



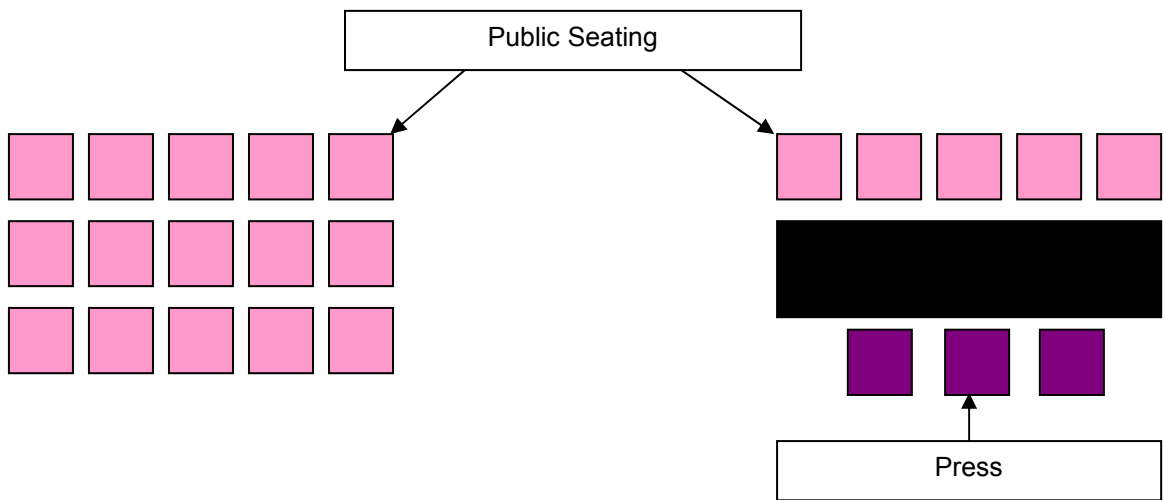
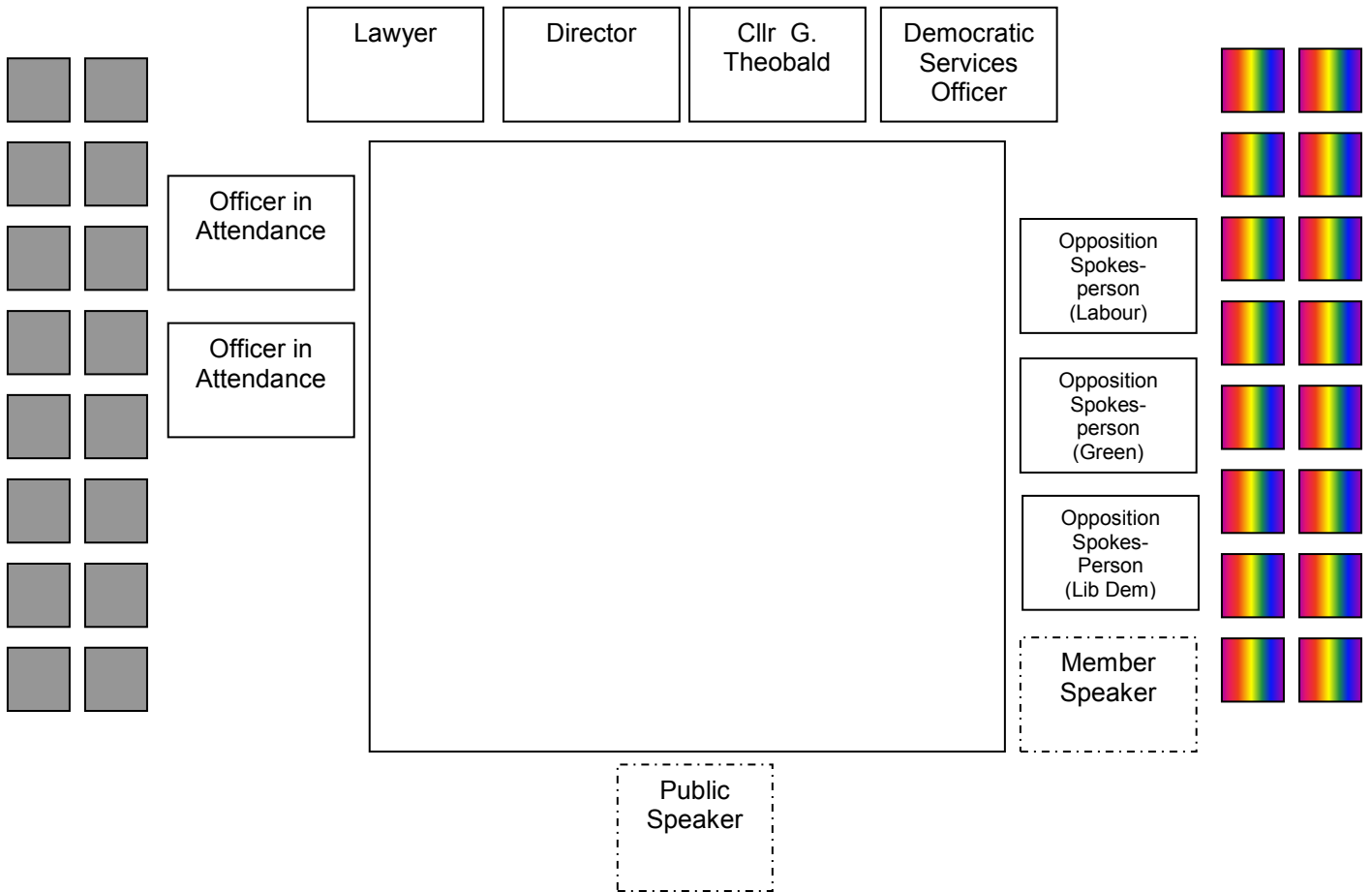
Brighton & Hove  
City Council

# Cabinet Member Meeting

Title:	<b>Environment Cabinet Member Meeting</b>
Date:	<b>5 November 2009</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> Senior Democratic Services Officer 01273 291227 tanya.massey@brighton-hove.gov.uk

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# Democratic Services: Meeting Layout



AGENDA

**50. 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.*

**51. MINUTES OF THE PREVIOUS MEETING**

**1 - 10**

Minutes of the meeting held on 24 September 2009 (copy attached).

**52. CABINET MEMBER'S COMMUNICATIONS**

**53. ITEMS RESERVED FOR DISCUSSION**

- (a) Items reserved by the Cabinet Member
- (b) Items reserved by the Opposition Spokesperson
- (c) Items reserved by Members, with the agreement of the Cabinet Member.

*NOTE: Public Questions, Written Questions from Councillors, Petitions, Deputations, Letters from Councillors and Notices of Motion will be reserved automatically.*

**54. PETITIONS**

**11 - 14**

Report of the Director of Strategy & Governance (copy attached).

Contact Officer: Tanya Massey                      Tel: 29-1227  
Ward Affected: Goldsmid; Regency;  
Stanford; Woodingdean

## ENVIRONMENT CABINET MEMBER MEETING

### 55. PUBLIC QUESTIONS

(The closing date for receipt of public questions is 12 noon on 29 October 2009)

No public questions received by date of publication.

### 56. DEPUTATIONS

15 - 16

(The closing date for receipt of deputations is 12 noon on 29 October 2009)

(i) **Traffic flows in Carlyle Street, Brighton** (copy attached).

### 57. LETTERS FROM COUNCILLORS

17 - 20

(i) **Cycle to Work Guarantee.** Letter from Councillor Mitchell (copy attached).

(ii) **Parking at Stanmer Park.** Letter from Councillor Caulfield (copy attached).

### 58. WRITTEN QUESTIONS FROM COUNCILLORS

No written questions have been received.

### 59. NOTICES OF MOTION

No Notices of Motion have been received.

### MATTERS REFERRED FOR RECONSIDERATION

### 60. Cityparks Downland Management - Call-In of 24 September Environment CMM Decision

21 - 90

(i) Report of the Director of Strategy & Governance – for consideration by the Cabinet Member (copy attached).

(ii) Report of the Director of Environment – for information only (copy attached).

Contact Officer: Tom Hook Tel: 29-1110

Ward Affected: East Brighton; Hangleton & Knoll; Hollingdean & Stanmer; Moulsecoomb & Bevendean; North Portslade; Patcham; Rottingdean Coastal; Withdean; Woodingdean

## ENVIRONMENT CABINET MEMBER MEETING

### CITY PLANNING

- 61. Consultation Response to the Government's Draft Planning Policy 'Development and Coastal Change' 91 - 98**

Report of the Director of Environment (copy attached).

*Contact Officer: Helen Gregory Tel: 29-2293*

*Ward Affected: Brunswick & Adelaide;  
Central Hove; East  
Brighton; Queen's Park;  
Regency; Rottingdean  
Coastal; South Portslade;  
Westbourne; Wish*

### SUSTAINABLE TRANSPORT MATTERS

- 62. London Road Station Area Resident Parking Scheme Consultation 99 - 124**

Report of the Director of Environment (copy attached).

*Contact Officer: Charles Field Tel: 29-3329*

*Ward Affected: Preston Park; St Peter's &  
North Laine*

- 63. Brighton & Hove City Council's Winter Service Plan 2009-10 125 - 144**

Report of the Director of Environment (copy attached).

*Contact Officer: Christina Liassides Tel: 29-2036*

*Ward Affected: All Wards*

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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, 28 October 2009



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

**4.00PM 24 SEPTEMBER 2009**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

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

**Also in attendance:** Councillors Mitchell (Leader of the Labour Group) and Rufus (Opposition Spokesperson, Green)

**Other Members present:** Councillors Carden and Davis

**PART ONE**

**30. PROCEDURAL BUSINESS**

**30a Declarations of Interests**

30a.1 There were none.

**30b Exclusion of Press and Public**

30b.1 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).

