

Decision No: CMM33 – 19/02/2009

Forward Plan No: ENV7177

This record relates to Agenda Item 112 on the agenda for the Decision-Making

## **RECORD OF CABINET MEMBER KEY DECISION**

**DECISION-MAKER:** COUNCILLOR GEOFFREY THEOBALD

**PORTFOLIO AREA:** ENVIRONMENT

**SUBJECT:** RESIDENT PARKING SCHEMES  
CONSULTATION

**AUTHOR:** CHARLES FIELD

### **THE DECISION**

- (1) That the Cabinet Member for Environment approves:
- (a) That no restrictions will be proposed in this report for the Stanford Area due to opposition amongst residents and businesses in the area.
  - (b) That the whole of The Martlet area and Preston Park Avenue area be progressed to final design and the Traffic Regulation Order advertised, subject to the amendments outlined in this committee report.
  - (c) That Millers Road, Compton Road & Inwood Crescent residents be contacted again by letter drop to ensure that they are aware a scheme will be progressed around them and to give them a further opportunity to decide whether to be in or outside of this scheme.
  - (d) That the Preston Park Station area be progressed to the final design and the Traffic Regulation Order advertised, subject to the amendments outlined in this committee report. This design may or may not include Millers Road, Compton Road & Inwood Crescent depending on the results of the letter drop.
  - (e) That an order should be placed for all required pay and display equipment to ensure implementation of the proposed parking schemes are undertaken as programmed.

## REASON FOR THE DECISION

To seek approval of the Traffic Order with amendments after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within Appendix A and within the report.

## DETAILS OF ANY ALTERNATIVE OPTIONS

1. For the majority of the proposals the only alternative option is doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.
2. For the proposals outlined as being removed from the order in the recommendations the only alternative option is taking these forward. However, it is the recommendation of officers that these proposals are not taken forward for the reasons outlined in the recommendations.

## OTHER RELEVANT MATTERS CONCERNING THE DECISION

None

## CONFLICTS OF INTEREST

None.

## CONFIRMED AS A TRUE RECORD:

**We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision**

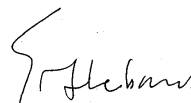
### Date:

19 February 2009

### Decision Maker:

Councillor Geoffrey Theobald  
Cabinet Member for Environment

### Signed:



### Proper Officer:

19 February 2009

Mark Wall, Head of Democratic Services

### Signed:



**SCRUTINY**

**Note: This decision will come in to force at the expiry of 5 working days from the date of publication subject to any review under the Council's Scrutiny 'Call-In' provisions.**

**Call-In Period**  
**20-26 February 2009**

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

Decision No: CMM34 – 19/02/2009

Forward Plan No: N/A

This record relates to Agenda Item 113 on the agenda for the Decision-Making

## **RECORD OF CABINET MEMBER DECISION**

**DECISION-MAKER:** COUNCILLOR GEOFFREY THEOBALD

**PORTFOLIO AREA:** ENVIRONMENT

**SUBJECT:** REAL TIME BUS INFORMATION VIA TEXT MESSAGE/SMS (SHORT MESSAGING SERVICE)

**AUTHOR:** JO YULE

### **THE DECISION**

- (1) That the Cabinet Member for Environment approves the implementation of the S at a charge of 25p per message for the service ensuring that the service does not create financial implications for the council. The 25p is in addition to a standard message charge.
- (2) That the Cabinet Member for Environment delegates to the Director of Environment authority to put in place the necessary arrangements to implement the SMS sche

### **REASON FOR THE DECISION**

Funding for marketing, advertising and incorporating SMS text numbers at the bus stops will be required therefore the recommendation is to charge the minimum 25p per message, which may help support the marketing strategy. However, it is important to note that any revenue made from this service is shared regionally. Kizoom estimate that a region with 1,000 bus stops should generate revenue of approximately £1,000 per annum, which would be shared equally between all those in the SELTA region not just the city council. Within the UK, 80% of the local authorities with SMS charge their users for the service.

