





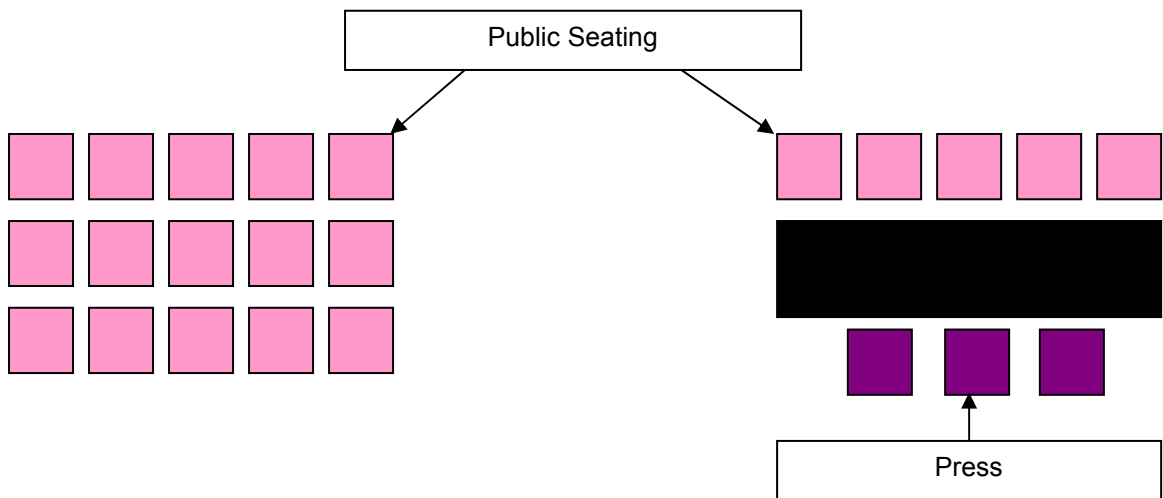
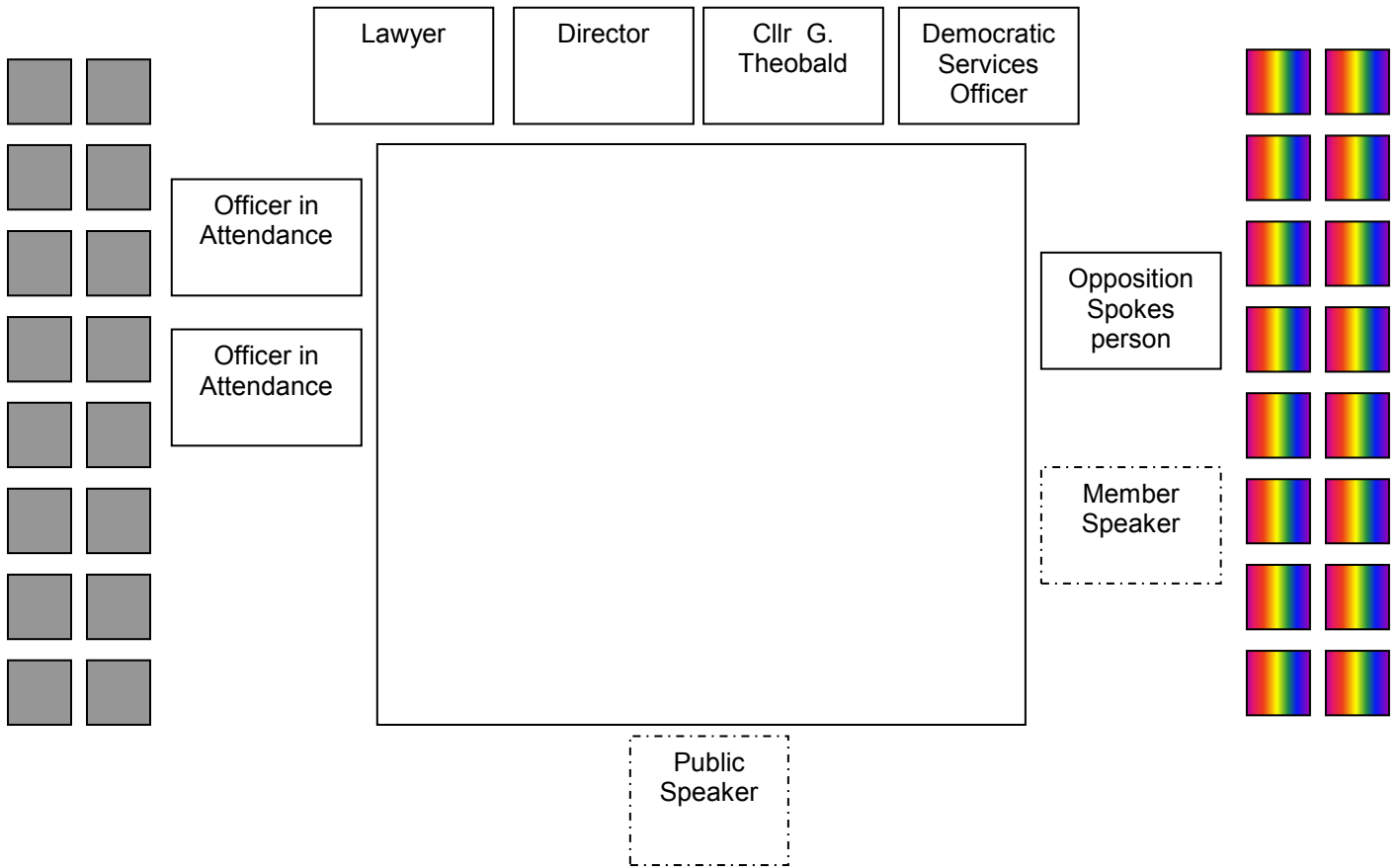
Brighton & Hove  
City Council

# Cabinet Member Meeting

Title:	<b>Environment Cabinet Member Meeting</b>
Date:	<b>11 December 2008</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillor:</b> G Theobald (Cabinet Member)
Contact:	<b>Tanya Massey</b> Democratic Services Officer 01273 291227 tanya.massey@brighton-hove.gov.uk

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# Democratic Services: Meeting Layout



**AGENDA**

**70. PROCEDURAL BUSINESS**

- (a) Declarations of Interest by all Members present of any personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- (b) 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 2 of the Agenda states in its heading either that it is confidential or the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

*A list and description of the categories of exempt information is available for public inspection at Brighton and Hove Town Halls.*

**71. MINUTES OF THE PREVIOUS MEETING**

**1 - 12**

Minutes of the meeting held on 6 November 2008 (copy attached).

**72. CABINET MEMBER'S COMMUNICATIONS**

**73. ITEMS RESERVED FOR DISCUSSION**

**74. PETITIONS**

No petitions had been received by date of publication

**75. PUBLIC QUESTIONS**

(The closing date for receipt of public questions is 12 noon on 4 December 2008)

No public questions had been received by date of publication

**76. DEPUTATIONS**

(The closing date for receipt of deputations is 12 noon on 4 December 2008)

No deputations had been received by date of publication.

## ENVIRONMENT CABINET MEMBER MEETING

- 77. LETTERS FROM COUNCILLORS** **13 - 18**
- (i) **Pavements in Portland Road.** Letter from Councillor Oxley (copy attached).
- 78. WRITTEN QUESTIONS FROM COUNCILLORS** **19 - 20**
- i) **20mph speed limit at Southern Cross.** Councillor Hamilton (copy attached).
- Contact Officer: Councillor Les Hamilton      Tel: 01273 291147*  
*Ward Affected: South Portslade*
- 79. NOTICES OF MOTION**
- No Notices of Motion had been received by date of publication
- CITY PLANNING**
- 80. 2 ST GEORGE'S PLACE - URGENT WORKS IN DEFAULT** **21 - 26**
- Report of the Director of Environment (copy attached).
- Contact Officer: Andrew Renaut      Tel: 01273 - 29 -2477*  
*Ward Affected: All Wards*
- SUSTAINABLE TRANSPORT MATTERS**
- 81. TRAFFIC REGULATION ORDERS ASSOCIATED WITH CAR FREE DEVELOPMENTS** **27 - 32**
- Report of the Director of Environment (copy attached).
- Contact Officer: Andrew Renaut      Tel: 01273 - 29 -2477*  
*Ward Affected: All Wards*
- 82. SECOND LOCAL TRANSPORT PLAN PROGRESS REPORT 2008** **33 - 44**
- Report of the Director of Environment (Copy Attached)
- Contact Officer: Andrew Renaut      Tel: 01273 - 29 -2477*  
*Ward Affected: All Wards*
- 83. NATIONAL CYCLE NETWORK ROUTE 2 CYCLE LINK** **45 - 50**
- Report of the Director of Environment (copy attached).
- Contact Officer: David Parker      Tel: 292474*  
*Ward Affected: East Brighton; Queen's Park; Regency; Rottingdean Coastal;*
- 84. PEDESTRIAN NETWORK PHASE 2** **51 - 56**
- Report of the Director of Environment (copy attached)
- Contact Officer: Abby Hone      Tel: 29-3813*  
*Ward Affected: Regency*

# ENVIRONMENT CABINET MEMBER MEETING

## PART TWO

### 85. AWARD OF MINOR HIGHWAYS WORKS CONTRACT NO 790

57 - 60

Report of the Director of Environment (copy attached)  
[Exempt Categories 3 & 5]

*Contact Officer:* Ian Furnell

*Tel:* 29-2239

*Ward Affected:* All Wards

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

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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.

For further details and general enquiries about this meeting contact Tanya Massey, (01273 291227, email [tanya.massey@brighton-hove.gov.uk](mailto:tanya.massey@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication - Wednesday, 3 December 2008



**BRIGHTON & HOVE CITY COUNCIL  
ENVIRONMENT CABINET MEMBER MEETING**

**4.00PM 6 NOVEMBER 2008**

**COUNCIL CHAMBER, HOVE TOWN HALL**

### **MINUTES**

**Present:** Councillor G Theobald (Cabinet Member)

**Also in attendance:** Councillor Mitchell (Opposition Spokesperson)

**Other Members present:** Councillors Bennett, Carden, Caulfield, Davey, Davis, Fallon-Khan, Harmer-Strange, Kennedy, Oxley, Rufus, Watkins and Young

### **PART ONE**

#### **55. PROCEDURAL BUSINESS**

##### **55a Declarations of Interests**

55.1 There were none.

##### **55b Exclusion of Press and Public**

55.2 In accordance with section 100A of the Local Government Act 1972 ('the Act'), the Cabinet Member for Environment 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 nature of the business to be transacted or the nature of the proceedings, that if members of the press or 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 100I(1) of the Act).

55.3 **RESOLVED** – That the press and public be not excluded from the meeting.

#### **56. MINUTES OF THE PREVIOUS MEETING**

56.1 **RESOLVED** – The minutes of the meeting held on 11 September 2008 were approved and signed by the Cabinet Member as a correct record.