30b.2 **RESOLVED** – That the press and public be not excluded from the meeting.

**31. MINUTES OF THE PREVIOUS MEETING**

31.1 **RESOLVED** – The minutes of the meeting held on 30 July 2009 were approved and signed by the Cabinet Member as a correct record.

**32. CABINET MEMBER'S COMMUNICATIONS**

32.1 The Cabinet Member reported that to assist with the evaluation of speed limits on minor roads and in light of the large number of individual requests received by the Council he would be referring the issue of 20 mph speed limits to the Environment & Community Safety Overview & Scrutiny Committee. The Committee would also consider the evaluation report on the Portsmouth 20mph Pilot Scheme.

**33. ITEMS RESERVED FOR DISCUSSION**

33.1 **RESOLVED** – That with the exception of the items reserved (and marked with an asterisk), the recommendations and resolutions contained therein be approved and adopted without debate.

**34. PETITIONS****34(i) Petition – pedestrian safety issues in the Clarendon area**

34.1 Councillor Davis had submitted a petition signed by 268 people concerning pedestrian safety in the Clarendon area of Hove.

34.2 Mr Anthony Hewines, local resident, presented the petition.

34.3 The Cabinet Member explained that Officers regularly monitored collision data in response to residents' and councillors' concerns and reviewed the appropriateness of existing speed limits and road layouts where necessary. The Clarendon area had a good safety record with no pedestrian injuries or instances of excessive speed therefore the Council was not currently considering a reduction of the speed limit to 20mph or implementing associated traffic calming measures in the area. The Cabinet Member reiterated that the Environment & Community Safety Overview & Scrutiny Committee would, however, be considering the issue of 20 mph speed limits.

34.4 The Cabinet Member added that the request for increased crossing facilities would be investigated along with all such other requests; priority would be given to areas with severe safety issues.

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

**34(ii) Petition – Double yellow lines in Thornhill Rise**

34.6 Councillor Carden presented a petition signed by 31 people requesting a reduction in the length of double yellow lines in Thornhill Rise, Portslade.

34.7 The Cabinet Member reported that the request would be included in the next amendment traffic order to be advertised in November and if approved it would allow more opportunity for residents to park in the area.

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



**35. PUBLIC QUESTIONS**

35.1 The Cabinet Member reported that one public question had been received.

35.2 Mr Hooper asked the following question:

“Why was this Safety Audit conducted *after* going out to Tender for its construction, *not received* by B&HCC *before* a successful Tenderer was informally selected, conducted by the *same* company (Amey) as designed the roads on behalf of B&HCC; and *did not consider* the question of the design of the road leading from the A270 to both Stanmer Park and Sussex University having no traffic calming measures (other than a restricted width), or the conflict of both the road into Stanmer Park, and the new access road into that University having, at different times, larger traffic flows than the other?”

35.3 The Cabinet Member gave the following response:

“I can assure you that it is acceptable and common practice for a consultant designing a scheme to carry out the required safety audits, as long as they are by different teams. In this case the Second Stage Safety Audit was undertaken by Amey’s Euston Office and the design was completed by the Lewes office.

The junction design will significantly improve public safety whilst passing, entering or leaving the park and meets the strict standards of the council. This audit considered the safety implications of the detailed design and the recommended and agreed changes to the scheme are considered as minor variations to the contract.

The junction into the park and university has been designed to a standard that will accommodate the varying flows of traffic throughout the year, which were taken into consideration at the design stage.”

35.4 Mr Hooper asked the following supplementary question:

“Will the Council now instruct officers to consider the problems associated with the roads experiencing larger traffic flows and report back to the Cabinet Member Meeting?”

35.5 The Assistant Director for Sustainable Transport gave the following response:

“The roads were fully future-proofed and the safety audit would have picked up the probability of larger and more varied traffic flows.”

**36. DEPUTATIONS**

36.1 There were none.

**37. LETTERS FROM COUNCILLORS**

37.1 There were none.

**38. WRITTEN QUESTIONS FROM COUNCILLORS**

38.1 There were none.

**39. NOTICES OF MOTION**

39.1 There were none.

**40. RESIDENT PARKING SCHEMES CONSULTATION**

40.1 The Cabinet Member considered a report of the Director of Environment concerning the outcome of the public consultation undertaken regarding a proposed extension to the Area H Residents Parking Scheme (for copy see minute book).

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

(1) That approval be given for:

- (a) The Area H Extension Residents Parking Scheme to be progressed to final design and the Traffic Regulation Order advertised, subject to the amendments outlined in this report.
- (b) Cowfold Road and Manor Road residents to 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.
- (c) An order to be placed for all required pay and display equipment to ensure implementation of the proposed parking schemes are undertaken as programmed.

**41. PARKING ANNUAL REPORT 2008/9**

41.1 The Cabinet Member considered a report of the Director of Environment concerning the first parking annual report on the performance of parking services for submission to the Department for Transport and Traffic Penalty Tribunal and for publication under the provisions of the Traffic Management Act 2004 (for copy see minute book).

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

- (1) That the publication of the first Parking Services Annual Report 2008/9 for submission to the Department for Transport and Traffic Penalty Tribunal under the provisions of the Traffic Management Act 2004 be endorsed.

**42. VARIOUS CONTROLLED PARKING ZONES (CONSOLIDATION ORDER 2008 / AMENDMENT ORDER NO.\* 200\*)**

42.1 The Cabinet Member considered a report of the Director of Environment concerning alterations to parking restrictions within the Controlled Parking Zones (for copy see minute book).

42.2 **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 traffic order be approved with the following amendment:

(a) The proposed removal of disabled parking bays in Goldstone Road, is to be removed from the Traffic Order as the bay is still required by local resident.

#### **43. ELECTRIC VEHICLE CHARGING POINTS\***

43.1 The Cabinet Member considered a report of the Director of Environment concerning the installation of on-street charging points for electric vehicles in the city (for copy see minute book).

43.2 The Cabinet Member reported that as the Council had received no objections or representations to the traffic order it could proceed without his approval and, therefore, no decision on recommendation 2.2 of the report was required.

43.3 In response to a query from Councillor Mitchell concerning vandalism the Assistant Director for Sustainable Transport explained that the charging points were robust and would be as secure as possible; he added that no problems had been reported in London, where the charging points were already being utilised.

43.4 Councillor Rufus welcomed the installation of the charging points, particularly as they would be located in the Air Quality Management Zone.

43.5 In response to questions from Councillor Rufus the Cabinet Member explained that eight additional charging points would be installed using the Civitas funding and that the expectation was to continue maintaining the points following the completion of the Civitas project.

43.6 The Assistant Director for Sustainable Transport added that maintenance costs would be low and the Council would be looking for partners to share the cost, particularly if further charging points were to be installed. He also explained that electric vehicles would not be able to park in the charging spaces unless they were being charged and this would be shown by indicator lights on the points.

43.7 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That approval be given to proceed with the introduction of the Electric Vehicle Charging Points scheme in Brighton & Hove as set out in this report.

**44. APPROVAL TO PROCURE STREET LIGHTING ENERGY CONTRACT\***

- 44.1 The Cabinet Member considered a report of the Director of Environment concerning the purchase electricity for street lighting and illuminated signs jointly with East Sussex County Council (ESCC) (for copy see minute book).
- 44.2 The Cabinet Member explained that the Council's street lighting formed part of the larger East Sussex lighting infrastructure which had one single electricity supply; working with East Sussex's greater resources and buying power would currently be the best value option for the Council.
- 44.3 In response to a question from Councillor Mitchell the Head of Network Management confirmed that each street lamp was routinely checked and was, where possible, fitted with photovoltaic cells; lamps were also switched on as late as possible to conserve energy.
- 44.4 Councillor Rufus commented that in the future the Council should be seeking more than 30% renewable energy and be asking suppliers to demonstrate how they can provide 100% renewable energy.
- 44.5 The Assistant Director for Sustainable Transport explained that the Council would aim to increase the overall amount of renewable energy in the future; the proposals in the report would allow the Council to use the proceeding 18 months to investigate options for the next contract.
- 44.6 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the Director of Environment be authorised to:

- (a) Enter into an arrangement with ESCC to utilise the Buying Solutions' framework agreement to procure the electricity for highway street lighting and illuminated signs for a period of 18 months until April 2011.
- (b) Carry out a review, including soft market testing as to the options and costs for the future procurement of electricity for highway street lighting and illuminated signs and to report back to the Cabinet Member with recommendations following the review.

**45. APPROVAL TO PROCURE STREET LIGHTING MAINTENANCE CONTRACT\***

- 45.1 The Cabinet Member considered a report of the Director of Environment concerning the procurement of a Highways Street Lighting Maintenance Contract for the period 2010 – 2012 (for copy see minute book).
- 45.2 Councillor Mitchell asked that where lamp columns are replaced they are replaced like for like, particularly in period areas that are outside of the Conservation Areas.
- 45.3 In response to concerns raised by Councillor Rufus the Assistant Director for Sustainable Transport explained that the report demonstrated that there were a number

of options available to the Council, but that there was no intention to reduce the level of service; a report would come back for the Cabinet Member to approve the preferred contractor.

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

(1) That the Director of Environment be authorised to:

(a) To enter into a procurement process with ESCC to tender for the maintenance of the highway street lighting, illuminated signs and bollards stock.

(b) To present a future report to the Cabinet Member outlining the results of the procurement process and seeking permission to proceed with appointing the contractor.

#### **46. CONSULTATION RESPONSE TO DRAFT PPS15: PLANNING FOR THE HISTORIC ENVIRONMENT**

46.1 The Cabinet Member considered a report of the Director of Environment seeking endorsement of the proposed response to Government consultation on the draft Planning Policy Statement 15: Planning and the Historic Environment (for copy see minute book).

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

(1) That the draft Planning Policy Statement 15: Planning and the Historic Environment be broadly welcomed and that the response to consultation, as set out at Appendix 1, be endorsed.

