, Brighton Kite Festival, Brighton Permaculture Trust courses and events, Brighton Permaculture Trust courses and Plumpton College, Bringing school children for exploring, Buying hedging from Special Branch, cAMPING, Camping temporary, Celebration lunch, Children's birthday parties (lots). To see cows, City college Brighton, Plumpton college, City College course. Brighton Festival outdoor theatre, close to where we live interested in archaeology of area, College course (horticulture) - former City College Site, Community events and visiting food projects, Community food projects open day / Apple day, conservation re for SPS on BHCC CAG, Course at 'Plumpton at Stanmer', courses, Courses with Plumpton College and Brighton Permaculture Trust, curiosity, Digging and field walking, and visiting friends who live in Stanmer, Dining at Stanmer House (3), Dining/lunching at Stanmer House, Drawing and Painting from landscape woods and downs, Earthship and sustainable living, Earthship sustained living course, easy place to visit with a baby, ecology studies., Education, Educational (2), Enjoying gardening, Events of "Earthy Women and Kids", ex PandG Apprentice 1968-1971 - love to see Nursery restored to 1970 standards, Excellent and reasonably priced cafe, Family birthday gatherings, Fantastic kite festival, Festival activity - Fixing Point, Filming, Food growing, for educational reasons, finding out more about Earth Ship, organics, foraging, Foraging, Forest School (2), foraging, nature walks, volunteering, Gathering dead branches for a project, Geocaching (2), Geographical field trip, prom, Going to Brighton Permaculture Trust events, Have food in cafe at village, Having cake and tea at the cafe., Health walk, Horse Driving Trials, Horse riding, horse riding, childrens party, may day celebration., horticulture course at the Stanmer training centre, i am disabled and love the country side when its not been spoild, I got married there in 1984, I have attended several of the excellent courses run by Brighton Permaculture Trust., I have been brought up near the park since a baby 1953 and brought my own children here., I just love it there., I just love Stanmer Park, I like the surrounding trees and shrubland habitats where wildlife can be watched

and enjoyed, I love it there!, I record species of spiders for the British Arachnological Society, I study at Stanmer Horticulture Centre, I study there at Plumpton College site, I was married at Stanmer Church in 1970 and now my daughter & I place flowers in the huge tree in the church yard since my husband died, I work at Sussex uni and have my lunch in Stanmer park in summer., I work for City Park so visit offices, workshop and dump, interesting tree plantings (cedars?) and sculptures (2), It's a beautiful park and the cafe is a great focus to head towards from elsewhere. It's often a stopping off point on mtb cycle rides falling in the middle of a route., It's an amazing place to be., It's next door to where I work (Sussex University), Just getting a local breath of fresh air in lovely surroundings, Just love it (2), Kindlings/Forest School, kite flying, Kite flying, large safe space, taught kids to ride their bikes there, Learning about the site and permaculture projects there., learning plant names., Live & work nearby, LOCAL HISTORY, Making a film, in a challenge, Making short amateur films, meditation, Midnight nature walk, Mountain Biking, Music festivals, My daughter brings me here for tea and a change of scene as I am disabled., Nature / Farm / Wildlife / Learning, non-built quiet space, Nostalgia- remember how it used to be, Occasionally on horseback, on doorstep of university, On official business regarding the Estate - and wild camping, One of my nearest parks, OPEN DAYS AND WORKSHOPS AT STANMER ORGANICS, ot's beautiful and close to home, Outdoor theatre production - it was excellent, permaculture courses, Permaculture tour, Permaculture Trust events eg Apple Day, Personal Development, photography, Photography (2), PHOTOGRAPHY, photography and conkering, photography, art., Photography, butterfly chasing, collecting conkers/pine cones, Photography, see wildlife, physic garden & fork and dig it, Planted a tree in 2000 in memory of my dad who worked for over 40 years. Also 2013, I planted a tree in memory of my mum., Play with kids, Playing and watching football, Playing ball with my grandsons occasionally, pleasant place to have lunch and walk when at work at university, Plumpton College Horticultural Course, Primarily to visit the Earthship and locality, Proud of Park -to show visitors., pure pleasure, Quiet meditation and solitude, Race for Life, Race for life, apple day, Fun in Action picnic, Raves, relative buried in church yard, Releasing wildlife (mostly birds), S P A C E, School trip, sentimental - family member buried in churchyard, others worked on estate, Slacklining (similar to tightrope walking between trees), Sledging (2), Sledging in snow, Stanmer House restaurant, Stanmer House Restaurant, stanmer nurseries (buying plants), stanmer organics, Stanmer organics open days, Stanmer organics workshops, Stanmer Park open day. Pub at Stanmer House. To get to B&H Albion ground?, Stanmer Pub, strawbale building course, Study at Plumpton College Stanmer facility, Studying at Plumpton College Stanmer Site, Studying hedgerow herbs, Studying horticulture at Plumpton at Stanmer, Supporting activities operating out of the Earthship, Sweat Lodge, take my lunch break (based on Sussex Campus), taking my students to experience the earthship, Taking people with learning disabilities to enjoy the park, nursery and cafe, Tea room / bus ride, the experiments such as the earth ship. it's incredibly hard to create spaces of this time, we're lucky to have them so close by in Brighton, The woodland, to eat, to eat roast dinner, to find out more about the earth ship, wander around a little, To get away from cars so please no additional car parking spaces to be allowed!, To remember spending time there with my relatives who have passed away, to show London based grandchild the cows/horses and puddles, to visit the wonderful community projects eg trees and food growing, University field trip, Venue for arts events, Visit my parents who live at Stanmer, visiting Earthship and sustainable food-producing projects which surround it., Visiting friends, Visiting the two trees we have had planted there., Visiting Travellers on-site is my job as a Health Visitor!, Volunteering, Coleege course City College Horticulture Course, walk through it on way to work, Watching Sunday League Football, watching wildlife, Water allotments., Wedding (2), Went to farm and pub, Wildlife surveys, scouts activities, Wildlife watching, Woodland playgroup (Wednesday am) near Stanmer Organics, Work at the university, nice place to go for lunch, working on the apple orchards and nursery