#### **57. CABINET MEMBER'S COMMUNICATIONS**

57.1 There were none.

**58. ITEMS RESERVED FOR DISCUSSION**

58.1 **RESOLVED** – That all the items be reserved for discussion.

**59. PUBLIC QUESTIONS****59(i) Public Question – Mr. R Pennington**

59.1 This public question was taken immediately prior to Item 68.

59.2 Mr Pennington asked the following question:

“Given the significant discrimination against disabled persons caused by car-free developments and the associated Traffic Regulation Order, and given that the report has no comparative studies of what other authorities do to mitigate that discrimination, and given that local organisations for the disabled have not been consulted on these TRO’s in any meaningful way, and given that there is no urgency on this matter as the other elements of the TRO can be approved and the car-free elements can be delayed, why has the TRO not been designed to allow a disabled resident to have a resident’s permit?”

59.3 The Cabinet Member stated that the question was closely linked to an element of Item 68 and thanked Mr Pennington for his patience in waiting for the main agenda item to come forward. The Cabinet Member stated that the council fully recognised the interest in the matter that had previously been expressed by the Federation of Disabled People, through Mr Pennington, as their co-opted representative, on the council’s Planning Committee. The Cabinet Member informed Mr Pennington that, in accordance with the Planning Committee’s recent resolution, he would be receiving a fuller report on the policy approach on the matter at the next Environment Cabinet Member Meeting in December and that this would enable him to formally consider the matter and any potential changes to the way in which it would be addressed. The Cabinet Member confirmed that until the next meeting, the approach that officers have taken in addressing his objections to this particular Traffic Regulation Order was consistent with previous decisions, in that there were a number of alternative parking options available to disabled people with a blue badge who may choose to live in a car-free development. The Cabinet Member added that he was hopeful that it would be possible to reach a satisfactory conclusion, and that Mr Pennington was welcome to attend the meeting in December.

59.4 Mr. Pennington asked the following supplementary question:

“Can parts of the Traffic Regulation Order therefore be deferred until the outcome of the meeting in December?”

59.5 The Cabinet Member reiterated that until that meeting the current policy would continue to apply.

**59(ii) Public Question – Mr T Chavasse**

59.6 Mr. Chavasse asked the following question:



“Following inadequate preparation for halving Refuse Collections from large Brunswick Town HMOs, also causing litter by collection now being on a different day to recycling, 3 out of 4 collections have been made on the wrong day. We would, however, like to help with another useful question. Would you provide an assurance that we will now really be meaningfully consulted on the planned change of Recycling day so that it again coincides with refuse collection? Thereby reverting to the most cost effective method of reducing litter and increasing recycling without further prejudicing the residents’ goodwill or another area’s requirements.”

59.7 The Cabinet Member stated that it was very difficult to schedule collections for refuse and recycling collections to take place on the same day because they were two separate services with separate crews. The Cabinet Member informed Mr Chavasse that the council was implementing refuse changes across the city which would affect 121,000 homes every week; a change of this scale would mean that it would take time for the new routes to bed in and he hoped that by Christmas the service would have settled down. The Cabinet Member requested that ward councillors and residents be patient, but recognised that it was important to work with them. The Cabinet Member pledged to ask officers to meet with the residents association and ward councillors to discuss how the changes could be implemented. The Cabinet Member added that the council recognised that Mr Chavasse’s local knowledge and the influence of the association and ward councillors were very important to the success of implementing changes as smoothly as possible.

## 60. DEPUTATIONS

60.1 The Cabinet Member reported that one deputation had been referred from Council on 9 October 2008. It concerned issues of road safety in Highdown Road (for copy see minute book).

60.2 The Cabinet Member stated that he had provided a response at Council and that he now had further information to report.

60.3 That Cabinet Member asserted that whilst the Police accident data for Highdown Road showed that injury accidents were not occurring in the location, and the speed survey found that traffic speeds seemed to be reasonably well complied with, he recognised that traffic flows in the area had changed since the completion of the new pedestrian facilities. The Cabinet Member had asked officers to monitor the situation carefully and to organise a meeting with Mr. Shaw on site to discuss the concerns that have been raised, and to explore possible solutions. The Cabinet Member reported that, although Mr Shaw had been unable to attend due to work commitments, officers had visited the site and identified measures that would be implemented: to complement the existing junction entry treatment and slow markings, a further slow marking for westbound traffic would be added further down the hill and a children warning sign would be added in Highdown Road to warn drivers turning into Highdown Road of the presence of children in the road.

60.4 **RESOLVED** – That the deputation be noted.

**61. PETITIONS****61(i) Petition – review of bus lanes on the A259 coast road**

61.1 The petition had been withdrawn.

**61(ii) Petition – opposition to communal bins in First Avenue**

61.2 Councillor Watkins presented a petition signed by 8 people concerning opposition to communal bins in First Avenue.

61.3 The Cabinet Member gave assurance that the consultation on the location of communal bins would be extended to include First Avenue.

61.4 **RESOLVED** – That the petition be noted.

**61(iii) Petition – review of the Vogue Gyrotory and local area**

61.5 Councillor Marsh had submitted a petition signed by 41 people concerning a request to review the Vogue Gyrotory system and local area.

61.6 Councillor Marsh was unable to attend the meeting.

61.7 **RESOLVED** – That the petition be noted and a written response be provided.

**61(iv) Petition – road safety in Highdown Road**

61.8 Councillor Davis presented a petition signed by 269 people concerning road safety issues in Highdown Road.

61.9 The Cabinet Member referred Councillor Davis to his response to the deputation on the same issue at Item 60.

61.10 **RESOLVED** – That the petition be noted and written response provided to address the additional points raised by Councillor Davis.

**61(v) Petition – safe access to Preston Park**

61.11 Councillor Kennedy presented a petition signed by 324 people concerning safe access to Preston Park.

61.12 Councillor Kennedy submitted a late addition to the petition bringing the total to 358 signatures.

61.13 The Cabinet Member stated that he had instructed officers to investigate access into Preston Park at the specified junction and understood that, whilst there had been some minor collisions, there was no serious accident history. The Cabinet Member stated that there was an alternative crossing point to the north that was currently underused, and so would ask officers from Transport and Cityparks to further review access arrangements into the Park to find a solution.

61.14 **RESOLVED** – That the petition be noted.

**61(vi) Petition – traffic calming measures in Chalky Road/Fox**

61.15 Councillor Carden presented a petition signed by 288 people concerning a request for traffic calming measures in Chalky Road/Fox Way.

61.16 The Cabinet Member offered his condolences to the family and friends of the child who sadly died as a result of the collision with a car in Chalky Road. The Cabinet Member reported that he and Councillor Trevor Alford, who had previously submitted a petition on this issue, had met officers on site to discuss the issues that had been raised and explore possible actions; officers would now be investigating the possibility and feasibility of extra measures in Chalky Road.

61.17 **RESOLVED** – That the petition be noted.

**61(vii) Petition – Meadowview/Tenanry local bus service**

61.18 Councillor Meadows had submitted a petition signed by 19 people concerning dissatisfaction with the Meadowview/Tenanry local bus service.

61.19 Councillor Mitchell received the response on behalf of Councillor Meadows who was unable to attend the meeting.

61.20 The Cabinet Member was pleased to report that the council had renewed the contract for the supported Route 37, and so the future of this service was secure. The Cabinet Member also reported that the council had specified a low floor, wheelchair and buggy accessible bus for the service, and that Brighton & Hove Buses had put a similar vehicle on their commercial service 38, since the introduction of the Winter timetables on 28 September 2008. The Cabinet Member added that a representative of the bus company had attended the CAG meeting on 3 September 2008, and that the issues of reliability were discussed.

61.21 **RESOLVED** – That the petition be noted.

**61(viii) Petition – parking in Eggington Close**

61.22 Councillor Caulfield presented a petition signed by 23 people concerning parking problems in Eggington Close.

61.23 The Cabinet Member stated that officers had identified that responsibility for the grassed areas in Eggington Close was split between Housing and Highways. The Cabinet Member advised that as it was not entirely clear from the petition which areas were being suggested for parking, some further discussions would be required and I understand that the council's Housing Car Parks & Garages Manager has kindly agreed to contact the local Residents Association to discuss the matter further. The Cabinet Member added that he was sure that it would be possible for the two Directorates to work together to consider the possible options available to address residents' concerns.

61.24 **RESOLVED** – That the petition be noted.

**61(ix) Petition – support for a 24 hour noise abatement service**

61.25 Councillor Caulfield presented a petition signed by 493 people concerning support for a 24 hour noise abatement service.

61.26 The Cabinet Member thanked Councillor Caulfield for presenting the petition as it served as a timely reminder about the service. He stated that he was aware that sometimes residents felt that the only response to noise complaints was the weekend night time noise patrol but that the council had a full service that responded appropriately throughout the rest of the week. The Cabinet Member stated that he appreciated that many people may not have been aware of the full service offered and so felt that the council needed to communicate more clearly with the public to raise awareness of the valued, effective and extensive noise service. The Cabinet Member reported that he had asked that information would be provided in as many ways as possible including using council newsletters, City News, wider distribution of our noise information leaflets and posters.

61.27 **RESOLVED** – That the petition be noted.

**61(x) Petition – parking in Maresfield Road**

61.28 Councillor Morgan had submitted a petition signed by 78 people concerning parking problems in Maresfield Road.

61.29 Councillor Mitchell presented the petition on behalf of Councillor Morgan who was unable to attend the meeting.

61.30 The Cabinet Member stated that Maresfield Road would be part of a parking review of an extension to the current Area H parking scheme which was due to begin at the end of November with parking surveys. Residents in Maresfield Road would be consulted next year on whether they wished to be included within the detailed design for a parking scheme which he hope would help solve some of the parking issues

61.31 **RESOLVED** – That the petition be noted.

**61(xi) Petition – request for high fence around Hove Park Bowls Club green**

61.32 Councillor Fallon-Khan presented a petition signed by 48 people concerning a request to erect a high fence around Hove Park Bowls Club green.

61.33 The Cabinet Member stated that the problem with erecting a high fence around the green would be the visual impact, and that other users of the park were likely to object. The Cabinet Member advised that the newly appointed Park Rangers would help to address any problems of anti-social behaviour and that the council would consider possible solutions to the problem.

61.34 **RESOLVED** – That the petition be noted.

**61(xii) Petition – congestion calming measures in Highbank**

- 61.35 Councillor Drake had submitted a petition signed by 20 people concerning a request to consider congestion calming measures in Highbank.
- 61.36 Councillor Drake was unable to attend the meeting due to official Council business.
- 61.37 **RESOLVED** – That the petition be noted and a written response be provided.

**62. LETTERS FROM COUNCILLORS****62(i) Letter – Charges for Parking Permits**

- 62.1 A letter was received from Councillor Oxley regarding charges for parking permits.
- 62.2 The Cabinet Member stated that at the last budget meeting of the Full Council Members had voted that the charges for parking permits would increase in line with inflation, therefore, in order to change this the issue would have go back to Full Council. The Cabinet Member confirmed that the budget would allow for inflationary increases to parking permit charges only.
- 62.3 **RESOLVED** – That the letter be noted.