#### **47. MAINTENANCE OF HISTORIC BUILDINGS**

47.1 The Cabinet Member considered a report of the Director of Environment providing an annual update on repair works to historic buildings in the city, including the enforcement of repairs where necessary (for copy see minute book).

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

(1) That the updated register of listed buildings that are considered to be 'at risk' (Appendix 1) be endorsed.

#### **48. CONSULTATION ON THE MEMBERSHIP OF THE FUTURE SOUTH DOWNS NATIONAL PARK AUTHORITY\***

48.1 The Cabinet Member considered a report of the Director of Environment concerning the Council's response to the government's 'Consultation on the membership of the future South Downs National Park Authority' document (for copy see minute book).

- 48.2 Councillor Mitchell supported the proposed response and queried how other local authorities were responding.
- 48.3 The Cabinet Member reported that the local authorities that would be allocated two members under the proposal for a larger Authority had stated a preference for this, while the other local authorities preferred a smaller Authority; the Council's response included a caveat that if the larger Authority was agreed, Brighton and Hove should be allocated an additional member. He added that even the lower proposal of 29 members was higher than any other National Park Authority making 39 an unlikely proposition.
- 48.4 Councillor Rufus stated that the Council should push for greater representation for Brighton and Hove as one of the principal gateways to the National Park. He added that, as stakeholders, residents from the area should be permitted a directly elected representative on the Authority.
- 48.5 The Cabinet Member stated that the Council had made representations, but was restricted by the options proposed. He added that any individuals or groups could respond to the consultation.
- 48.6 Councillor Mitchell stated that it was important that the maximum amount of funding was directed towards maintaining the National Park, rather than towards a larger Authority and that it was the responsibility of local authorities to ensure that residents were aware that they could feed comments through via their local Authority members.
- 48.7 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:
- (1) That approval be given to the draft response to DEFRA, attached at Appendix 1, regarding the proposed membership of the future South Downs National Park Authority.

#### **49. CITYPARKS DOWNLAND MANAGEMENT\***

- 49.1 The Cabinet Member considered a report of the Director of Environment concerning proposals to increase the grazed area of council land managed by Cityparks (for copy see minute book).
- 49.2 The Cabinet Member reported a minor correction to recommendation 2.2 of the report (see resolution).
- 49.3 The Cabinet Member explained that the Council had been re-introducing sheep grazing to a number of key chalk grassland sites for a number of years. This resulted in benefits to wildlife, as well as educational and community benefits, and the Council had the opportunity to graze much larger areas with funding from Natural England. Conservation mowing would continue until grazing was introduced.
- 49.4 The Cabinet Member paid tribute to the volunteer shepherds and the wildlife groups for their participation in the initiative.

- 49.5 Councillor Mitchell welcomed the extension of grazing, but raised a number of concerns about the practicalities of the approach. She stated that the report did not address plans for the sites that would not be grazed or the decision to stop collecting grass clippings; there was also no mention of the letter from the Chairman of the Environment & Community Safety Overview & Scrutiny Committee to the Cabinet Member or consultation with countryside and wildlife groups.
- 49.6 Councillor Rufus stated that the proposals in the report should form part of a framework for the management of all the sites; the Council should implement a Biodiversity Action Plan with individual action plans for each site rather than developing the proposals in the report separately.
- 49.7 The Cabinet Member reported that he had met with representatives of some of the relevant groups to discuss issues around grazing and that the report made it clear that proposals would not be progressed until consultation had taken place.
- 49.8 In response to questions from Councillor Mitchell, the Assistant Director for City Services made the following comments:
- Proposals for each site would be drawn up in through the consultation and this would determine the number of sheep on each site.
  - No financial savings were expected and the Council would seek funds from the Higher Level Scheme.
  - There would be no impact on jobs.
  - The cost of composting had increased, making grazing a more viable option.
- 49.9 The Assistant Director for City Services added that the report did not address all the conservation issues, as the report was specifically about grazing; some sites had management plans while others did not, and the intention was that these would form part of the Biodiversity Action Plan that was being developed as part of the Open Spaces Strategy.
- 49.10 The Director of Environment confirmed that further written information would be provided to Councillor Mitchell regarding the issues that she believed wildlife groups expected to see addressed.
- 49.11 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:
- (1) That the grazing plans for each site be approved, subject to full consultation with ward councillors and residents.
  - (2) That approval be given for the implementation of the grazing plans for key chalk downland sites and where feasible, subject to the above consultation being completed successfully.

The meeting concluded at 5.00pm

Signed

Cabinet Member

Dated this

day of



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 54

Brighton & Hove City Council

Subject:	Petitions		
Date of Meeting:	5 November 2009		
Report of:	Director of Strategy & Governance		
Contact Officer:	Name: Tanya Massey	Tel: 29-1227	
	E-mail: tanya.massey@brighton-hove.gov.uk		
Key Decision:	No		
Wards Affected:	Goldsmid; Regency; Stanford; Woodingdean		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

1.1 To receive the following petitions presented at Council or any petitions presented directly to the Environment Cabinet Member Meeting.

54. (i) To receive the following petition presented at Council on 8 October by Councillor Davis and signed by 289 people:

*Safer Pedestrian Crossing for Residents on Davigdor Road and Osmond Road junction.*

*We the undersigned urge the Council to take measures to reduce speeding cars in our neighbourhood and ensure a safer crossing for young families and more vulnerable pedestrians at the junction of Osmond and Davigdor Roads.*

54. (ii) To receive the following petition presented at Council on 8 October by Councillor Brown and signed by 59 people:

*We the undersigned petition Brighton & Hove City Council to immediately take such steps as are necessary to **safeguard Chalfont Green from any form of development, encroachment or change of use** in accordance with formal Council policy on public open space set out in Policies QD20 (Urban Open Space) and SR20 (protection of Public and Private Outdoor Recreation Space) of the current Brighton & Hove Local Plan.*

54. (iii) To receive the following petition presented at Council on 8 October by Councillor Wells and signed by 333 people:

*We, the undersigned, with the council to give due consideration to putting in some form of pedestrian crossing on the Falmer Road at the bottom of Crescent Drive South enabling safe crossing to the area known as "Happy Valley Park", Woodingdean. The reasons for this are as follows:*

- *The road is crossed by a large number of people every day*
- *There have been several near misses*
- *The access to the park is just over the brow of a hill*

- *The temporary traffic camera used by the police is having no effect on the cars speeding down this road*
- *The “Friends of Happy Valley Group” are actively encouraging people to use the area*
- *Long terms aims also include a Café and the re-installation of a children’s park.*

**54. (iv)** To receive the following petition presented at Council on 8 October by Councillor Kitcat and signed by 92 people:

*We, the undersigned as the Council to*

- 1. remove the parking spaces adjacent to the green on the west side of Regency Square, in order to prevent tailbacks, which occur when the car park is full and which disrupt through traffic;*
- 2. remove the corresponding spaces on the east side of the square in order to improve the appearance of the square, which has too many parked vehicles;*
- 3. replace the resident spaces lost as a result of these changes, and create some additional new resident spaces, inside the Regency Square car park, thus increasing the number of resident spaces available and making better use of the car park, which is often largely empty;*
- 4. take steps to improve the appearance and security of the Regency Square car park so that more people will use it.*

**54. (v)** To receive the following petition presented at Council on 8 October by Councillor Kitcat and signed by 14 people:

*We value the current parking restriction and enforcement in the zone at the Stone/Castle Street junction but we are now asking for this to be extended to be 24hrs no parking/loading at any time for the following reasons:*

- 1. **To reduce the disruptive early morning noise** which is on the increase and now much earlier since the current restrictions have been in force hence negating previous arrangements made with commerce for the benefit of residents in the area regarding early morning noise/deliveries.*
- 2. **To reduce congestion** around the Stone/Castle Street junction and facilitate easy egress for commercial traffic on this busy one-way thoroughfare at all times.*

*The level of disturbance and damage to street furniture is on the increase, as the BHCC Highways team can attest. We believe this increased restriction will make agdress easier for delivery drivers, reduce the damage to street furniture and will improve the quality of life of residents.*

**54. (vi)** To receive the following petition presented at Council on 8 October by Councillor Bennett and signed by 34 people:

*Elrington Road and The Droveaway*

*Due to the ongoing parking problems – commuter parking – long term parking, we ask the council to investigate the possibility of single/double yellow lines of safety grounds and consult with residents.*

- 54. (vii)** To receive the following petition presented at Council on 8 October by Councillor Bennett and signed by 18 people:

*Hove Park Way / Onslow Road*

*We call upon Brighton & Hove City Council to investigate the possibility of extending double yellow lines around the junctions on our road; of considering restricted time parking bays in our road; of installing single or double yellow lines, to be shared between south and north sides of the road so as to act as a calming measure.*

- 54. (viii)** To receive the following petition presented at Council on 8 October by Councillor Bennett and signed by 142 people:

*Petition in support of a New Club House for the Tennis Clubs of Hove Park.*



### DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which the Cabinet Member may speak in response. The deputation will be thanked for attending and its subject matter noted.

#### (i) Deputation concerning traffic flows in Carlyle Street, Brighton.

##### **Mr Gerry Kassab (Spokesperson)**

I believe the local authority has a “duty of care” to successfully manage traffic flows and to minimise the adverse impact of traffic into residential areas i.e. keeping traffic moving along the main arterial roads within the city.

In our case, Carlyle Street is being used as a rat run to avoid the traffic lights at the intersection of Elm Grove and Queens Park Road.

The local authority must have undertaken a risk assessment and monitored traffic volumes and concluded that Carlyle Street needed to be a 20mph and a one-way street with speed bumps.

My assertion is whilst these measures were appropriate at the time; they are now ineffective in dealing with the increase in traffic speeds, volumes and types of vans/trucks and lorries using our street.