Q3i: Other locations where Outdoor Leisure Activities take place:

5 mile perimeter sponsored walk (for approx 12 years), All areas (2), Amenity Gardens: Lisa's Physic Garden Project, Care Co-ops community farm, Closed off area where the work area was - pub. Gate has my name on it., events - Brighton HDT etc, Everywhere, Football/cricket, High Park, Piddingworth, Main footpath around circumference of Stanmer Park, Museum, n/a - did not visit for leisure reasons, North of university, Only visited once, not regular user - Earthship Brighton, Open access areas, Past upper Lodges towards Beacon, Photography especially bluebells etc, Picnics around pond area, stanmer organics & physic garden, Stanmer rainwater catch, to visit family graves in churchyard, Upper & Lower Lodges, Upper Lodges, Upper Lodges and North from there, Visit earthship, Walk round everywhere, Wedding, Wedding House, Whole estate explored, Wild Garden part Care Co-Ops farm

Q6: How do you usually travel to Stanmer? (Other)

company van, Don't travel there, work in the university, Horse, Horse riding, roller skating, I have no ideq where it isa, Mini bus community bus, Motorbike, on horseback, running (2), Running (13), School minibus, School minibus with children, Taxi (2), University field trip mini bus, Work van, Would like to cycle if it was safe

Q13: Sports pitches type

5-a-side pitches, Basketball, bring cricket back to area in front of house, cricket, Cricket (9), Cricket and rounders. Maybe Stallball- Sussex origin, cricket at the house, Cricket in front of house, cricket on the main green in front of the house (2), Cricket pitch reinstated, cricket square outside stanmer house, football (2), Football, Football field, tennis courts, cricket ground, Football/Rugby, Netball (2), P'tanque/boules, rounders football cricket, RUGBY, Rugby/tennis, Slamball (basketball on trampolines), Tennis courts, Volleyball, Volleyball/basketball/croquet/tennis/five-a-side astrotrurf,

Q13: Sports pavillions type

All sports, As above, ball sports, Basketball - general female and male areas sufficient, cricket (4), Cricket (9), Cricket, football, rugby etc., Cross country running, Cycling (Mountain) (2), football, Football, Football to replace one destroyed by fire, Football/Rugby, football/volleyball, For all sports that take place on the football pitches - I don't use them but those people don't even have anywhere nearby to get a drink of water after the last pavilliion was burnt down., general, Improved, Just general changing/toilets, Mbk, mountain biking - currently have to change at the car park so maybe a small place in the car parks?!, Rugby, Rugby/tennis, running, football, cricket, swimming,

DRAFT

Outline Consultation & Engagement Plan

(Note these are outline plans only and will be developed in more detail following decision by Council on 14 January)

Project:

Stanmer Estate Restoration Project

Aim of Project:

To restore and protect Stanmer Estate's historic buildings and landscape, enhance its natural features, address any issues and make it more accessible to all. This project includes identifying and bidding for external funding, such as the Heritage Lottery Fund.

Aim of Consultation & Engagement:

To get feedback from the people who do or could potentially use, work or live in Stanmer Estate on Master Plan proposals for the site. This feedback will be used to develop final Master Plan proposals and inform decision to adopt by Council.

The Master Plan proposals which will be consulted on will have been informed by an earlier consultation carried out in summer 2013 which aimed to get a better understanding of how people used the site, what their aspirations were for the future and what issues they felt needed to be resolved. Other background research on the site's history and heritage, designations, planning implications, etc will also have taken into account when developing the Master Plan proposals.

Consultation & Engagement Period:

6 weeks commencing at the end of March 2014.

Method:

Questionnaires will be used to get views on Master Plan proposals.

The questionnaire will be available via the council's Consultation Portal. Paper copies will be available on request, at various consultation exhibitions and venues, and by direct marketing which will target a mix of park users and potential park users.

A number of staffed exhibitions will be held in the park and around the wider city where members of the public will be able to talk to project staff about the Masterplan Proposals. Some unstaffed exhibitions will also be held as a way to promote the project more widely and generate interest.

The consultation will be advertised using posters, postcards, council website and social media, direct emailing, magazine articles and press releases.

Meetings and workshops will be used to allow key stakeholders, special interest and hard-to-reach groups to consider and discuss the Masterplan proposals in more detail with project staff and designers.

Equality Impact Assessment (EqIA):

An EqIA will be carried out in January 2014 to ensure the consultation & engagement activities are accessible to all relevant parties. The actions identified in the EqIA will be fed into the final Consultation & Engagement Plans.