**63. NOTICES OF MOTIONS REFERRED FROM COUNCIL****63(i) Notice of Motion – A Permanent Memorial for Ken Fines**

- 63.1 The Cabinet Member considered the following Notice of Motion proposed by Councillor Kennedy and referred from the Council Meeting on 9 October 2008 under procedural rule 8.2:

“This council wishes to place a permanent memorial to Ken Fines in the North Laine, in recognition of his outstanding contribution to conserving the built environment of Brighton & Hove.

This council would like to pay tribute to Ken Fines, Brighton’s first planning officer, who sadly died on March 24<sup>th</sup> this year.

Mr Fines served as Borough Planning Officer from 1974 until his retirement in 1983, and his vision and determination was instrumental in protecting parts of Victorian Brighton from wholesale demolition and brutal redevelopment.

Most notably, Mr Fines worked with the community to gain conservation area status for the area he named the North Laine, which is now one of the city’s most vibrant and bohemian quarters, much-loved by residents and visitors alike.

Brighton born and bred, Mr Fines was passionate about his home town and conserving the beauty of its historic built environment, and this council wishes to honour his memory by placing a permanent memorial to him within the North Laine.”

63.2 The Cabinet Member invited Councillor Kennedy to speak to the motion.

63.3 Councillor Kennedy addressed the Cabinet Member Meeting on the substantive points of the motion.

**63.4 RESOLVED –**

(1) That the Notice of Motion be noted and

(2) That the proposal be referred to the Commemorative Plaques Committee for its comments and action and

(3) That as part of the process, Ken Fines' family and the North Laine Community Association be consulted.

**64. MATTERS REFERRED FOR RECONSIDERATION**

64.1 There were none.

**65. REPORTS FROM OVERVIEW & SCRUTINY COMMITTEES**

65.1 There were none.

**66. WALKING NETWORK - IMPROVEMENTS**

66.1 The Cabinet Member considered a report of the Director of Environment concerning the proposed consultation on the Walking Network capital programme works (for copy see minute book).

66.2 The Cabinet Member stated that the proposals were designed to improve access to the seafront, arguably the city's largest asset and attraction. Secondly, they would enhance the appearance of areas which had become tired and worn. The first phase of the Walking Network scheme sought to enhance existing pedestrian links between some of the busiest parts of central Brighton & Hove. It would increase accessibility and pedestrian movement between key destinations in the city. City centre retail, restaurant, beachfront and cultural establishments were key to Brighton & Hove's economy and the works would contribute to the economic vitality of the city by improving access and movement for its visitors, workers and shoppers.

66.3 Councillor Mitchell welcomed the opportunity for the spotlight to be on walking and asked that new signage be considered in addition to addressing the issue of pavement surface quality in some areas of the city.

66.4 The Assistant Director for Sustainable Transport commented that gas and water board works in the city had had an effect on pavements, but that the council would continue to monitor these areas.

66.5 The Director of Environment added that any benefits of introducing new signage would be considered against the success of the Journey On campaign and branding.

66.6 **RESOLVED** – That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

- (1) That officers be authorised to conduct public consultation with key stakeholders and residents on the Walking Network proposals detailed in this report. Members will be informed of the outcome of consultation and permission to proceed with the scheme will be sought at a future Environment Cabinet Member Meeting following public consultation.

**67. ELM GROVE SAFER ROUTES TO SCHOOL - THE BRIGHTON & HOVE (ST LEONARD'S ROAD AND MELBOURNE STREET) (ONE WAY TRAFFIC AND PROHIBITION OF TURNING) TRAFFIC REGULATION ORDER (TRO) 200\***

67.1 The Cabinet Member considered a report of the Director of Environment concerning approval of a Traffic Regulation Order (TRO) advertised as part of the Elm Grove Safer Routes to School Scheme (for copy see minute book).

67.2 The Cabinet Member stated that the scheme would help children in the Hanover and Elm Grove area travel to school in a safer way by providing a range of road safety measures that would promote safer and more sustainable journeys to and from school. The Cabinet Member explained that the report detailed objections, letters of support and responses to the recently advertised Traffic Regulation Order, which proposed a one-way westbound on St. Leonard's Road, and a right turn only from Melbourne Street, both of which were thought necessary in order to see the scheme through to completion.

67.3 Councillor Mitchell was pleased that officers had listened to the representations made and come to a satisfactory solution. She also wished to emphasise the importance of consulting with cycling groups

67.4 The Assistant Director for Sustainable Transport confirmed that the council was committed to standardising its involvement in the Cycle Forum.

67.5 **RESOLVED** – That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

- (1) That (having taken account of all duly made representations and objections), the making of the Brighton & Hove (St Leonard's Road and Melbourne Street) (One Way Traffic and Prohibition of Turning) Traffic Regulation Order (TRO) 200\* be approved with no amendments.

**68. VARIOUS CONTROLLED PARKING ZONES TRAFFIC REGULATION AMENDMENT ORDER NO\* 200\***

68.1 The Cabinet Member considered a report of the Director of Environment concerning approval of a Traffic Regulation Order (TRO) regarding alterations to parking restrictions within the Controlled Parking Zones (for copy see minute book).

68.2 The Cabinet Member stated that he was pleased to present the report as it consisted of a number of requests for alterations to parking restrictions within the Controlled Parking Zones. These requests were most often from residents, but could also be from

businesses, local members, or other teams within the council, such as Road Safety. The amendments often help to improve sustainable transport, for example, by providing additional motorcycle bays, or could improve accessibility for disabled people by providing disabled parking bays.

- 68.3 Councillor Kennedy stated that as a Green Party councillor and member of the Planning Committee she supported car-free developments, but was concerned that the current position locally had a discriminatory effect by not allowing blue badge holders to apply for residents' permits. She urged the Cabinet Member to defer his decision on the TRO until the decision on the report being taken to the December Cabinet Member Meeting had been made.
- 68.4 The Cabinet Member commented that until the December meeting the current policy would continue to apply, but he hoped that the Planning Committee would formulate some suggestions that he could support.
- 68.5 Councillor Mitchell commented that the car-free developments had always been considered on a case by case basis and that there had never been a blanket policy around provision of parking for blue badge holders. She added that the policy review should consider whether the council has contravened any disability discrimination laws.
- 68.6 **RESOLVED** – That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:
- (1) That (having taken into account of all the duly made representations and objections) the Brighton & Hove Various Controlled Parking Zones Traffic Regulation Order No\* 200\* be approved with the following amendments:
    - (a) The proposed removal of disabled parking bays in Compton Avenue, Clarendon Road, Clarendon Villas are to be removed from the Traffic Order as the bays are still required by local residents;
    - (b) The proposed new disabled bays in Milnthorpe Road, Davigdor Road and Ruskin Road are no longer required and therefore to be removed from the Traffic Order;
    - (c) A proposed new loading bay in Denmark Villas is to be removed from the Traffic Order due to the large amount of objection from local residents and no support received for the bay;
    - (d) Proposed motorcycle bay in Chadbourne Close not to proceed at present but to be advertised in a slightly different location on the next CPZ Traffic Order; and
    - (e) Proposed motorcycle bay in Freshfield Road to be removed from this order and new location considered on the next CPZ Traffic Order, if there is still a need for the bay.



**69. CONCESSIONARY FARES SCHEME**

- 69.1 The Cabinet Member considered a joint report of the Director of Finance & Resources and the Director of Environment concerning the Council's withdrawal from the county-wide Concessionary Fares Scheme (for copy see minute book).
- 69.2 The Cabinet Member stated that since the Government had changed Concessionary Bus Fare Reimbursement from a local to a national scheme it made little or no sense to remain as part of a local consortium. By setting up arrangements to operate its own scheme the council would have a more direct relationship with the Bus Companies and ensure they were reimbursed at a fair rate. The proposal would make the system fairer and more efficient and would continue to provide the same free travel concessions for older people.
- 69.3 Councillor Mitchell supported the proposal, but sought confirmation that it would not have the effect of allowing the council to withdraw funds from any of the current council subsidised routes.
- 69.4 The Director of Environment confirmed that the proposal would not have this effect, but added that the future of specific subsidised routes would be considered as and when they came up for renewal.
- 69.5 **RESOLVED** – That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:
- (1) That East Sussex County Council (and other members of the scheme) be formally notified of Brighton and Hove City Council's withdrawal from the East Sussex Concessionary Fares Scheme effective from 31 March 2009.

The meeting concluded at 5.15pm

Signed

Cabinet Member

Dated this

day of



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 77(i)

Brighton & Hove City Council

### Councillor Brian Oxley

37 Blenheim Court  
New Church Road  
Hove  
BN3 4AJ

Councillor Geoffrey Theobald

**Date:** 21 October 2008

**Our Ref:** BWO/EB

**Your Ref:**

Dear Councillor Geoffrey Theobald,

I would appreciate the opportunity to address the Environment Cabinet Member Meeting in December about the pavements in Portland Road, Hove.

As a result of discussions with local groups and residents, there are a number of improvements I would like to support.

Thanking you in anticipation.

Yours sincerely

A handwritten signature in black ink, appearing to read 'B. Oxley', with a long horizontal line underneath.

Councillor Brian Oxley

c.c. Tanya Massey, Democratic Services Officer – Environment - CMM

Visit my blog pages at [www.brighton-hove-councillors.org.uk/BrianOxleyblog](http://www.brighton-hove-councillors.org.uk/BrianOxleyblog)



## ***Portland Road Pavement and Safety Audit April 14 2008***

### **Portland Road and Clarendon Forum**

The Portland Road and Clarendon Forum is a Neighbourhood Action Group made up of Local Councillors, local business and community representatives, local Service Providers, Police, School and other stakeholders. Meetings are held bimonthly and are attended by around 30 people. The Forum requested a detailed look at the state of Portland Road, inspired by a recent University led consultation in the area in which the condition and regeneration of the road was prioritised by local people as an area for change and improvement. A summary of the findings of this consultation report is available from Jo Martindale at [Joanna@martindale.org.uk](mailto:Joanna@martindale.org.uk) if requested.

### **General Condition**

The condition of the pavements in Portland Road is generally very poor. Successive digging up of the pavements has left them in a full patchwork state, with many areas with dips, hills and holes. Paving slabs have been replaced by tarmac, which has not been resurfaced for many years. This has led to one local businessman describing the area as a 'tertiary' shopping area. The appearance of the area lets down the vibrancy and individuality of the local shops, which are valued highly by local people. There is a local feeling that this shopping street is not maintained as it would be in the town centre and that a lower level of service is being received. The only smooth stretch of tarmac is outside the Gala Bingo Hall.

**What is the planned maintenance for resurfacing the tarmac?  
Is consideration being given to replacing tarmac with more attractive paving slabs?**

### **Weeds**

All along Portland Road large weeds are growing between the paving, along the sides of the shops and even in the tarmac.