Also, the elapse time of disturbance is much longer – we are not only dealing with traffic disturbances, noise/vibration and pollution, during the peak rush hour periods but this can extend throughout the night and into the early hours.

The level of minor damage caused to our parked cars – wing mirrors being hit and minor scrapes, which normally go unreported to the police, is forcing more residents to park their cars onto the pavements, not only obstructing our pavements but inadvertently making it easier for vehicles to speed up the street.

All of the above are significantly adversely impacting on our quality of life and we wish to work with the Council’s traffic experts to find a rapid solution.

#### **RESPONSE FROM COUNCILLOR THEOBALD, CABINET MEMBER FOR ENVIRONMENT**

***Provided at the meeting of the Full Council on 8 October 2009.***

Thank you for raising this issue and I really do appreciate you offering to work with the council to try and find a solution. We acknowledge your concerns and I note that you have previously corresponded with officers on this matter. The current traffic calming measures were implemented after careful consideration and are a standard approach to dealing with the problems that existed in Carlyle Street and other similar roads within the city.

As I mentioned at my last Cabinet Member Meeting we will be embarking upon the next phase of the speed limit review shortly, once the Department for Transport has issued new guidance on the setting of speed limits. However, if you have any specific ideas of what measures could be taken to alleviate the situation in Carlyle Street, the council will consider these in the light of any supporting evidence.

Listening to your deputation both the Director and the Assistant Director for Sustainable Transport are here and I am actually going to invite the Assistant Director to have a word with you afterwards to start a sort of, I won't say 'get together', but you will understand what I mean and he will have a word with you afterwards.



**Councillor Gill Mitchell  
Leader of the Labour Opposition**

41 Bennett Road  
Kemp Town  
Brighton BN2 5JL

Councillor Geoffrey Theobald  
Cabinet Member for Environment  
Brighton & Hove City Council

5<sup>th</sup> October 2009

Dear Geoffrey,

### **Cycle to Work Guarantee**

I understand that the Secretary of State for Transport, Andrew Adonis, has recently written to all Cycling Demonstration Towns and Cities inviting them to sign up to the government's Cycle to Work Guarantee.

I believe this to be an excellent initiative that is aimed at encouraging large employers to promote cycling to work within their workforce by providing good facilities for staff to store bikes and change from cycling clothes to work clothes and promoting the various tax exemptions available through the Government's 'Cycle to Work' scheme. The very best employers also provide on site bike maintenance and cycle training at no extra cost to employees.

The Guarantee commits supporting employers to provide the following:

1. *Secure, safe and accessible bike parking facilities for all staff who want them;*
2. *Good quality changing and locker facilities for all staff who want them;*
3. *Offset the cost of cycling equipment through the big tax savings of the 'Cycle to Work Scheme';*
4. *Free bike repair available for cyclists on or near site;*
5. *An implementation plan including targets for take-up, training and incentives to cycle.*

It is obviously important that local councils lead by example, particularly those who are Cycle Demonstration Towns and Cities. I am also sure that Brighton and Hove City Council is already providing, or hopefully aiming to provide, the facilities outlined in the points above.

I would like to ask whether Brighton and Hove City Council will be signing up to the guarantee and what steps it will take to promote this initiative to the other large employers in the city with a view to them also working with the council to promote more sustainable commuting for all our workforces.

Best wishes,

A handwritten signature in black ink, appearing to read "Gill Mitchell". The signature is written in a cursive style and is positioned above a short horizontal line.

Councillor Gill Mitchell  
Labour Lead for Environment  
Leader of the Labour Group



# ENVIRONMENT CABINET MEMBER MEETING

**Agenda Item 57(ii)**

Brighton & Hove City Council



**Councillor Maria Caulfield**  
Cabinet Member for Housing  
Brighton & Hove City Council  
King's House  
Grand Avenue  
Hove BN3 2LS

Councillor Geoffrey Theobald  
Cabinet Member for Environment  
Brighton & Hove City Council

10 October 2009

Dear Geoffrey

I would be grateful if I could the issue of parking at Stanmer Park at your next CMM in my capacity as chair of the Stanmer Park Stakeholders group.

Parking at Stanmer Park has become extremely difficult especially at weekends mainly due to the inconsiderate parking of visitors. Frequently the main road (bridle way) in to the park becomes so congested that the bus can not make its way through. Residents of the village have asked if the existing parking areas could be marked out with white lines to encourage responsible parking and to maximise space and also to ask if the existing parking areas could be made larger given that with the new A27 bypass some parking will be lost.

Yours sincerely



Councillor Maria Caulfield  
Conservative Councillor  
Moulsecoomb and Bevendean

**Blackberry: 07826 951 758** email: [maria.caulfield@brighton-hove.gov.uk](mailto:maria.caulfield@brighton-hove.gov.uk)  
[www.brighton-hove-councillors.org.uk/mariacaulfieldblog](http://www.brighton-hove-councillors.org.uk/mariacaulfieldblog)

Conservative Member for Moulsecoomb & Bevendean Ward



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 60(i)

Brighton & Hove City Council

<b>Subject:</b>	<b>Cityparks Downland Management - Call-In of 24 September Environment CMM Decision</b>		
<b>Date of Meeting:</b>	<b>5 November 2009</b>		
<b>Report of:</b>	<b>Director of Strategy and Governance</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Tom Hook</b>	<b>Tel:</b> 29-1110
	<b>E-mail:</b>	<b>Tom.hook@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>East Brighton; Hangleton &amp; Knoll; Hollingdean &amp; Stanmer; Moulsecomb &amp; Bevendean, North Portslade; Patcham; Rottingdean Coastal; Withdean and Woodingdean</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report relates to the call-in meeting of the 6 October Environment and Community Safety Overview & Scrutiny Committee, convened to consider the call-in request of two decisions, one of which was the CMM decision in relation to Downland Management.
- 1.2 ECSOSC resolved to call in the CMM decision. This report sets out the extract from the draft minutes of 6 October ECSOSC at Appendix A and includes all the papers made available at that meeting.

#### 2. RECOMMENDATIONS FROM ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE:

- 2.1 That the Cabinet Member, in accordance with Part 6, paragraph 16.10 of the Council's constitution and having regard to the resolution of ECSOSC set out below, consider whether or not to amend the decision of the 24 September, before reaching a final decision on Downland Management.
- 2.2 **Resolution of the Environment and Community Safety Overview and Scrutiny Committee**

That the Downland Management decision be referred back to CMM for reconsideration due to:

- The lack of consultation with local conversation and wildlife groups
- The lack of information in the CMM report relating to cutting and composting of sites not being grazed
- Lack of analysis evident in the CMM report of the impact of the downland mowing policy on a site by site basis

### **3. RELEVANT BACKGROUND INFORMATION**

- 3.1 Details of the 24 September Environment CMM decision on Downland Management, the subsequent request by Councillor Mitchell plus papers considered by 6 October Environment and Community Safety Overview and Scrutiny Committee in determining the call-in request, are attached at Appendices below.
- 3.2 An extract from the draft minute of 6 October Environment and Community Safety Overview & Scrutiny Committee meeting is also included as Appendix A.

### **4. CONSULTATION**

- 4.1 None has been undertaken in relation to this report

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

- 5.1 None in relation to this report; but members should be aware of the implications to the 24 September CMM report and the 6 October ECSOSC Commission report (both re-printed in the papers accompanying this report).

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

- 6.1 The Overview and Scrutiny Commission evaluated whether or not to send the original decision back to Cabinet for reconsideration.

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

- 7.1 Recommendations are based on the resolution 6 October ECSOSC.

## **SUPPORTING DOCUMENTATION**

### **Appendices**

1. Appendix A: Extract from draft minutes of 6 October ECSOSC meeting
2. Appendix B: Report and the following Appendices submitted under Item 24 to 6 October ECSOSC
  - (i) The request for Call-In;
  - (ii) Letter from wildlife groups and officer briefing considered at 22 June Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) meeting;
  - (iii) Officer briefing considered at 22 June Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) meeting;
  - (iv) Extract from minutes of 22 June ECSOSC meeting;
  - (v) Letter from ECSOSC Chairman Councillor Warren Morgan and further comments from Councillor Sven Rufus to 30 July Environment CMM meeting;
  - (vi) Extract from minutes of 30 July CMM meeting;
  - (vii) Report from the Director of Environment which was agreed at the 24 September Environment CMM meeting;
  - (viii) Appendix to the 24 September CMM report;
  - (ix) Extract from the draft minutes from the 24 September Environment CMM meeting;
  - (x) Official record of the Environment CMM decision on this matter;
  - (xi) Further information on this issue supplied by the Director of Environment

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

None

### **Background Documents**

None



**EXTRACT FROM THE PROCEEDINGS OF THE ENVIRONMENT & COMMUNITY SAFETY  
OVERVIEW & SCRUTINY COMMITTEE CALL-IN HELD ON 6 OCTOBER 2009**

**ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE**

**1.00PM 6 OCTOBER 2009**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**DRAFT MINUTES**

**Present:** Councillors Morgan (Chairman); Older, Davey, Davis, Drake, Randall, Smart and Wells

**Also Present:** Councillors Duncan and Mitchell

**24 CALL-IN REQUEST: DOWNLAND MANAGEMENT - 24 SEPTEMBER  
ENVIRONMENT CMM DECISION**

- 24.1 Councillor Mitchell introduced her call-in request dated 24 September. She said the report to Cabinet Member Meeting had not included information that had been promised to wildlife representatives and to June ECSOSC meeting about managing downland in areas prior to grazing being introduced and for those areas that would not be grazed. The policy should have been made clear in the report in relation to the collection of grass mowings, and the views of the conservation and wildlife groups on this issue should have been sought and included in the report.
- 24.2 Councillor Mitchell also referred to a letter from the Sussex Wildlife Trust which was in support of increased grazing but with some concerns. In her view the CMM decision should be referred back to allow for the inclusion of additional information and for consultation with conservation and wildlife groups.
- 24.3 The Chairman was disappointed that the 24 September Environment CMM report did not take account of the representations that had been made on behalf of ECSOSC at 30 July Environment CMM.
- 24.4 Three representatives of conservation and wildlife groups told the meeting that they were pleased with the positive steps being taken with downland grazing plans. However they were displeased that there had been no consultation with wildlife groups and volunteers who had high levels of expertise. Not collecting grass mowings as an intermediate measure was seen as a cut in service and/or budget, allowing the spread of rough grass at the expense of downland species which had taken many years of protection to become established.
- 24.5 Wildlife groups circulated photographs and argued there was a danger that biodiversity could be lost.