### **DETAILS OF ANY ALTERNATIVE OPTIONS**

The alternative to charging for the SMS service is to provide the service free of charge to all users. It has been difficult to ascertain from the local authorities researched whether the usage of the service is increased if provided free to user or charged at 25p per message. For instance, Wales provide the service free of charge and provide a mixture of RTI and timetable information, but the Welsh Assembly Government meet the annual revenue costs of approximately £13,000. Hampshire

charge for their SMS service, therefore the annual revenue costs of £6,000, which is the agreed charge via the regional Traveline service, could become cost neutral if the revenue for text charges is large enough within the region.

**OTHER RELEVANT MATTERS CONCERNING THE DECISION**

None

**CONFLICTS OF INTEREST**

None.

**CONFIRMED AS A TRUE RECORD:**

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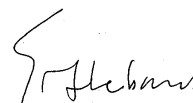
**Date:**

19 February 2009

**Decision Maker:**

Councillor Geoffrey Theobald  
Cabinet Member for Environment

**Signed:**



**Proper Officer:**

19 February 2009

Mark Wall, Head of Democratic Services

**Signed:**



**SCRUTINY**

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**Call-In Period**

**20-26 February 2009**

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

Decision No: CMM35 – 19/02/2009

Forward Plan No: ENV7923

This record relates to Agenda Item 114 on the agenda for the Decision-Making

## **RECORD OF CABINET MEMBER KEY DECISION**

**DECISION-MAKER:** COUNCILLOR GEOFFREY THEOBALD

**PORTFOLIO AREA:** ENVIRONMENT

**SUBJECT:** NATIONAL CYCLE NETWORK ROUTE 2  
CYCLE LINK

**AUTHOR:** DAVID PARKER

### **THE DECISION**

- (1) That the Cabinet Member for Environment notes the consultation results which indicate an overall support for the scheme as consulted, and;
- (2) That the Cabinet Member for Environment instructs Officers to begin implementation of the scheme, to include advertising the associated Traffic Regulation Order and Notice under the Road Traffic Regulation Act 1984 of the intention to convert part of the footway for use by both cyclists and pedestrians.

### **REASON FOR THE DECISION**

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 The Palace Pier and the Marina.

### **DETAILS OF ANY ALTERNATIVE OPTIONS**

The consultation process identified a desire for a cycle route along Marine Parade in addition to the Madeira Drive route described herein. A Marine Parade option would compliment a route along Madeira Drive and should not be seen as an alternative. If Members so wish, the Design Engineers can investigate the feasibility and design of an additional cycle route to run along Marine Parade.

### **OTHER RELEVANT MATTERS CONCERNING THE DECISION**

None

**CONFLICTS OF INTEREST**

None.

**CONFIRMED AS A TRUE RECORD:**

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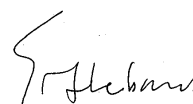
**Date:**

19 February 2009

**Decision Maker:**

Councillor Geoffrey Theobald  
Cabinet Member for Environment

**Signed:**



**Proper Officer:**

19 February 2009

Mark Wall, Head of Democratic Services

**Signed:**



**SCRUTINY**

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**Call-In Period**

**20-26 February 2009**

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

Decision No: CMM36 – 19/02/2009

Forward Plan No: ENV7935

This record relates to Agenda Item 115 on the agenda for the Decision-Making

## **RECORD OF CABINET MEMBER KEY DECISION**

**DECISION-MAKER:** COUNCILLOR GEOFFREY THEOBALD

**PORTFOLIO AREA:** ENVIRONMENT

**SUBJECT:** NORTH STREET MIXED PRIORITY  
ROUTE (MPR) - CLOCK TOWER  
JUNCTION/ NORTH STREET  
QUADRANT

**AUTHOR:** OWEN MCELROY

### **THE DECISION**

- (1) That the Cabinet Member for Environment approves The Brighton & Hove (Dyke Road, North Street & Western Road Bus Priority) (Traffic Regulation) Order 2004 Amendment Order No. \* 200\*.
- (2) That the Cabinet Member for Environment approves the preferred scheme for the Clock Tower junction/North Street Quadrant scheme as detailed in Appendices A1 and A2.
- (3) That the Cabinet Member for Environment agrees that officer delegated powers to issue highway licenses for table and chairs and Advertising Boards are revoked within the area delimited within the green line shown in Appendices in A1 and A2 order to more effectively control street furniture at the North Street Quadrant to prevent obstruction to pedestrians, especially those people who are disabled.
- (4) That the Cabinet Member for Environment authorises the Director of Environment begin implementation of the preferred scheme during 2008/09 and ensure its completion during 2009/10, within the budgets available.