**The frequency of weed control needs to be increased**

### **Greening and Trees**

Recent tree planting in the area has been partially successful but many of the new trees have not survived and the remaining trees could do with some work. There is no kerbing around the new trees and the earth area below them is full of weeds. Residents have expressed their desire for a greener feel to the Street. If the Gala development goes ahead some greening of that area will be undertaken as part of the planning 106 agreement but this is the only new greening proposal of which we are aware.

**Are there any plans for additional greening of this road?**

### **Pavement Safety**

A number of areas are in such poor condition that they are totally unsafe. Specific examples are outlined later in the report. It should be noted that the worst of the problems are located outside Ingram Crescent. This is a Council estate, which houses primarily older and disabled people who are more likely to be affected by the poor condition of the pavements. These repairs were first highlighted in the Neighbourhood Action Plan for the area undertaken in 2003, yet nothing has changed between then and now and the same repairs are still outstanding. Of particular concern are all the cable and water drains, many of which are raised or sunken making the pavement uneven.

**It is requested that immediate action is taken on the unsafe areas of pavement as identified in this report, particularly those areas which have been outstanding since at least 2003.**

### **Road Safety**

A number of safety issues were raised at a recent Forum meeting.

- 1) Speed of vehicles along Portland Road. There are no cameras or proper speed signs along Portland Road. This is in contrast to the two roads running parallel (ie New Church and Old Shoreham Roads). This has led to speed being a significant problem. There have been fatalities due to speed on Portland Road notably when several young women died in a speeding car in 2003.
- 2) The Pedestrian crossing outside the Portland Pub remains a concern. Often cars do not seem to see this busy crossing. Measures to make it more visible were taken following a fatality on the crossing and lights and visibility shades were added.

**The lines need repainting.**

**We suggest that consideration is given to installing a traffic island at this crossing point.**

- 3) The two Resident's associations at Ingram Crescent have identified that the crossing outside their estate is at the wrong point for their residents leaving the estate on foot. The footpath leads to the road at a point some 50 metres from the crossing, a long way for an older person who wishes to use the shops opposite; Their ability to cross is further hampered by the parking of large vans and lorries along Portland Road. This has worsened since Parking controls were introduced in the Poets Corner end of the Road and has been raised as a significant safety issue by MURSAN (the RA for the sheltered housing there).

### **Private Ownership of the Pavement**

Parts of the pavement near to the shops is privately owned by the freeholders of the shops. These areas are meant to be maintained by the shop keepers but this is not always achieved.

It also means that cars are parked on the pavements in front of shop premises and these cannot be touched by the Police or Traffic wardens. This dangerous

situation came to a head recently when a car went through a pavement in front of the Chemist shop and created a huge car sized hole, which is now being repaired. Following our audit we reported a car to the Police that had no car tax and bald tyres that was parked in front of a local restaurant, blocking the pavement for pedestrians.

### **Consideration should be given to bringing the private areas back to Council ownership.**

Perhaps pillars could be erected to prevent this nuisance parking?

Specific Safety Issues found:

- Ree Evan/Titian Road topend: area outside shop badly cracked.
- Portland Carriage Company: very cracked and bumpy.
- Off the Fence: tarmac raised and problem with drain
- Nut and Bolt Store: uneven tarmac
- Rutland Gdns and Westbourne St: Tree roots leaving pavement cracked and raised.
- Rutland Road huge hole on build out outside Master Tiles.
- Kismet Tandoori: Gas pipe causing trip hazard.
- Pottery House Café: 12 holes left from scaffolding there.
- West Hove School: The paved area outside the School on Portland Rd is very cracked and there is a large rusty crash barrier which is no longer necessary outside a disused gate.
- Public loos: Pavement outside very cracked.
- Grange Road: Loose and cracked paving slabs.
- Hopscotch Nursery: Cracked paving outside.
- Ingram Crescent: The whole area all along from IC East to IC West is full of deep rivulets where earth is visible through the tarmac. There are a number of deep holes in this area. Water stop cocks are badly exposed by the shrinkage of the tarmac.
- 280 Portland Road: Uncovered water hole.
- Portland gate: CATV cover trip hazard
- St Heliers Ave: Broken and raised Kerb corner on both sides. These have been painted around.
- Hogarth Road: problems around GPO cover.

The above is just a selection of the various hazards we encountered.

Joanna Martindale  
Forum Facilitator and Projects Manager  
The Trust for Developing Communities  
[Joanna@Martindale.org.uk](mailto:Joanna@Martindale.org.uk)  
01273 262220





# **ENVIRONMENT CABINET MEMBER MEETING**

## **Agenda Item 78**

Brighton & Hove City Council

### Environment Cabinet Member Meeting 11 December 2008

#### Written Question from Councillor

At a meeting of the Environment Committee last year I submitted a letter seeking a 20 mph zone at Southern Cross, from the traffic lights up to the entrance to Loxdale. In this section there are two primary schools attended by over 500 children. I was told that there were several similar applications and they were being prioritised.

I have now been approached by the police expressing concern about traffic speed in this area. Please could urgent consideration be given to nominating this section of highway as a school safety zone with a 20 mph limit?

Cllr. Les Hamilton

Councillor, South Portslade  
Deputy Leader, Labour Group.  
phone 291147



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 80

Brighton & Hove City Council

<b>Subject:</b>	<b>2 St George's Place – Urgent Works in Default</b>		
<b>Date of Meeting:</b>	<b>11 December 2008</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Tim Jefferies</b>	<b>Tel:</b> <b>29-3152</b>
	<b>E-mail:</b>	tim.jefferies@brighton-hove.gov.uk	
<b>Key Decision:</b>	No		
<b>Wards Affected:</b>	St Peter's and North Laine		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report seeks approval to carry out urgent works to secure the preservation of an unoccupied listed building, which is included in the council's register of Buildings at Risk, and to recover the cost of carrying out those works from the owner of the building.

#### 2. RECOMMENDATIONS:

- 2.1 (1) That the Cabinet Member for Environment agrees to the carrying out of urgent preservation works to number 2 St George's Place, Brighton under Section 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.2 (2) That the Cabinet Member for Environment agrees that action be taken to recover the costs of carrying out urgent preservation works from the owner of number 2 St George's Place, Brighton under Section 55 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Number 2 St George's Place, Brighton is a grade II listed building forming part of a listed terrace within the Valley Gardens conservation area. The building has been vacant since at least 2001.
- 3.2 The established use of the property is non-self contained accommodation on the basement, ground and first floors, with a maisonette on the second and third floors. In 2004 planning permission was refused for conversion of the property to form six self contained flats, due to the loss of non-self contained accommodation and the harmful impact on the interior of the listed building arising from the over-intensive sub-division.

- 3.3 Since that refusal, conservation officers have met with the owner's agents on several occasions in order to seek a solution to the reasons for refusal, but no further application has been submitted.
- 3.4 Officers became aware that the external condition of the building was deteriorating during this period and in July 2008 the property was included in the council's register of listed Buildings at Risk, which was approved by the Cabinet Member for Environment at the meeting of 4 July 2008. The accompanying report advised that in all cases where it was proposed to carry out works in default a report would be brought before a Cabinet Member Meeting.
- 3.5 On 19 August 2008 officers arranged to inspect the property, internally and externally, together with the owner's agent. This inspection revealed that the property has not been maintained for some years and is suffering from various defects that could result in harm to the fabric of the building. It was also noted that the entrance to the property was no longer securely boarded.
- 3.6 On 21 August 2008 the owner and agent were informed in writing of the council's concerns and were sent a draft Schedule of Urgent Works. They were given an opportunity to carry out the works, or comment on the schedule, and advised that, failing action, the council would consider carrying out the works in default.
- 3.7 In a letter dated 1 September 2008 the agent informed the council that they were intending to carry out their own inspection of the property to assess the needs for works and this claim was repeated in an e-mail dated 21 October 2008. However, to date the council has not been advised of the results of any such inspection and only some minor works have been carried out to the building, which have not addressed the majority of items on the draft Schedule.
- 3.8 A revised Schedule of Urgent Works is attached at Appendix 1. These are considered to be the minimum works necessary in order to make the property secure and weather tight. With regard to the long term future of the building, officers have offered to discuss this with the owner and/or his agents in order to find an appropriate use for, and degree of alteration to, the listed building. To date, however, this offer has not been taken up.

#### **4. CONSULTATION**

- 4.1 Ward councillors have been consulted on the matter. Support for the action has been received from Councillor Ian Davey.

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

##### Financial Implications:

- 5.1 Section 55 of the Planning (Listed Buildings and Conservation Areas) Act 1990 enables the expenses incurred by a Local Planning Authority, in carrying out the specified works, to be recovered. The council would seek to recover the costs from the owner in the first instance by way of a simple contract debt via the courts. If payment was not forthcoming a charge would be placed on the property. This would be a Local land Charge and would therefore not have priority over any mortgage debt.

- 5.2 The owner may within 28 days of the serving of the Section 55 notice represent to the Secretary of State that some or all of the works were unnecessary, temporary works have continued for too long, the amounts were unreasonable or recovery would cause hardship. The Secretary of State has the authority to change the amount recoverable.
- 5.3 The cost of carrying out the works in default has been estimated at £X. Any non-recoverable costs incurred will be funded from existing revenue budgets.

*Finance Officer Consulted: Patrick Rice*

*Date: 24/11/2008*

Legal Implications:

- 5.2 Section 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990 allows a local authority to “execute any works which appear to them to be urgently necessary for the preservation of a listed building in their area”. Section 55 of that Act allows for a local authority to recover the expenses of such works.
- 5.3 As set out in the Financial Implications above, it is possible to pursue the recovery of the cost of the works through the Courts and, if necessary take a charge on the property. A pre-existing mortgage secured on the property will take priority over any charge that the council secures so it is not possible to guarantee full recovery of costs.

*Lawyer Consulted:*

*Elizabeth Culbert*

*Date: 05/11/08*

Equalities Implications:

- 5.4 None have been identified. An Equalities Impact Assessment has not been carried out because the report does not concern matters of new policy.

Sustainability Implications:

- 5.5 The proposals in this report have no substantial impact upon the four priorities of the UK’s Sustainable Development Strategy. But in terms of Sustainable Consumption and Production, the retention and timely repair of existing buildings reduces construction and demolition waste.

Crime & Disorder Implications:

- 5.6 The proposed works would make the building more secure, would improve its public appearance and would reduce the impact of its vacancy on the surrounding area. This would have the effect of lessening the scope for crime and anti-social behaviour in and around the building.

Risk and Opportunity Management Implications:

- 5.7 The failure to retain and maintain listed buildings could lead to significant adverse publicity for the council.

Corporate / Citywide Implications:

- 5.8 The proposals accord with the priority to protect the environment whilst growing the economy and also accord with the priority of fair enforcement of the law, by ensuring that formal action is based upon openness and transparency.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The only alternative option would be to continue to press the owner and his agent to carry out the works voluntarily, but this has not been successful to date.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 Works are needed to ensure that this listed building is weather tight and secure. Officers are concerned that if works are not carried out urgently, the condition of the building will deteriorate significantly over the winter. The owner has, to date, been unwilling to carry out the works.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Schedule of Urgent Works

**Background Documents**

1. Report to the Cabinet Member Meeting for the Environment on 4 July 2008 entitled Maintenance of Historic Buildings.
2. Correspondence with the owners of 2 St George's Place and their agent.