- 24.6 The Cabinet Member said he appreciated the work and commitment by all those involved and understood the concerns.
- 24.7 Councillor Theobald queried the reason for the call-in. He said he and officers had met and consulted on May 28 with Gill Taylor (Friends of Hollingbury and Burstead Woods), Bernard Evans (Friends of Sheepcote Valley), Phil Belden (Brighton Urban Wildlife Group) and Dave Bangs. The decisions on the grazing plans were stated in the decision record to be 'subject to full consultation with ward councillors and residents' (report Appendix 10 refers).
- 24.8 Following discussion the Committee unanimously agreed to refer the matter back to Environment CMM.
- 24.9 The Chairman thanked the members of the public for attending the meeting.
- 24.10 **RESOLVED** – That the Downland Management decision be referred back to CMM for reconsideration due to:
- The lack of consultation with local conversation and wildlife groups
  - The lack of information in the CMM report relating to cutting and composting of sites not being grazed
  - Lack of analysis evident in the CMM report of the impact of the downland mowing policy on a site by site basis



**ENVIRONMENT AND  
COMMUNITY SAFETY  
OVERVIEW AND  
SCRUTINY COMMITTEE**

**Agenda Item 24**

Brighton & Hove City Council

<b>Subject:</b>	<b>Request for Call-in of the 24 September 2009 Environment CMM Decision on Cityparks Downland Management</b>
<b>Date of Meeting:</b>	<b>6 October 2009</b>
<b>Report of:</b>	<b>The Director of Strategy and Governance</b>
<b>Contact Officer:</b>	Name: Tom Hook Tel: 29-1110 E-mail: Tom.hook@brighton-hove.gov.uk
<b>Wards Affected:</b>	<b>East Brighton; Hangleton &amp; Knoll; Hollingdean &amp; Stanmer; Moulsecomb &amp; Bevendean, North Portslade; Patcham; Rottingdean Coastal; Withdean and Woodingdean</b>

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To determine whether to ask the Environment Cabinet Member to reconsider the decision in relation to the proposed plan to increase the grazed area of council land managed by Cityparks which was taken at the 24 September 2009 Environment Cabinet Member meeting.
- 1.2 The following information is contained in the appendices to this report:
  - (a) **Appendix 1** to the report contains the Call-In request;
  - (b) **Appendices 2 and 3** to the report contains a letter from wildlife groups and officer briefing considered at 22 June Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) meeting
  - (c) **Appendix 4** to the report contains the extract from the 22 June ECSOSC meeting
  - (d) **Appendix 5** to the report contains the letter from ECSOSC Chairman and further comments from Councillor Sven Rufus to 30 July Environment CMM meeting
  - (e) **Appendix 6** contains an extract from the minutes of the 30 July CMM meeting

(f) **Appendix 7** to the report contains the report from the Director of Environment which was agreed at the 24 September Environment CMM meeting and **Appendix 8** contains the appendix to the CMM report.

(g) **Appendix 9** to the report contains an extract from the draft minutes from the 24 September Environment CMM meeting

(h) **Appendix 10** to the report contains the official record of the Environment CMM decision on this matter

(h) **Appendix 11** to the report contains further information on this issue supplied by the Director of Environment.

## 2. RECOMMENDATIONS:

- 2.1 (a) To note the letter from wildlife groups, officer briefing and extract from the minutes of 22 June ECSOSC
- (b) To note the subsequent letter from ECSOSC Chairman and additional information from Councillor Rufus to the 30 July Environment CMM and extract from the minutes
- (c) To note the decision taken by 24 September Environment CMM in relation to Cityparks Downland Management
- (d) To note the subsequent Call-In request
- (e) To note the additional information supplied by the Director of Environment
- 2.2 Having regard to the grounds for Call-In, to determine whether to refer the decision back to the Environment CMM for reconsideration.

## 3. BACKGROUND INFORMATION

- 3.1 On 22 June a letter from wildlife groups and officer briefing were considered by ECSOSC. Following discussion it was resolved that the Chairman write to Environment CMM on behalf of the Committee with a request urgently to review the downland mowing policy on a site by site basis. **(Appendices 2-4)**
- 3.2 On behalf of ECSOSC, Councillor Rufus provided additional information and presented the letter to 30 July Environment CMM where the letter was noted and Councillors Morgan and Rufus were offered a meeting with the Assistant Director, City Services. **(Appendices 5, 6)**
- 3.3 At 24 September Environment CMM agreed a report on the proposed plan to increase the grazed area of council land managed by Cityparks.

This report is reprinted in **Appendices 7,8**. An extract from the draft minutes is printed as **Appendix 9** to this report, and the official record of the CMM decision is printed as **Appendix 10**.

- 3.4 Further information relating to this matter has been provided by the Director of Environment. This is contained in **Appendix 11** to this report.
- 3.5 On 24 September 2009, Councillor Gill Mitchell wrote to the Chief Executive, requesting that the CMM decision be called in. The Call-In request forms **Appendix 1** to this report.
- 3.6 The Chief Executive accepted the Call-In request on 25 September 2009 and asked for a Call-in Meeting of the Environment and Community Safety Overview & Scrutiny Committee to be called within seven working days.
- 3.7 Call-In is the process by which Overview & Scrutiny Committees can recommend that a decision made (in connection with Executive functions) but not yet implemented be reconsidered by the body which originally took the decision.
- 3.8 Call-In should only be used in exceptional circumstances, for instance where there is evidence that an important decision was not taken in accordance with the Council's constitution.
- 3.9 An Overview & Scrutiny Committee examining a decision which has been Called-In does not have the option of substituting its own decision for that of the original decision. The Overview & Scrutiny Committee may only determine whether or not to refer the matter back to the original decision making body for reconsideration.
- 3.10 In determining whether to refer a decision back to its originating body for reconsideration, the Overview & Scrutiny Committee should have regard to the criteria for Scrutiny reviews, as set out in the Council's constitution (Part 6.4.2). In addition, the Committee should take into account:
  - Any further information which may have become available since the decision was made
  - The implications of any delay; and
  - Whether reconsideration is likely to result in a different decision.
- 3.11 More information about the Call-In process is contained in the Council's constitution (Part 6.16).

#### **4. CONSULTATION**

- 4.1 No formal consultation has been undertaken in regard to this report.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 TBC

### Legal Implications:

- 5.2 If, having scrutinised the Environment Cabinet Member's decision, ECSOSC is still concerned about, it may refer the decision back to the Cabinet Member for reconsideration, setting out the nature of its concerns. Were this to happen, the Cabinet Member is required to reconsider, either at his next programmed Cabinet Member meeting or at a special meeting called for the purpose, whether to amend the decision or not before reaching a final decision and implementing it.

*Lawyer consulted: Oliver Dixon Date: 1 October 2009*

### Equalities Implications:

- 5.3 There are no direct equalities implications to this report, although the 24 September 2009 CMM decision was made with regard to the equalities implications contained within the original report of the Director of Environment (see **appendix 7**).

### Sustainability Implications:

- 5.4 There are no direct sustainability implications to this report, although the 24 September 2009 CMM decision was made with regard to the sustainability implications contained within the original report of the Director of Environment (see **appendix 7**).

### Crime & Disorder Implications:

- 5.5 There are no direct crime & disorder implications to this report, although the 24 September 2009 CMM decision was made with regard to the crime & disorder implications contained within the original report of the Director of Environment (see **appendix 7**).

### Risk and Opportunity Management Implications:

- 5.6 The Call-In procedure seeks to provide a system via which important decisions can be re-examined in a timely fashion, so as to ensure that the Council is not unnecessarily exposed to risk associated with taking decisions contrary to established procedure, whilst also minimising risk inherent in unduly delaying the decision making process.

Corporate / Citywide Implications:

- 5.7 Chalk grassland supports up to 40 species of plant in one square metre. It is internationally rare and local authorities are expected to prioritise its management as part of their duty to further biodiversity.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. The request for Call-In;
2. Letter from wildlife groups and officer briefing considered at 22 June Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) meeting;
3. Officer briefing considered at 22 June Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) meeting;
4. Extract from minutes of 22 June ECSOSC meeting;
5. Letter from ECSOSC Chairman Councillor Warren Morgan and further comments from Councillor Sven Rufus to 30 July Environment CMM meeting;
6. Extract from minutes of 30 July CMM meeting;
7. Report from the Director of Environment which was agreed at the 24 September Environment CMM meeting;
8. Appendix to the 24 September CMM report;
9. Extract from the draft minutes from the 24 September Environment CMM meeting;
10. Official record of the Environment CMM decision on this matter;
11. Further information on this issue supplied by the Director of Environment

**Documents in Members' Rooms:**

There are none.

**Background Documents:**

1. The Council's constitution (May 2008).



Mr Alex Bailey  
Acting Chief Executive  
Brighton & Hove City Council

24<sup>th</sup> September 2009

**Request for call-in of Environment Cabinet Member's decision 24<sup>th</sup> September 2009. Cityparks Downland Management**

Dear Mr Bailey,

I would like you to consider my request for a Call-in to the relevant Overview and Scrutiny Committee of the decision taken by the Cabinet Member for the Environment in relation to agenda item 43, Cityparks Downland Management.