### **REASON FOR THE DECISION**

To seek approval of the preferred schemes and implementation of the improvements to the Clock Tower junction/North Street Quadrant and to approve the advertised traffic orders to enable implementation of the scheme, given that objections have been received cannot be upheld.



## DETAILS OF ANY ALTERNATIVE OPTIONS

The primary objective for the North Street Mixed Priority Route is to address the particular road safety problems that have resulted in casualties to people and therefore casualty data has been taken into account in designing appropriate engineering measures. Options were considered as part of public consultation and approval for the outline preferred scheme was given at July 2008 Environment CMM.

## OTHER RELEVANT MATTERS CONCERNING THE DECISION

None

## CONFLICTS OF INTEREST

None.

## CONFIRMED AS A TRUE RECORD:

We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision

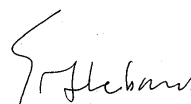
### Date:

19 February 2009

### Decision Maker:

Councillor Geoffrey Theobald  
Cabinet Member for Environment

### Signed:



### Proper Officer:

19 February 2009

Mark Wall, Head of Democratic Services

### Signed:



## SCRUTINY

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### Call-In Period

**20-26 February 2009**

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

Decision No: CMM37 – 19/02/2009

Forward Plan No: N/A

This record relates to Agenda Item 116 on the agenda for the Decision-Making

## **RECORD OF CABINET MEMBER DECISION**

**DECISION-MAKER:** COUNCILLOR JAN YOUNG  
(in place of Councillor Geoffrey Theobald)

**PORTFOLIO AREA:** ENVIRONMENT

**SUBJECT:** NORTH STREET MIXED PRIORITY  
ROUTE (MPR) - SHIP STREET  
TRAFFIC REGULATION ORDER

**AUTHOR:** OWEN MCELROY

### **THE DECISION**

- (1) That the Cabinet Member for Environment approves the Brighton & Hove (Ship Street) (One- Way traffic) Order 200\*, the Brighton & Hove (Waiting & Loading/Unloading restrictions and parking places) Consolidation Order 2008 Amendment Order No.\* 200\*, the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\* 200\*.
- (2) That the Cabinet Member for Environment approves the preferred scheme for Ship Street as detailed in the Appendix A and authorises the Director of Environment to start implementation of the preferred scheme during 2008/09 and to complete it during 2009/10, within the budgets available.

### **REASON FOR THE DECISION**

To seek approval of the preferred schemes and implementation of the improvements to Ship Street and to approve the advertised traffic orders to enable implementation of the scheme, given that objections have been received cannot be upheld.

### **DETAILS OF ANY ALTERNATIVE OPTIONS**

The primary objective for the North Street Mixed Priority Route is to address the particular road safety problems that have resulted in casualties to people and therefore casualty data has been taken into account in designing appropriate engineering measures. Options were considered as part of public consultation and approval for the outline preferred scheme was given at July 2008 Environment CMM.

**OTHER RELEVANT MATTERS CONCERNING THE DECISION**

None

**CONFLICTS OF INTEREST**

The Cabinet Member for Environment declared a personal and prejudicial interest in the matters set out in the report (see minutes). The Cabinet Member for Finance was nominated by the Leader of the Council to take this decision.

**CONFIRMED AS A TRUE RECORD:**

**We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision**


**Date:**

19 February 2009

**Decision Maker:**

Councillor Jan Young  
Cabinet Member for Finance

**Signed:**



**Proper Officer:**

19 February 2009

Mark Wall, Head of Democratic Services

**Signed:**



**SCRUTINY**

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**Call-In Period**

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*