**2 St George's Place, Brighton**  
**Schedule of Urgent Works**

**Front elevation**

**Basement well**

Remove all rubbish and plant growth from the basement well and steps. Treat vegetation rooting using a suitable systematic killer.

Paint existing boarding to side of steps dark grey.

Paint infill concrete blockwork to basement windows dark grey.

**Front entrance door**

Paint the boarding to the door dark grey.

Remove plant growth adjacent to the threshold and treat rooting using a systematic killer.

**Boarding to ground floor windows**

Paint the boarding to both windows dark grey.

**First floor windows**

Remove the broken glass from the panes of the right hand bay window and reglaze to match the existing glazing.

Close the internal shutters and secure them closed. If further protection is required these windows may be boarded from the inside, and boarding first painted dark grey.

Remove the boarding from the bottom left pane in the lower sash of the window above the front entrance and reglaze to match the existing glazing.

Close the internal shutters and secure them closed. As before, if further protection is required this window may be boarded from the inside, and boarding first painted dark grey.

**Rainwater goods**

Clear and clean the gutter, hopper and downpipe.

Ensure the hopper is securely fixed. Repair and re-fix the downpipe where this has sheared away from the hopper.

Replace the missing section of down pipe at ground floor level with matching materials.

Generally ensure that all water run-off is conducted to main drains.

**Brickwork**

Remove the plant growth from the elevation at third floor level and treat vegetation rooting into brickwork using a suitable systematic killer.

**Rear Elevation**

**Basement and basement well**

Remove all rubbish and plant growth from the basement well.

Re-secure the door openings on completion of works.

**Rainwater goods**

Clear and clean the gutter, hopper and downpipes.

Remove broken gutter fixing and repair cracked/blown render beneath eaves.

Replace the missing section of gutter to the main roof with matching materials, to direct flow through hopper.

Repair the connection of the downpipe to hopper to ensure watertight seal.

**Interior**

Clear away accumulated rubbish and loose combustible material from the interior, including pigeon droppings, but retain all original floorboards, skirting and other architectural joinery whether in situ or not.

Ensure that ventilation is provided to all internal spaces in accordance with the current British Standard.



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 81

Brighton & Hove City Council

<b>Subject:</b>	<b>Traffic Regulation Orders associated with car free developments</b>		
<b>Date of Meeting:</b>	<b>11 December 2008</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut</b>	<b>Tel: 29-2477</b>
	<b>E-mail:</b>	andrew.renaut @brighton-hove.gov.uk	
<b>Key Decision:</b>	No	Forward Plan No. N/A	
<b>Wards Affected:</b>	All		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 A number of representations have been made by the Brighton & Hove Federation for Disabled People [the Federation] in response to planning applications for car free-housing. These representations relate to the fact that the Traffic Regulation Order that is required through the planning process to ensure that car-free development remains so, does not explicitly enable disabled people who are blue badge holders, to qualify for a residents parking permit.
- 1.2 The Planning Committee has therefore requested that the Environment Cabinet Member reviews the policy or policies related to the allocation of resident parking permits for blue badge holders in association with housing without off-street parking, and how this is incorporated into Traffic Regulation Orders.
- 1.3 The objections raised by the Federation have also subsequently been reiterated in its response to the consultation that takes place on the Traffic Regulation Orders associated with the planning permissions for car-free housing.

#### 2. RECOMMENDATIONS:

- 2.1 (1) That the Cabinet Member for Environment agrees that, when planning permission is granted for a car free housing development inside a residents' parking zone, residents in that development who are blue badge holders will be able to apply for a resident's parking permit.
- 2.2 (2) That the Cabinet Member for Environment authorises such amendments as are necessary to existing Traffic Regulation Orders so as to allow resident disabled drivers living in a car fee development to apply for a residents parking permit.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The case that has been made by the Federation relates to a number of sites where new developments have been constructed and there is a clause within the planning agreement that any purchasers of the new developments will not be able to apply for resident permits within a Residents Parking Zone. This requirement needs to be included within a TRO.
- 3.2 In considering the Federation's previous objections to TROs associated with car free housing, officers have responded by explaining that blue badge holders can currently park for free, for an unlimited time in pay & display bays (shared & exclusive) and therefore considered that there would be adequate provision for blue badge holders in streets around car free developments. Blue badge holders without off-street parking can also apply for an on-street disabled parking bay and purchase visitor permits.
- 3.3 However, this matter was recently raised at the 1 October Planning Committee and in order to increase the choice available to disabled people, that Committee has recommended that that current approach to this matter is formally reviewed by the Cabinet Member for Environment (see Appendix A of this report).
- 3.4 Local Plan Policy HO7 'Car free housing' was originally developed in the early 2000s (and adopted in 2005), and includes explanatory text that states that 'residents in car-free-housing will not qualify for a resident parking permit'.
- 3.5 In order to comply more fully with the Disability Discrimination Act 2005, which was implemented following the approval of Local Plan policies and includes a greater focus on providing access to transport services, disabled people should be provided with a greater level of choice in terms of parking availability. Therefore, disabled residents of car free housing in existing or future residents parking zones should be able to qualify for a residents parking permit.

### **4. CONSULTATION**

- 4.1 No formal consultation has taken place with regards to this proposed matter. The suggestion that has been made by the Federation is considered to be acceptable and in line with equalities policies. Discussions have taken place between council planning, transport and legal officers, who are supportive of the proposal.

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

#### Financial Implications:

- 5.1 Revenue:  
Blue badge holders who apply for residents permits are normally charged a nominal £5 fee to cover the cost of administration. Although it is not possible to quantify the number of applications for permits which could be received from blue badge holders, living in car-free housing within a residents parking zone, it is considered unlikely that any associated increase in the number of applications would have a significant financial implication.

- 5.2 Capital:  
There are no capital implications.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 12/11/08*

Legal Implications:

- 5.3 The car free development schemes that have been approved by the Planning Committee to date under Local Plan Policy HO7 do not prohibit blue badge holders from applying for a residents parking permit. However, the Traffic Regulation Orders drawn up under the scheme have excluded residents including blue badge holders and they will require amendment. This will be done by advertising a draft order and in the event that there are any unresolved objections these will be reported to the cabinet member for a final decision.

- 5.4 The proposals set out in the report support the Council's Inclusive Council Policy and the Council's duties under the Disability Discrimination Act 2005.

*Lawyer Consulted: Elizabeth Culbert*

*Date: 12/11/08*

Equalities Implications:

- 5.5 The proposed change to how the TRO process is applied to planning permissions granted for car free housing in existing or future residents' parking zones will increase the availability and choice available to disabled people who are blue badge holders.

Sustainability Implications:

- 5.6 There are no sustainability implications associated with this report.

Crime & Disorder Implications:

- 5.7 There are no crime and disorder implications associated with this report.

Risk and Opportunity Management Implications:

- 5.8 There are no risk and opportunity management implications associated with this report.

Corporate / Citywide Implications:

- 5.9 The proposed change is entirely consistent with the council's corporate priority of "reducing inequality by increasing opportunity" and its key commitment to "equalities and inclusion".

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The only alternative option available would be to maintain the current position regarding the qualification for residents parking permits. This is not considered to be appropriate in terms of increasing choice and being more inclusive.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To enable the Cabinet Member to create a more inclusive approach to increasing the availability of parking for disabled residents in controlled parking zones by not excluding them from applying for a resident's parking permit if resident in a car free housing development.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A - Extract from 1 October 2008 Planning Committee minutes.

### **Documents In Members' Rooms**

None

### **Background Documents**

1. BHCC Adopted Local Plan 2005

**EXTRACT FROM THE PROCEEDINGS OF THE PLANNING COMMITTEE MEETING HELD ON THE 1 OCTOBER 2008**

Present: Councillor Hyde (Chairman)); Councillors Barnett, Carden (OS), Davey, Hamilton, McCaffery, Mrs A Norman, K Norman, Randall, Smart, Steedman and Wells (Deputy Chairman).

Co-opted Members: Mr J Small, Conservation Advisory Group (CAG); Mr R Pennington, Brighton and Hove Federation of Disabled People.

**PART ONE**

**94 CHAIRMAN'S COMMUNICATIONS**

**Blue Badge Holders Scheme**

- 94.4 The Chairman referred to the fact that the Committee received and welcomed comments from Mr Pennington on behalf of the Brighton & Hove Federation of Disabled People. On a number of occasions these related to the issue of parking provision for blue badge holders in association with applications for housing schemes without off- street parking and Traffic Regulation Orders. Each application had always been discussed and decided upon on its merits and the advice of the relevant officers taken into account when those decisions were made.
- 94.5 The Chairman went of to state however that this matter clearly remained an area of concern for the Federation . Given that the administration of the Council had a clearly stated priority of "reducing inequality by increasing opportunity" and had a commitment to delivering "equalities and inclusion" she was of the view that this now warranted some further consideration in terms of providing further alternatives and choices for people. She therefore recommended that the Cabinet Member for Environment be requested to review the relevant policy / policies in the terms set out below .
- 94.6 A vote was taken and Members voted unanimously that this matter be carried forward in the manner suggested by the Chairman.
- 94.7 **RESOLVED** - That the Committee requests that the Environment Cabinet Member reviews the policy or policies related to the allocation of resident parking permits for blue badge holders in association with housing without off- street parking, and how this is incorporated into Traffic Regulation Orders."



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 82

Brighton & Hove City Council

**Subject:** Second Local Transport Plan Progress Report 2008  
**Date of Meeting:** 11 December 2008  
**Report of:** Director of Environment  
**Contact Officer:** Name: Andrew Renaut Tel: 29-2477  
E-mail: andrew.renaut@brighton-hove.gov.uk  
**Key Decision:** Yes Forward Plan No. ENV4307  
**Wards Affected:** All

### FOR GENERAL RELEASE.

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Local highway authorities have a statutory requirement to submit a Local Transport Plan [LTP] to the government. The LTP sets out a 5-year delivery programme of integrated transport and maintenance measures to improve local transport conditions and contribute towards meeting wider objectives and priorities, which include those of the government, the city council, its partners, and stakeholders.
- 1.2 The approach adopted in developing the city council's second LTP [LTP2] was shaped significantly by the guidance issued by the government's Department for Transport [DfT]. This was focused on the 4 shared transport priorities for accessibility, air quality, congestion and safety that have been agreed between the DfT and the Local Government Association [LGA]. These form the basis for assessing the contribution that local measures in LTP2s will make towards national objectives and targets. A copy of the draft 2008 LTP2 Progress Report is available in Members' Rooms.
- 1.3 The significant contribution that transport can make to improving the city is also recognised in the Sustainable Community Strategy under the priority of 'promoting sustainable transport'. Working in partnership is key to addressing transport issues and many organisations in the city such as transport operators, businesses, schools, health service providers and local communities are important stakeholders who can contribute towards meeting wider objectives.