My reasons for this request are as follows;

The report that was before the Cabinet Member did not accord with the statement made by the council's Countryside Manager at the June 22<sup>nd</sup> meeting of the Environment and Community Safety Overview and Scrutiny Committee as recorded in the minutes of that meeting at point 4.6;

*"The Countryside Manager welcomed the opportunity to thank volunteers for their hard work and said that issues raised by the increase in costs of cutting and composting sites, together with opportunities for increasing grazing of many sites along with continued mowing of others would be addressed in due course by the proposed draft grazing plan to be considered by the Cabinet Member."*

The report considered and decided on by the Cabinet Member on 24<sup>th</sup> September did not contain any information relating to the cutting and composting of sites or any details about plans for the continued mowing of areas not to be grazed.

There was no proper consultation in relation to this report with local conservation and wildlife groups who state they had been promised prior sight of the report for discussion at three separate meetings they had attended. The Wildlife Advisory Group, one of the council's key advisory bodies, was not consulted.

The report does not acknowledge or make any reference to the letter sent by the Chair of the E&CSOSC and put on the agenda of the

## **Environment CMM Item 60(i) Appendix B(i)**

### **ECSOSC Agenda Item 24 Appendix 1**

Environment CMM 30<sup>th</sup> July containing a request for an urgent review of the Downland mowing policy on a site by site basis that was supposed to be incorporated in the report.

Finally, I would emphasise that the council relies on the help of the voluntary efforts of the 'Friends of' groups and other local conservation and wildlife advisory bodies to conserve and enhance the chalk grasslands surrounding the city and a Call-in of this decision would enable their voices to properly be heard as they should have been initially. It would also enable the information to be given in relation to proposed mowing schedules that is currently missing.

Yours sincerely,

Councillor Gill Mitchell  
Labour Led for Environment  
Leader of the Labour Group



ECOSOC Agenda Item 24 Appendix 2

**Letter from wildlife groups to 22 June ECSOSC**

**Don't lets bash nature conservation in Brighton**

**Briefing notes on the cessation of conservation mowing grass collection on City wildlife sites**

*Brighton and Hove Wildlife Groups Forum Spring 2009*

**The decision to end the grass collection service on mown conservation grasslands is a big blow to nature conservation in Brighton.**

Maureen Connolly , of the Friends of the Green Ridge, describes it as “un-doing all the good work we have done over the past ten years”.

Many open spaces and wildlife sites have benefited tremendously from the improvements in management over the past decade and more, which have seen the introduction of grass collection with the ‘Downland cut’. Sites like Bexhill Road Woodingdean, Ladies Mile, and parts of Whitehawk Hill have seen a greater flourishing of wild flowers and butterflies than ever before.

This service has brought two different kinds of benefit.

**Firstly**, amenity lawns previously managed merely by regular mowing and devoid of most wildlife interest have seen a great flourishing of their wildlife, to obvious public enjoyment. (We think of sites like The Green Ridge, parts of Shepcote Valley, and Bexhill Road).

**Secondly**, previously under-managed sites have seen hope of a revival of their core wildlife assemblages. (We think of the crown of Race Hill, where the old chalk grassland interest was only recently widely recognised, and which has the best City site for rare ‘old meadow fungi’).

**The facts...as far as we have been told them**

Grass collection was stopped last year on these wildlife sites because it had become more expensive and because of the problems of disposal of the cut product.

Thus, the budget for conservation mowing last year (2008) was £15,000, whereas Council officers estimated a cost increase to between £28,000 and £48,000 (depending on the weather) “due to increased fuel and composting costs”.

The Environment Agency have vetoed the Council’s past messy practice of dumping the baled grass at Stanmer, because the cut material rots and the leachate soaks into the chalk aquifer.

This means that the Council must compost the baled material or expensively dispose of it to land fill.

The council is currently seeking a composter, and is looking at 2 businesses: KPS (at Scaynes Hill and two other sites) and one other near Littlehampton.

## Environment CMM Agenda Item 60(i) Appendix B(ii)

Additionally, the Council rejected out of hand an application to compost the material from Brighton Community Compost Centre (BCCC), at Upper Lodges, Stanmer Park, who have done some of the Council's composting till recently.

Rodaways of Chailey, the past contractor, gave up last year for personal and business reasons. The Council bought a mower of their own and mowed very late last year 'in house', without collecting.

The cut grass is not readily marketable because it is low in nutritional value due to its mostly late summer harvesting (known in council practice as a 'Downland cut'). It could be cut at hay time (May/June) and perhaps have more saleability, but such a date would affect the flowering and seed setting of the grass and herbs, and their invertebrate assemblages.

### **The Council's argument**

The council argues that the conservation grass collection service will be adequately replaced by the new, extended, Grazing Project.

This Project will work at a much wider, agricultural scale of grazing. At present grazing has been experimental only, covering sites of not more than a few acres for very limited periods of time.

The Council is applying for Higher Level Stewardship funding, which is a new government agro-environmental support scheme. Local councils can now apply for this funding on land they manage, which they have not been able to do before.

The Council argue that the cessation of this service "is not a cut", because the expenditure overall is rising.

### **A win-win solution to a very solvable problem**

#### **1. "Horses for courses": re-jigging existing budgets to maximize benefits**

At the same time as this service cut has taken place the Council has voted a very welcome £100,000 increase in the budget for mowing of the City's amenity grasslands – verges, parks, greens and so on - which will be mown to a new regime, as required to keep them 'in good order', rather than on a three weekly cut, as has been the case heretofor.

Yet on some sites user groups have been arguing for years for a *less* intense mowing regime to increase wildlife interest. There will be many urban parks and green spaces that do not need *comprehensive* additional mowing and some will need *less* mowing in parts.

There is lots of room here for the careful working out of the new mowing regime, so that *both* the concerns of neatness and good order and the concerns for biodiversity and traditional Downland sites are addressed.

Thus, the Friends of Withdean Park have been arguing for years for *less* mowing of part of the Park. The Brighton Urban Wildlife Group, has, too, over decades, been arguing for a more flexible approach to Park and amenity mowing to increase the wildlife interest and visual variety of our grassed areas.

#### **2. Saving money: composting**

The cost of grass collection and composting does not have to rise as has been predicted. Brighton Community Compost Centre (BCCC) could undertake the composting service much

## Environment CMM Agenda Item 60(i) Appendix B(ii)

cheaper than a distance composter can do. They are a not-for-profit business with an existing track record of working for the Council and have the skills, experience and willingness to undertake the work.

The Council's rejection of them was contrary to government guidelines encouraging the use of social enterprises. It showed an over-caution which is likely to cost the Council dearly in service delivery or in cash.

If the Council rejects the use of this on-hand local solution they can still undertake the composting in-house. They have the land and they can easily commission the expertise if they feel they do not have it already.

### **3. Saving money: mowing and collecting**

Other local contractors are available to tender for the conservation mowing and collecting service at economic rates. One local farmer described the argument that local farmer-contractors were not interested as "nonsense" and expressed his own eagerness to tender.

The argument that farmers' use of cheap red farm diesel was no longer possible is also not correct. There is no reason why contractors cannot use red farm diesel for this service.

It may be possible, in any case, to use the collected cuttings as an agricultural field dressing.

### **Myths**

The Council has argued that the **proposed Grazing Project** will replace grass mowing and collection. However, the Grazing Project - to make any sense - will have to concentrate on those old Down pasture sites that are too steep to mow (such as Whitehawk Hill slope and Moulsecomb Wild Park slopes). It would make no sense to focus on flat, tractor-accessible areas which can – in the immediate term – be mown, when these steeper areas have been without conservation management sometimes for 80 years and more !

### **The two management tools complement each other. They do not duplicate each other.**

Furthermore, the Grazing Project will have to be introduced very carefully, on a site by site basis, as a result of consultation and negotiation with local communities, and with the mobilization and training of whole tranches of new volunteers. There will also be infrastructure to construct – new fencing, water supplies, and so on, and new scrub control to complete (so as to reduce risk of sheep entanglement and enable easy shepherding of the flock). The Grazing Project will also take time to gather a new flock(s) and to expand from its current very tentative and small scale experiments.

Conservation grazing is not profitable, overall, despite producing valuable premium meat products. If the council put resources into grazing the nutritionally better, more commercially viable grasslands (such as 39 Acres) they will detract from the task of grazing long-neglected high biodiversity sites. (This is exactly what happens on many private farms under the recent ESA and Countryside Stewardship agro-environmental schemes).

The council has set aside **no** budget of its own for the Grazing Project. It is entirely reliant on the success of its forthcoming bid for Higher Level Stewardship funding. There is no guarantee that this bid will succeed.

The Council has thus cut one service without any guarantee that any part of it can be replaced by any new source of funds. Yet this has not prevented them from arguing that the new Grazing Project will do just that.

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There is absolutely no way that the Grazing Project can fully substitute for the mowing service on urban and urban fringe Downland. This is a complete smokescreen.

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### The management of chalk grassland valued for wildlife

**Conservation grass mowing and collecting of the cut material** is one of the core management techniques for maintaining and enhancing the biodiversity of chalk grassland, which is the City's primary wildlife resource and the one for which they have the clearest international responsibility (for it is both globally a very rare ecosystem, and a very threatened one).

Grazing and scrub control are the other main techniques.

Without the use of all these techniques the more delicate herbs and grasses are out-competed by the more vigorous species, and diversity steeply declines. Swards in which 30-50 herbaceous species and many more lower plants and old meadow fungi grow are replaced by one or two tall grasses, at the base of which a nutrient-rich 'thatch' of dead material accumulates.

Grazing is by far the best technique in most cases. Sheep grazing has been the traditional management of most species-rich chalk grassland from medieval times onwards, with cattle grazing on a small fraction of the Down pastures.