#### 2. RECOMMENDATIONS:

- 2.1 (1) That the Cabinet Member for Environment endorses the positive progress that the council has made in delivering sustainable transport and maintenance through the capital funding provided by the Local Transport Plan during 2006/07 and 2007/08.
- 2.2 (2) That the Cabinet Member for Environment notes the responses made on the Progress Report by the Environment & Community Safety Overview & Scrutiny Committee on 10 November 2008.

- 2.3 (3) That the Cabinet Member for Environment authorises the Director of Environment to finalise the completion of the Progress Report document and submit it to the Government Office of the South East before the end of December 2008.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The current LTP covers the period 2006/07 to 2010/11. It is the second such document, and is often referred to as LTP2. It was approved by the council's Policy & Resources Committee, and submitted to the government, in March 2006. The LTP contains the council's short- to medium-term plans to achieve longer-term objectives, with reference to the overall approach to delivery, the progress made in fulfilling government requirements and responding to GOSE advice, and how this has influenced the proposed 5-year programme of capital investment in transport infrastructure. The investment programme includes measures to promote and provide for the continued increased use of more sustainable forms of transport for some journeys, as well as important programmes of maintenance.
- 3.2 In 2008, the government requires Local Authorities to review their progress in implementing LTP2s and to publish concise progress reports. This should focus on the progress made in meeting objectives and targets in the first two years of the plan and to consider any opportunities or threats to the delivery of the LTP in the remaining years.
- 3.3 When published, the LTP2 contained 20 targets that were to be used as the basis for monitoring how well the council was doing. These targets included a combination of 7 mandatory government targets, 9 Best Value Performance Indicators [BVPIs], and 4 Local Targets. These include :-
- Road and footway conditions
  - Fatal, serious and slight road traffic casualties
  - Bus patronage and passenger satisfaction and punctuality
  - Cycling trips
  - Journeys to school
  - Road traffic mileage and peak hour traffic flows
- 3.4 The introduction of new Local Area Agreements in 2008 has placed a further focus on the importance of transport in local authorities. The LAA for the city includes 3 transport indicators from the National Indicator Set – congestion, access to services and fatal and serious road traffic casualties.
- 3.5 The monitoring of targets occurs on a variety of different frequencies, time periods and baselines and relies on a number of different monitoring methodologies or sources of information. A summary of current progress is included at Appendix A, using a DfT-recommended scale for identifying potential risks. Of the 20 LTP2 targets, the progress made against 17 of these can be assessed. Of these, 10 are on target (green), 6 are making good progress towards targets (amber) and 1 is not on target (red).



- 3.6 Sufficient data are not currently available to enable progress to be reported for the remaining 3 targets at this time, primarily because:-
- a number of new baselines have been set during 2007 to reflect required changes in monitoring methodologies e.g cycling;
  - survey methodologies are being reviewed e.g walking
  - new monitoring software is not performing as expected e.g bus punctuality
- 3.7 The highest level of risk (red) where a target may not be met by 2010/11 relates to road safety. The target is to achieve a 40% reduction by 2010 in the total number of people killed or seriously injured [KSI] (when compared to a baseline of data averaged over 5 years – 1994-1998). Works, measures and initiatives that have been undertaken since 2000 to assist in reducing casualties include road safety engineering, safer routes to school schemes, and road safety education, training and publicity campaigns.
- 3.8 The LTP1 (2001/02-2005/06) Delivery Report published in 2006 identified that the number of people KSI did not appear to be reducing in line with the target trajectory. In order to address this, a more targeted approach to capital investment in treating the highest risk casualty sites and a restructured Road Safety Team were implemented in 2006. These changes have occurred relatively close to the 2010 target date and therefore their effects would be expected to take some time to deliver more positive change.
- 3.9 There are a number of factors that may have contributed to the current level of progress. These include the significant amount of essential roadworks and other LTP improvement schemes that have been taking place in the city centre, where the majority of higher risk sites are located because of the greater levels of movement that occur and subsequent increased likelihood of conflict and collision. This has meant that it has not been possible to treat a number of those sites because of the disruptive effects of the roadworks on those locations or the effects that associated traffic management schemes or construction works have had on sites or adjacent routes.
- 3.10 Alternatively, the contributory factors that can cause collisions and casualties can be complex and may not be resolved simply through an engineering scheme or education and training. These can include errors of judgements, weather conditions, irrational behaviour due to drink or drugs, or lack of familiarity with surroundings (for example, the city is visited by 8 million people per year). The severity of casualties can often reflect the vulnerability of those involved, such as children and older people, or pedestrians, cyclists or motorcyclists. Although local research has indicated that there is no direct relationship between child casualties and areas of deprivation in the city, a popular and successful programme of Child Pedestrian Training has been introduced in these areas.
- 3.11 In order to understand these relationships better and identify any gaps in knowledge, officers have begun to review a number of possible means by which improvements in casualty reduction could be achieved. A constructive and positive working arrangement has been set up with the Sussex Safer Roads Partnership and its Data Intelligence Group. This has provided increased resource to enable a more robust and in-depth analysis of collision data to ascertain the severity ratio and trends in contributory factors to collisions, and

therefore develop more tailored solutions to reducing casualties in particular locations.

- 3.12 The council's 2008 LTP Delivery Report is also required to incorporate the 2008 Air Quality Action Plan Progress Report, given the direct relationship with transport emissions. It is also expected to include an update on the progress being made by the council towards the statutory network management duty.

#### **4. CONSULTATION**

There has been no formal consultation undertaken on this report. However, the LTP2 was the subject of consultation prior to its approval in 2006.

The current progress being made against LTP2 targets and indicators was reported to the Environment & Community Safety Overview and Scrutiny Committee on 10 November 2008, following another presentation on Integrated Transport. The views expressed by the Overview & Scrutiny Committee following a discussion on both items focussed on concerns about meeting the road safety and the number of severe casualties, clarification about current bus routes and services, the proposed Rapid Transport System and the role of the government's Traffic Commissioner, cyclists' safety and Park + Ride.

The DfT strongly recommends that the opportunity is taken to engage with key stakeholders on the 2008 Progress Report, such as the Local Strategic Partnership [LSP]. A report has therefore been sent to LSP members. A positive and constructive response has been received from the Primary Care Trust. Any further views that are received will be reported verbally to this meeting.

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

##### Financial Implications:

- 5.1 There are no direct financial implications associated with this report. The DfT has already confirmed the three-year local transport capital settlement for 2008/09 to 2010/11. The allocation of the 2008/09 Local Transport Plan was approved at Environment Committee on 20 March 2008.
- 5.2 The DfT have indicated that when considering the level of future funding allocations to be made available for LTP3, it will review any areas where current investment in integrated transport has not matched the transport capital allocation.

*Finance Officer Consulted: Karen Brookshaw Date: 12/11/08*

##### Legal Implications:

- 5.3 There are no direct legal implications associated with this report. In relation to the LTP, the council is fulfilling its obligations in accordance with sections 108-109 of the Transport Act 2000 for the LTP. This is the statutory requirement referred to in paragraph 1.1 of this report.

*Lawyer Consulted: Elizabeth Culbert Date: 11/11/08*

Equalities Implications:

- 5.4 There are no direct equalities implications associated with this report.

Sustainability Implications:

- 5.5 There are no direct sustainability implications associated with this report.

Crime & Disorder Implications:

- 5.6 There are no crime and disorder implications associated with this report.

Risk and Opportunity Management Implications:

- 5.7 There are no direct risk and opportunity management implications associated with this report.

Corporate / Citywide Implications:

- 5.8 The progress being made against LTP2 objectives and targets will also have implications for the LSP's Sustainable Community Strategy, particularly the section entitled 'promoting sustainable transport'.

**6 EVALUATION OF ANY ALTERNATIVE OPTIONS**

- 6.1 There is no alternative option available other than to produce the interim LTP2 Progress Report, as it has been produced to fulfil the government's requirements as stated in its guidance to local authorities.

**7 REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To enable the Cabinet Member to acknowledge and consider the comments made by the Environment & Community Safety Overview and Scrutiny Committee and agree the final draft document prior to its production and publication.

**SUPPORTING DOCUMENTATION**

**Appendices:**

Appendix A – Summary of progress towards LTP2 targets.

**Documents In Members' Rooms:**

Draft 2008 LTP2 Progress Report.

**Background Documents:**

1. Local Transport Plan : 2006/07 – 2010/11 (March 2006)
2. DfT Guidance on Second Local Transport Plan Progress Reports (2008)



## Summary of progress against LTP2 targets

Indicator	Ref.	Description	Progress	Comments
<b>BVPI</b>	223	Condition of Principal Roads	Amber	The methodology has changed in 2007/08, following guidance from the DfT, from one based on visual inspection to the use of SCANNER (vehicle based) technology. The target for 2010/11 is 12%. Actual results have been 17% in 2006/07 and 11% in 2007/08. However, the DfT revised guidance for 2007/08 has meant that this figure has been calculated differently. Wheel track cracking has been excluded for this year. Had this been included the result would have been 17%.
	224a	Condition of Non-Principal Roads	Amber	The methodology has changed in 2007/08, following guidance from the DfT, from one based on visual inspection to the use of SCANNER technology. The target for 2010/11 is 14%. Actual results have been 18% in 2006/07 and 17% in 2007/08, which are in line with the trajectory.
	224b	Condition of Unclassified Roads	Amber	The basis of the survey technique for this indicator is still visual inspection. The LTP2 trajectory is to reduce the percentage of unclassified roads requiring structural maintenance from 5% in 2006/07 to 3.5% in 2009/10. Actual results have been 5% in 2006/07 and 5% in 2007/08, which narrowly fell short of the target of 4.5% for the year.
	187	Footway Condition	Amber	The data are now collected for the footway network over two years; with a random 50% in each year. The baseline was set at 37.2% in 2003/04 with a target of 12% to be achieved in 2010/11. Results are 2005/06 – 19.4%, 2006/07 – 27.53%, 2007/08

Indicator	Ref.	Description	Progress	Comments
				– 28%.
	99x	Number of deaths and serious injuries	Red	<p>The recorded numbers of deaths and seriously injured casualties over the last five years are as follows:</p> <p>2003 – 166 (7 killed + 159 seriously injured)</p> <p>2004 – 123 (4 killed + 119 seriously injured)</p> <p>2005 – 161 (16 killed + 145 seriously injured)</p> <p>2006 – 171 (9 killed + 162 seriously injured)</p> <p>2007 – 164 (6 killed + 158 seriously injured)</p> <p>Further detailed explanations of progress against this target are given in the main report.</p>
	99y	Number of children killed or seriously injured	Amber	<p>The recorded numbers of deaths and seriously injured child casualties over the last five years are as follows:</p> <p>2003 – 9 (0 killed + 9 seriously injured)</p> <p>2004 – 14 (0 killed + 14 seriously injured)</p> <p>2005 – 17 (0 killed + 17 seriously injured)</p> <p>2006 – 17 (1 killed + 16 seriously injured)</p> <p>2007 – 15 (0 killed + 15 seriously injured)</p>
	99z	Total slight casualties per million vehicle km	Green	The target set for this indicator is to reduce the number of slight injuries per 100 million vehicle kilometres from 80.92 in 2003 to 78.5 in 2009. This data is supplied by the DfT, and shows a figure for 2007 of 77.48 against a trajectory figure of 79.3, and so we are on track to achieve the target.
	102	Bus patronage	Green	Starting from a baseline of 34.2 million passenger journeys in 2003/04 the target is 40.2 million journeys in 2010/11. The latest reported figure is 39.4 million, and this is on track