**Mowing-and-collecting will always be an essential tool on many urban and urban fringe sites, on very fragmented and small sites, and on parts of other sites subject to heavy public usage. It does not require fencing or water supply, is less labour-intensive, and does not raise animal welfare issues or conflict with user groups.**

**Each kind of grazing, together with mowing, encourages a different sward type.** Thus, sheep grazing encourages a closed, flower-rich sward, which is also good for many emblematic old Down pasture butterflies, like the Blues. It is also good for most lower plants, like mosses, and lichen. More intensive grazing is essential for many species that depend on an open sward with some bare ground, like some rare moths. Cattle grazing is best for some threatened molluscs, like Heath Snail and Carthusian Snail. **Mowing creates a range of different micro-habitats (because it passes an even cut over uneven ground) which can be good for some invertebrates. It can also be modulated more readily (for instance, by close-mowing walkways and leaving adjacent areas for an annual or twice-annual cut).**

Grassland which is cut and the cuttings **NOT** collected loses its biodiversity value over time (as on the Benfield Hill LNR west slope when it was managed in the past by the West Hove Golf Club).

Grassland which is **NEITHER** cut **OR** collected loses value much quicker (as on the Woodvale 'meadow' site).

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### LIST OF AFFECTED SITES

**1. Waterhall 19 Acres (south valley, south side plateau grassland, alongside Devil's Dyke Road)**

Urban fringe. Heavy public usage. Part of the 2 mile long walking route to the Devil's Dyke. (See 2 below). Fully accessible because on level ground. Dramatic viewpoint. Part of a very important wildlife site: - the Waterhall complex of old Down pasture, re-established chalk grassland, and old and new scrub thickets. Part of a deeply neglected area that has a 70 year deficit of conservation management.

**2. Devil's Dyke Road roadside strip (between Saddlescombe Road turnoff and Devil's Dyke Farm)**

Part of the 2 mile long walking route to the Devil's Dyke. (See 1 above). Heavy public usage. Important introductory site for many walkers to Downland wildlife. Fully accessible because on level ground. Dramatic viewpoints. Part of two very important wildlife sites with mixed grassland, bare ground and scrub (Waterhall and the Dyke Golf Course). Has some Waxcap old meadow fungi species.

**3. Waterhall north valley (north of Golf Clubhouse)**

Urban fringe. Heavy public usage. Fully accessible because on level ground. Moderate views. Important piece of chalk grassland restoration in a very neglected complex which has been deteriorating for 70 years.

**4. Beacon Hill LNR, Rottingdean.**

They make their own arrangements because they have generated their own funds.

**5. Bevendean Down LNR**

Urban fringe. Heavy public usage. Relatively accessible, though a minority of the mown ground is on steeper contours. On high ground with good views of Bevendean Valleysides. Part of a very important Local Nature Reserve complex of old Down pasture, re-established chalk grassland, old and new scrub thickets. Part of an area that has a 30 year deficit of conservation management.

**6. Bexhill Road Open Space, Woodingdean**

Urban fringe. Heavy public usage. Fully accessible because on level ground. Dramatic viewpoint. Very exciting site with steep increase in attractive butterflies and grasshoppers and Downland herbs, since the excellent new wildlife-friendly management came in.

**7. Braeside Avenue Open Space (alongside the A27 Bypass, and adjacent to Ladies Mile Open Space, Patcham).**

Urban fringe. Heavy public usage. Relatively accessible, though the mown ground is on a slope. A greatly welcome extension of the chalk grassland fragments islanded at Ladies Mile Open Space.

**8. The Chattri**

Heavy public usage. Very important cultural monument. Relatively accessible because on level ground. Dramatic viewpoint. It's grounds should be tended with the same reverence as the Pavilion's grounds. Its excellent plantings have been of heathy plants which reflect the

## Environment CMM Agenda Item 60(i) Appendix B(ii)

site's past history as 'chalk heath'. Such plants, of course, are intolerant of nutrient enrichment, which uncollected cuttings cause.

### **9. Cliff edge grasslands: western clifftop and eastern clifftop (from Ovingdean to East Saltdean), Marine Drive orchid site, and Roedean carpark.**

Over 3 miles of nationally important cliff edge, plus a major wild orchid site (with Autumn Ladies Tresses). SSSI and adjacent to SSSI. (These are nationally important statutorily protected sites). Urban & urban fringe. Heavy public usage. Fully accessible and often on level ground. One of the best and most iconic Brighton sites. A mixture of relict maritime grassland, old chalk grassland and restored chalk grassland.

### **10. Foredown allotments, Portslade.**

Urban fringe. A flagship accessible allotment site for the disabled (who are so often excluded from wildlife sites by access problems).

### **11. The Green Ridge, Patcham**

Urban fringe. Heavy public usage. Fully accessible because on level ground. Dramatic viewpoint. Gateway site to the open Downs. Lovingly tended by one of the oldest community 'Friends' groups. Has been consistently managed to a high standard for many years - and seen a major rise in its biodiversity.

### **12. Happy Valley, Woodingdean**

Urban fringe. Heavy public usage. Fully accessible because on level ground. Adjacent to an old, farm-grazed chalk grassland site to which its present wildlife conservation management is re-connecting it.

### **13. Moulsecoomb Wild Park**

Urban fringe. Very heavy public usage. Heavily compromised as a site for children's free play by the extensive scrub cover and the busy A270, which both create child safety problems. A nationally famous lepidopterists (moths and butterflies) site a century ago, now reduced to the edge of extinction, but remarkably clinging on to its core old Down pasture interest against all the odds. Been neglected by the Council for the whole 80 years of its existence. Needs an expansion of BOTH mowing and grazing management, not a contraction.

### **14. Hollingbury Hillfort**

Urban fringe. Heavy public usage. Fully accessible because on level ground. Highly dramatic viewpoint. A first class wildlife site, continuous with the Wild Park old Down pastures. Very important acid grassland habitat with an excellent old meadow fungi (Waxcap) assemblage, with species more typical of the Wealden heaths. Wonderful spring orchid display (Early Purple Orchids). Important Gorse thickets. Old and very under-managed chalk grassland on the earthworks.

### **15. Hollingbury LNR - 39 Acres.**

Urban fringe. Heavy public usage. Fully accessible because on level ground. Dramatic viewpoint. Part of a very important wildlife site: - the Hollingbury Castle-Moulsecoomb Wild Park complex of old Down pasture, re-established chalk grassland, and old and new scrub thickets. Part of a deeply neglected area that has an 80 year deficit of conservation management.

## Environment CMM Agenda Item 60(i) Appendix B(ii)

### 16. Hollingbury Park, Ditchling Road.

Urban fringe. Heavy public usage. Fully accessible because on level ground. Dramatic viewpoint. Adjacent to a major orchid site (Early Spider Orchids) to which the present Downland management will - in time - reconnect it. This is a model initiative to render an important and very rare Downland Orchid population more sustainable.

### 17. Chelwood Flats Open Space, (north of Stanmer Heights Estate, Hollingbury)

Urban fringe. Heavy public usage. Relatively accessible, because on gently sloping ground. Fine long views. An area that has been increasing in wildlife importance, with good displays of orchids.

### 18. Ladies Mile Open Space, Patcham

Urban fringe. Heavy public usage. Almost all fully accessible, because on level ground. Fine viewpoint. This is one of the top old Down pasture sites on the urban fringe: - remarkable for preserving a large extent of intact *plateau* chalk grassland. (Plateau chalk grassland is nearing extinction through loss to ploughing and chemical sprays). Large swarms of Yellow Rattle, Dropwort, and Harebell. These species are particularly vulnerable to loss from mulching by grass cuttings. Good archaeology (Iron Age field lynchets and Bronze Age burial mound).

### 19. Varncombe Barn Model Aircraft Site, Saddlescombe Road.

Regular public usage. Fully accessible because on level ground. A small site near to other relict old Down pasture sites, which its current wildlife-friendly management helps to move towards sustainability.

### 20. Sheepcote Valley

A very major chalk grassland restoration site which is increasingly at risk even with current levels of management. Urban fringe. Heavy public usage. Fully accessible because on level ground. Dramatic viewpoint. Its interest almost entirely lies in its *early successional stage* wildlife – ‘arable weeds,’ which need disturbed ground (like Venus’s Looking Glass), open chalk grassland (which the Bee Orchids and the famous swarms of Creeping Bellflower need), and ground nesting birds (Skylarks and Meadow Pipits).

### 21. Stammer Park LNR - Great Wood archaeological sites.

Important woodland glades, which are already greatly more attractive with their better Downland management. Urban fringe. Heavy public usage. Fully accessible because on level ground. Provide important variation in relatively structurally similar woodland.

### 22. Stanmer Park LNR - Great Wood and Marquee Brow.

Urban fringe. Heavy public usage. Fully accessible because mostly on a gentle slope. An important area of chalk grassland restoration. Important, too, for providing structural variation to the Great Wood vegetation, and important nectar sources. Has many important species on site and close by, such as Adder’s Tongue Fern and Orchids.

### 23. Whitehawk Hill LNR – Wilson Avenue old allotments: Compartment 3 of the Local Nature Reserve Management Plan.

## Environment CMM Agenda Item 60(i) Appendix B(ii)

Urban fringe. Heavy public usage, particularly by children. Would be fully accessible if present management improved because on level ground. Good viewpoint. Very under-managed even with present arrangements. Only British site for the Whitehawk Soldier Beetle. Needs *more*, not less management.

### **24. Whitehawk Hill LNR - Tenantry Down: Compartment 2 of the Local Nature Reserve Management Plan.**

Urban fringe. Heavy public usage. Fully accessible because mostly on level ground or gentle contours. Arguably the best and most dramatic viewpoint on the entire urban fringe. At least 10 prehistoric camps visible from it. The best old meadow Waxcap fungi site on the urban fringe, with at 14 species recorded, including Pink Gills and Fairy Clubs. A rare piece of (almost extinct) plateau Down pasture. Present management is inadequate. Need increasing to at least two cuts and collection annually.