Indicator	Ref.	Description	Progress	Comments
				to achieve our target.
	104	Bus satisfaction	Green	This indicator reports on the overall satisfaction with local bus services. Data is gathered every three years and will next be available in 2009. Satisfaction with local bus services was 80% in 2003/4, and increased to 81% in 2006/7. This was the highest score for any local authority, and shows satisfactory progress to our target of 82% in 2010/11.
<b>Mandatory</b>	LTP1	Access to frontline services	Green	Based on data from 2006/07, it has been estimated that the current target of 100% of residents in Brighton and Hove having access to a doctor's surgery within 15-30 minutes by public transport has been maintained. The future measurement of this indicator will be superseded by a stretched target in the LAA (see reference below to NI 175).
	LTP2	Change in area-wide road traffic mileage	Green	The target is to stabilise year on year traffic growth at 10 million vehicle kms for area wide traffic mileage on all roads based on a 2004 baseline figure of 1,425 million vehicle kms. A 2007 figure of 1,457 indicates that this target is likely to be achieved by 2010/11.
	LTP3	Cycling trips	N/A	A new 2007 baseline for cycling trips has been established - 14,000 – following the improvement of monitoring for cycling in association with the Cycle Demonstration Town project. The current target is to achieve a 5% year on year increase to 16,100 in 2010. Data are not yet available to assess the first year's progress in 2008.
	LTP4	Share of journeys to school	Green	The target is to reduce the children's share of journeys to school by car from 34.5% in 2004/05 to 28.5% in 2010/11.

Indicator	Ref.	Description	Progress	Comments
				The actual figure from 2006/07 was 35%, and in 2007/08 was 31%, compared to the trajectory of 32.5% and 31.5% respectively. These figures now include both local authority and independent/private schools.
	LTP5	Bus punctuality	N/A	The baseline set in 2006/07 was 84%, with a target of 95% punctuality for 2010/11. Due to a problem with new software, it has not been possible to establish the 2007/08 figure and therefore determine likely progress.
	LTP6	Changes in peak hour traffic flows	Green	A new and comprehensive city centre survey cordon using automated monitoring equipment has been established during 2006/07 to monitor vehicle flows. Therefore, new morning and evening peak hour baselines are being established for 2007. Initial indications for 2008 are that the current target of achieving a 5% reduction in both peak hour traffic flows by 2010/11 remains achievable. Further data will provide more robust basis for assessing progress.
	LTP8	Air quality – Nitrogen Dioxide [NO <sub>2</sub> ] emissions	Amber	This LTP2 target is currently monitored using data from 3 key sites within the Air Quality Management Area. Progress to date indicates that overall levels of NO <sub>2</sub> have been decreasing from a peak in 2003/04, although some remain above the current exceedance threshold for this pollutant.



Indicator	Ref.	Description	Progress	Comments
<b>Local</b>	LT1	Level of physical access to bus fleet	Green	The LTP2 target is to achieve 70% wheelchair-accessible buses by 2010/11. Based on data from the main bus operator, in 2008 a total of 84% of its bus fleet is wheelchair- accessible. This compared to the trajectory figure for 2007/08 of 56.5%.
	LT3	Pedestrian movements	N/A	This indicator has previously been monitored every four years by surveying movement across a city centre cordon. In order to provide a more cost effective and robust means of monitoring walking the current methodology is being reviewed. The primary objective will be to monitor the effectiveness of localised improvements by monitoring 'before and after' movements and make best use of resources.
	LT4	Satisfaction with local public transport information	Green	Satisfaction with local public transport information was 78% in 2006/07. This was the highest score for any local authority. The latest score shows continuing growth in satisfaction with public transport information, in comparison to the score of 52% in 2000/01 and 74% in 2003/04. Current progress is in line with the LTP2 target of 80% in 2010/11.
	LT5 (BVPI 165)	Proportion of pedestrian crossings with facilities for disabled people	Green	Monitoring in accordance with originally set guidance has indicated that 99% of crossings have satisfactory facilities for disabled people. The current target is to achieve 100% by 2010/11. However, new guidance and criteria have been published and a review of equipment compliance is now underway. An additional, external audit of crossings is currently taking place further work may be needed re-base the target.

Indicator	Ref.	Description	Progress	Comments
<b>Local Area Agreement [LAA]</b>	N1 47	People killed and seriously injured in road traffic collisions	N/A	This transport related indicator is one of the 35 local improvement targets within the city's new LAA for 2008-2011. It will supersede BVPI 99x above, but progress will be monitored against a new baseline (calculated from a 3-year average). Data are not yet available to assess the first year's progress.
	N1 167	Average journey time per mile in AM peak hour	N/A	This transport related indicator is one of the 35 local improvement targets within the city's new LAA for 2008-2011. It is a completely new indicator and the target is based on there being no increase in the average morning peak hour journey time on 5 key strategic routes entering the city centre. The 2007 baseline against which progress will be monitored is 3 minutes per mile.
	N1 175	Access to services	N/A	This transport related indicator is one of the 35 local improvement targets within the city's new LAA for 2008-2011. It will supersede target LTP1 above, and is a stretched target that now seeks to increase the proportion of the population that are within 10 minutes of a doctor's surgery (using public transport and walking). Data are not yet available to assess the first year's progress.

**KEY:**

Red – not on target (major problems encountered – remedial action required)

Amber – good progress (but major challenges encountered)

Green – on target (on track to be delivered or exceeded)

N/A – information not yet available

# CABINET MEMBER MEETING

## Agenda Item 83

Brighton & Hove City Council

**Subject:** National Cycle Network Route 2 Cycle Link  
**Date of Meeting:** 11 December 2008  
**Report of:** Director of Environment  
**Contact Officer:** **Name:** David Parker **Tel:** 29-2474  
**E-mail:** David.Parker@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** All Regency  
Queen's Park  
East Brighton  
Rottingdean Coastal

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of proposed consultation on the National Cycle Network Route 2 (NCN2) capital programme works and request permission to consult on the scheme plan as proposed in this report.
- 1.2 The provision of a cycle link along NCN2 between Brighton Pier and the Marina forms part of the Council's Local Transport Plan 2006/7-2010/11 objectives. These being to increase cycle figures and reduce congestion and assist in delivering the objectives of Cycling England, from whom the Council receive funding as a part of the Cycling Town status.
- 1.3 The key objective of the project is to install a route for cyclists where a gap in the formal provision for NCN2 currently exists along the Brighton seafront. This will enhance east/west movements made by cyclists and improve accessibility into the city for commuters, shoppers and visitors.

#### 2. RECOMMENDATIONS:

- 2.1 That the Member gives approval for Officers to conduct public consultation with key stakeholders and residents on the NCN2 Cycle Link proposal detailed in this report. Members will be informed of the outcome of consultation and permission to proceed with the scheme will be sought at a future Environment Cabinet Member Meeting following public consultation.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The proposal for improvements along the NCN2 route was adopted as part of a package of capital schemes in the current Local Transport Plan 2006/7-2010/11. The scheme will contribute towards achievement of the LTP objective to increase cycling trips by 5% per year and reduce congestion by 5% by 2010. Brighton & Hove City Council was awarded Cycling Demonstration Town (CDT) status by Cycling England in October 2005. The NCN2 Cycle Link scheme will also contribute to improving the health encouraging more people to cycle more safely.
- 3.2 The principle of the scheme is to create a link along NCN2 between Brighton Pier and the Marina. This route will provide an accessible east/west cycle route and will complete the NCN2 route in this area. Improved commuter and tourist links could be made possible by the implementation of a cycle link.
- 3.3 The design of the NCN2 Cycle Link will develop from the example of the existing seafront NCN2 route. The link will however be adapted to take account of the different road characteristics in the project area. Initial feasibility indicates there is unlikely to be an impact on vehicle capacity. Furthermore, the route will need to be closed during events that take place along Madeira Drive
- 3.4 The proposed route runs along Madeira Drive between Brighton Pier and the subway near the Marina. Consultation with existing users, residents, local businesses, and Local Ward Members will aid in the development of the scheme and ensure support for the route.
- 3.5 A Stage 1 Safety Audit, by an independent assessor, has been completed on the route. Once consultation has taken place and the route selected, detailed design will take place and the Stage 2 Safety Audit undertaken. This will be followed by the Stage 3 Safety Audit once the scheme implementation is completed.
- 3.6 The NCN2 Cycle Link scheme is scheduled to be implemented during early/mid 2009 and will form a part of a cycling network designed to improve access for cyclists in the city.
- 3.7 The project is jointly funded by £360,000 from Local Transport Plan 2 (LTP2) and £210,500 from Cycling England as a result of Cycling Demonstration Town status.

#### **4. CONSULTATION:**

- 4.1 To date, the following departments have been consulted internally: Highway Engineering, Transport Planning, Parking, Sport & Leisure, and Events & Network Management.
- 4.2 Brighton & Hove Cycle Forum was consulted.
- 4.3 As the Cycle Link will form a part of the National Cycle Network, Sustrans were consulted in the early stages of the route development.
- 4.4 If approval to consult is granted, external consultation will be undertaken through a staffed public exhibition in a central venue. In addition, local residents, key stakeholders and businesses will also be consulted.

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

##### **5.1 Financial Implications:**

Revenue: There are no revenue implications, except that of maintenance.

Capital: Any costs associated with consulting on this scheme will be covered by the allocation of capital funding for the NCN2 Cycle Link scheme. This amounts to £360,000 within LTP2 and a further £210,500 from Cycling England.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 19/11/08*

##### **5.2 Legal Implications:**

The Cabinet Member for Environment has delegated executive power to grant the approval set out in 2.1 above. If and when the Cabinet Member subsequently decides to implement the Cycle Link scheme, this would be consistent with the Council's powers of well-being under section 2 of the Local Government Act 2000. Further, the Highways Act 1980 allows for the creation of cycle tracks and permits alterations to be made as deemed appropriate. It imposes a duty of maintenance on highway authorities in respect of those highways.

*Lawyer Consulted: Oliver Dixon*

*Date: 10/11/08*

##### **5.3 Equalities Implications:**

- 5.3.1 The consultation exhibition will be held in a venue conforming to Disability Discrimination Act regulations. It will be manned at specific advertised times to allow the visually impaired to discuss the scheme with Officers.
- 5.3.2 The scheme will increase accessibility for residents and visitors. Improving awareness and provision for cycling will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

#### 5.4 Sustainability Implications:

5.4.1 The consultation element has no sustainability implications.

5.4.2 Creating a better cycling environment between Brighton Pier and Marina will encourage people to cycle instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

#### 5.5 Crime & Disorder Implications:

There are no crime and disorder implications associated with the consultation stage.

#### 5.6 Risk and Opportunity Management Implications:

There are no significant risks attached to the consultation stage of the project.

#### 5.7 Corporate / Citywide Implications:

A NCN2 Cycle Link between Brighton Pier and the Marina will provide a greatly improved east/west cycle route for both commuters and visitors to the area resulting in increased accessibility.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1 Progressing the scheme with minimal external consultation was rejected due to the scope and location of the cycle route option for this scheme. The improvements will affect a large area just to the east of central Brighton and will affect a large number of users and it was therefore felt that to ensure the scheme benefited everyone a city-wide consultation was required.

### **7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 Madeira Drive is well used by cyclists; however, no actual provision is in place to facilitate these movements safely. This project will benefit local businesses, residents throughout the city, and visitors by creating a more attractive, accessible and legible cycle route between Brighton Pier and Marina.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

Madeira Drive Plan (Available at Meeting)

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

None

### **Background Documents**

1. Local Transport Plan 2006/7-2010/11





# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 84

Brighton & Hove City Council

<b>Subject:</b>	<b>Pedestrian Network – Phase 2</b>		
<b>Date of Meeting:</b>	<b>11 December 2008</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Abby Hone</b>	<b>Tel:</b> <b>29-3813</b>
	<b>E-mail:</b>	abby.hone@brighton-hove.gov.uk	
<b>Key Decision:</b>	<b>Yes</b>	Forward Plan No. <i>ENV4305</i>	
<b>Wards Affected:</b>	<b>All</b>	Regency	

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of proposed consultation on the second phase of the Pedestrian Network capital programme works and request permission to consult on the scheme plans as proposed in this report.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member gives approval for officers to conduct public consultation with key stakeholders and residents on Phase 2 of the Pedestrian Network proposals detailed in this report. Members will be informed of the outcome of consultation and permission to proceed with the scheme will be sought at a future Environment Cabinet Member Meeting following public consultation.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The proposal for a Pedestrian Network was agreed by Policy & Resources Committee as part of a package of capital schemes in the current Local Transport Plan 2006/7-2010/11. The scheme will contribute towards achievement of the LTP objective to increase walking trips by 10% by 2011. The schemes will also contribute to the city council's Economic Strategy 2005/08 and Tourism Strategy 2008/18 objectives.
- 3.2 The principle of the Pedestrian Network is to create a more accessible and safer pedestrian environment in which people feel confident and safe to move in. The proposals aim to enhance key pedestrian routes in the city centre by making improvements to existing footways and crossing points on the public highway, supporting and enhancing tourism and economic activity.

- 3.3 Priority routes were identified by using pedestrian activity data to identify a hierarchy of streets and public spaces. These routes incorporate areas of the city, which are at the economic and retail heart of Brighton & Hove and the Walking Network therefore seeks to create greater legibility of Brighton & Hove for local businesses, residents and visitors.
- 3.4 The Pedestrian Network scheme is scheduled to be implemented during 2009 and will form part of a wider series of projects designed to improve pedestrian facilities in the city.
- 3.5 £500k is available from the Local Transport Plan to implement this phase in 2009/10.
- 3.6 The following area has been identified for improvement over the two financial years:

**East Street and Kings Road**

Southbound traffic along east Street will be redirected along Kings Road in order to enhance the southern section of East Street for pedestrians and create a legible route from the Lanes to the seafront. The solution will have no adverse effect on traffic flow.

**4. CONSULTATION**

- 4.1 To date, the following departments have been consulted internally: Highway Engineering, Highway Operations, Conservation, and Transport Planning.
- 4.2 The Legibility Steering Group, an internal cross-departmental group whose remit is to review public realm enhancement designs, has been consulted on the proposed locations, materials and street design.
- 4.3 If approval to consult is granted external consultation will be undertaken through a staffed public exhibition in a central venue. In addition, local residents, key stakeholders and businesses will also be consulted.

**5. FINANCIAL & OTHER IMPLICATIONS:**

Financial Implications:

- 5.1 Any costs associated with consulting on this scheme will be covered by the allocation of funding to the Walking Networks within the Local Transport Plan. This amounts to £730k in 2008/09 and £500k in 2009/10

*Finance Officer Consulted: Karen Brookshaw*

*Date: 18/11/08*

Legal Implications:

- 5.2 Section 2 of the Local Government Act 2000 gives local authorities power to promote the economic, social or environmental well being of their communities. This project can be perceived to fall under promotion/improvement of the social and environmental well being of members of the community.
- 5.3 The works are to be carried out within the existing public highway and fall under the general powers of improvement available to the highway authority under the Highways Act 1980. Moreover the works, being works carried out by the highway authority within the confines of existing public highway, do not amount to development for the purposes of the Town and Country Planning Act 1990.

*Lawyer Consulted: Hilary Woodward*

*Date: 18/11/08*

Equalities Implications:

- 5.1 The consultation exhibition will be held in a venue conforming to Disability Discrimination Act regulations. It will be manned at specific advertised times to allow the visually impaired to discuss the scheme with Officers.
- 5.2 The scheme will increase accessibility for residents and visitors, particularly for the mobility impaired. Improving awareness and provision for walking will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.3 The consultation element has no sustainability implications.
- 5.4 Creating a better pedestrian environment along the Pedestrian Network will facilitate transport mode choice and encourage people to walk instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

Crime & Disorder Implications:

- 5.5 There are no crime and disorder implications associated with the consultation stage.
- 5.6 Increasing the number of pedestrians, and the associated passive surveillance, has been shown to improve public safety and the perception of safety.

Risk and Opportunity Management Implications:

- 5.7 There are no significant risks attached to the consultation stage of the project.
- 5.8 During the implementation stage user audits will be carried out to ensure the safety of the designs.

Corporate / Citywide Implications:

- 5.9 The Pedestrian Network improvements will improve the appearance, accessibility and legibility of commercial activity, contributing towards the council priorities to *'protect the environment whilst growing the economy'* and *'reduce inequality by increasing opportunities.'*

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Progressing the scheme with minimal external consultation was rejected due to the scope and location of the scheme. The improvements will affect the busiest parts of central Brighton and affect a large number of users and it was therefore felt that to ensure the scheme benefited everyone a city-wide consultation was required.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The Pedestrian Network improvements will target key points in the city that are heavily used by pedestrians but fail to offer adequate pedestrian facilities. This project will benefit local businesses, residents and visitors by creating a more attractive, accessible and legible route through East Street to the seafront.
- 7.2 By granting approval to consult on the plans the Cabinet Member will allow Officers to amend the design in line with the views of local people and present an improved final design to the Member in March 2009.

**SUPPORTING DOCUMENTATION**

**Appendices:**

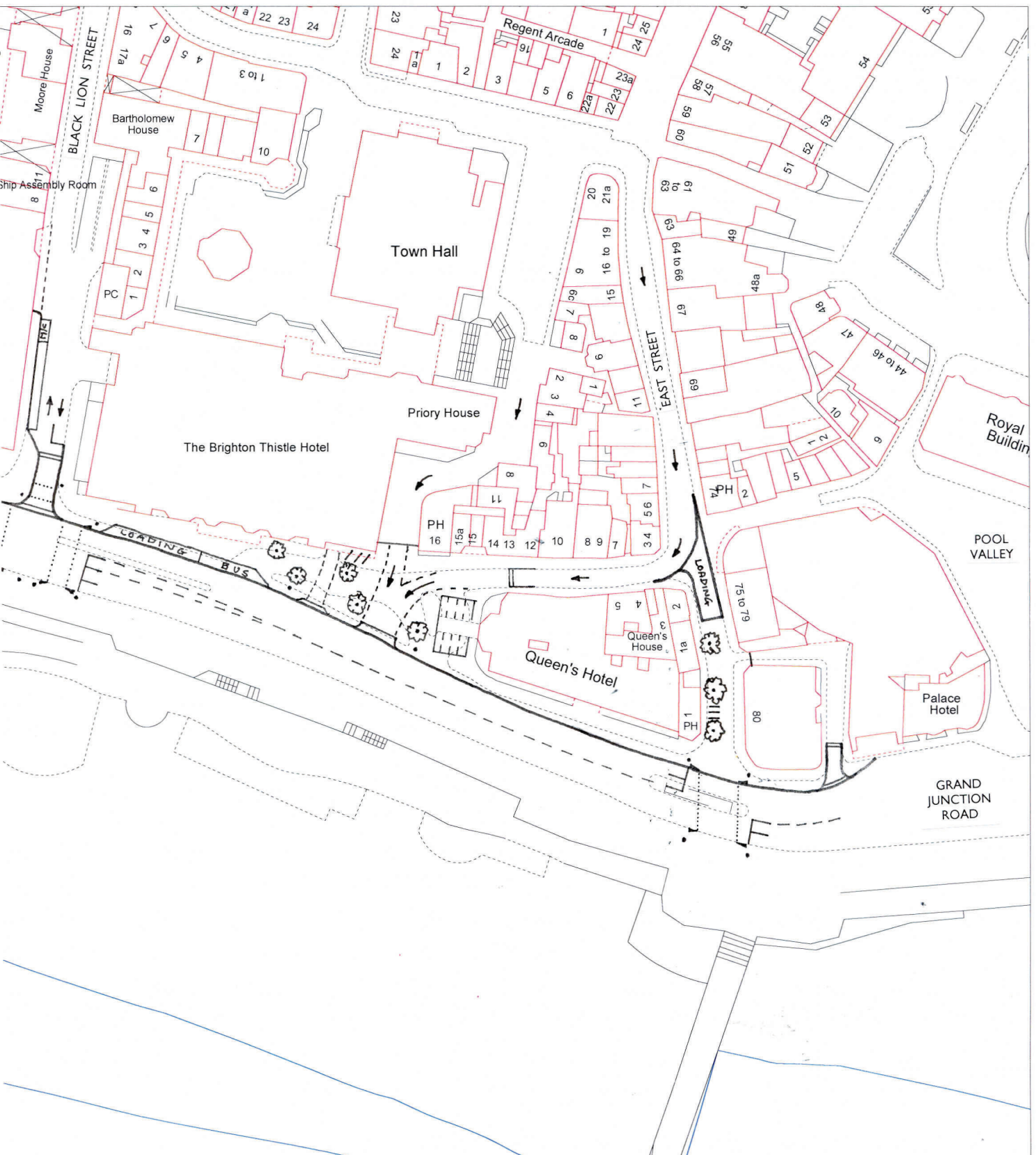
Scheme Plan

**Documents In Members' Rooms**

None

**Background Documents**

1. Local Transport Plan 2006/7-2010/11
2. Public Life Public Space



**D, BRIGHTON**  
**ROVEMENT SCHEME**



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