### **25. Whitehawk Hill LNR – Neolithic causewayed camp: Compartment 7 of the Local Nature Reserve Management Plan.**

Urban fringe. Heavy public usage. Important view both for amenity and archaeological landscape interpretation. Fully accessible, because mostly on level ground or gentle contours. Definitely the most important archaeological monument Brighton has. One of the ten best preserved causewayed camps in Britain. Camp ramparts have a good old down pasture flora, and enclosure area is greatly improving with current cut-and-collect regime. The area south of Manor Hill has good open and semi-open ground with good displays of characteristic short-lived herbs.

### **26. Whitehawk Hill LNR - Hilltop overlooking Craven Vale: Compartment 9 of the Local Nature Reserve Management Plan.**

Urban fringe. Heavy public usage. Important view both for amenity and archaeological landscape interpretation. Fully accessible because mostly on level ground or gentle contours. Important mixed areas of grassland and scrub with good invertebrates and colourful wild flowers. Under-managed at present. This currently makes it at risk of occupation by homesteaders.

### **27. Withdean Woods**

A small area which provides important structural variation in this largely woodland site.



## ECOSOC Agenda Item 24 Appendix 3

### Downland Mowing; Information from the Countryside Manager to 22 June ECOSOC

11 June 2009

#### 1. Summary

1.1 The change from mowing to conservation grazing the council downland sites has been underway for some time, but has been hastened by a substantial increase in the cost of cutting, baling and composting since 2007. If the council continued cutting, baling and composting there would have to be a substantial reduction in the area of downland managed to stay within the same budget. Grazing results in an improvement to the quality of chalk grassland management and will also cover a considerably greater area than could ever be achieved by mowing. A Grazing Plan to will go before Environment CMM in due course.

#### 2. Background

2.1 The Downs around Brighton and Hove were grazed by sheep for many hundreds, probably thousands of years. This traditional management technique was instrumental in creating and maintaining the species-rich turf. Chalk grassland supports up to forty different species of plant in one square meter and many of these are chalk specialists, which require a 'high stress' environment (very low soil fertility and regular browsing) to survive.

2.2 Sheep grazing began to decline towards the end of the 19<sup>th</sup> Century and this decline accelerated from the Second World War. As grazing reduced, sward height and soil fertility on many sites increased, which favoured an 'invasion' by scrub and coarse grasses at the expense of the classic downland species. During the 1950s, the decline was accelerated by a reduction in rabbit grazing (due to myxomatosis) and by artificially fertilising many of the old pastures to increase their yield. Many of the old downland pastures were also destroyed by ploughing.

2.3 Today chalk grassland is internationally rare. It is recognised in the EC Habitats Directive as a habitat of 'Community Interest' and is included in the UK List of Habitats that are of principal importance for the purpose of conserving English biodiversity. These are the habitats local authorities are expected to prioritise as part of their duty to further biodiversity, set out in Section 40 of the Natural Environment and and Rural Communities Act 2006.

#### 3. Chalk grassland management in Brighton & Hove

3.1 About twenty years ago, Brighton Borough Council introduced grass cutting and baling on some chalk grassland sites under its control. This 'emergency management' was a reaction to the serious decline in the quality of the remaining chalk grassland, most of which had received little or no grazing for many years. However cutting is an inferior management technique to grazing for a number of reasons, including:

## Environment CMM Agenda Item 60(i) Appendix B(iii)

- It is catastrophic method which can cause severe disruption to grassland invertebrates and ground nesting birds;
- It cannot be used on the steeper slopes (where much of the remaining chalk grassland is found);
- It is uniform in its application and therefore prevents the establishment of swards of varying height, which are favoured by some chalk grassland species and
- It damages chalk grassland features such as ant hills and some archaeology.

3.2 Reintroducing sheep grazing on the council's chalk grassland sites was therefore always desirable and ten years ago, Brighton & Hove Council reintroduced sheep to a few key sites, working with a local grazier and in close liaison with the local community.

3.3 Further incentives have developed for accelerating the move towards sheep grazing. It is now possible (under the DEFRA Stewardship Scheme) to attract external funding for the reintroduction of grazing but this is not available for cutting and baling. The council has also successfully established a grazing partnership with the Sussex Wildlife Trust and the South Downs Joint Committee (which both fully support the grazing option). Extensive pre-publicity is needed to ensure that people understand the reasons for the reintroduction, which takes time.

3.4 No problems have been encountered with the reintroduction of grazing to date and the educational and community benefits of reintroducing grazing on the urban fringe are just beginning to be recognised. The Ranger service has so far trained over 50 volunteer 'lookers' (to help check on the sheep) and has a further 38 people on a waiting list for the next training course. The city's grazing project has also received national and international press coverage and it clear we are amongst the lead local authorities in this important area of work.

3.5 From last year the costs of cutting and baling have multiplied. The main reason for the increase is that grass bales are now defined by the Environment Agency as 'waste' and therefore the council has to pay to have them removed. There has also been an increase in fuel costs because DEFRA has decided that moving bales is not an agricultural operation and therefore ordinary diesel has to be used rather than the cheaper, red (agricultural) diesel.

**EXTRACT FROM THE PROCEEDINGS OF THE ENVIRONMENT & COMMUNITY SAFETY  
OVERVIEW & SCRUTINY COMMITTEE MEETING HELD ON 22 JUNE 2009**

**ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE**

**4.00PM 22 JUNE 2009**

**BANQUETING ROOM, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors Morgan (Chairman); Davis, Drake, Rufus, Wells, Older and Kitcat

**4 PUBLIC QUESTIONS/LETTERS FROM COUNCILLORS/NOTICES OF MOTION  
REFERRED FROM COUNCIL**

- 4.1 The Chairman stated that this was the first letter that the Committee had received and said he had asked officers to prepare a brief response in time for this meeting. Councillor Morgan invited the wildlife group representatives to speak about the letter.
- 4.2 Mr Bangs said in his opinion the decision to end the grass collection service on mown conservation grasslands was a stealth cut related to increasing costs, which had been expected to be a one-off only. The increase in budget for mowing amenity grasslands was welcomed but the reduction in downland conservation management had adverse implications for core wildlife sites; however 'the circle could be squared.' National policy encouraging social enterprises had not been taken into account in tendering for composting services and the City's application for Biosphere reserve status would be badly affected, he said.
- 4.3 Ms Taylor of the Friends of Hollingbury and Burstead Woods referred to the internationally rare chalk grassland supporting a wonderful biodiversity. She said for 20 years the Council had worked with the voluntary local conservation groups to conserve and enhance this but grazing was not suitable for every situation. Ms Taylor highlighted some problems of conflicting interests for example separating sheep and dogs, costs of fencing, shepherding, moving sheep, removal of droppings and questioned whether costings for grazing had been compared with other options.
- 4.4 Ms Taylor said the issue needed to be addressed urgently as biodiversity would reduce as a thatch of uncollected mowings built up. Ms Taylor outlined a composting service used on the Isle of Wight and handed details to the scrutiny support officer.
- 4.5 Councillor Rufus commented that continuity of care was important and individual management plans were needed for each site. He remarked that the City did not have a biodiversity action plan.
- 4.6 The Countryside Manager welcomed the opportunity to thank volunteers for their

work and said that issues raised by the increase in costs of cutting collecting and composting sites, together with opportunities for increasing grazing of many sites along with continued mowing of others would be addressed in due course by the proposed draft grazing plan to be considered by the Cabinet Member.

- 4.7 **RESOLVED** That the Chairman write to Environment CMM on behalf of the Committee with a request urgently to review the downland mowing policy on a site by site basis.

**Agenda Item 24  
Appendix 5**

Brighton & Hove City Council

**Councillor Warren Morgan**

Brighton & Hove City Council  
King's House  
Grand Avenue  
Hove BN3 2LS

To  
Cabinet Member for Environment  
Councillor G Theobald

**Date:** 13 July 2009  
**Our Ref:** WM/MvB  
**Your Ref:**

Dear Councillor Theobald

I write as Chairman of Environment and Community Safety Overview and Scrutiny Committee.

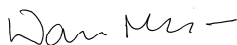
ECSOSC on 22 June received a letter from Wildlife Groups and an Officer briefing regarding downland mowing, enclosed. Following discussion the committee resolved to write to you as Environment Cabinet Member.

The Committee agreed to ask Councillor Sven Rufus as specialist ecologist, to add further comments which are included with this letter.

Attached also is the extract from the draft minutes with the resolution to request an urgent review of the mowing policy on a site by site basis.

I would like to speak at Cabinet Member meeting about this request.

Yours sincerely



Councillor Warren Morgan  
Chairman (ECSOSC)

**Additional Comments from Councillor Sven Rufus to 30 July Environment CMM**

My comments at the last ECSOSC emphasised the importance of a Biodiversity Action Plan (BAP) which currently BHCC has not got one of its own. We are partners in the Sussex BAP process, but as a distinct urban area and Unitary Authority we should have our own, with our own objectives and targets specific to our own conditions embedded within it.

The BAP would underpin all other nature conservation and management work, and hopefully lead seamlessly on to developing a coherent, comprehensive and costed set of management plans for all sites of conservation interest in the City. The work within them would need adequate resourcing to ensure delivery. The importance of proper management plans cannot be overstated as it ensures that continuity of management, and avoids ad hoc decisions being made for financial or other transitory reasons that could result in loss of biodiversity. Continuity of management is vital – even one year of different (or absent) management practice could result in a species being unable to breed, and possibly become extinct from a site.

The move to grazing on sites as discussed in the last ECSOSC can be a very beneficial thing, although it presents all sorts of practical (animal welfare, access to water for livestock etc) and cost implications. However, it may not be appropriate on all sites, or be the most cost effective at all times.

It is true that grass cutting has many drawbacks, as stated in the officer report, and at times grazing is clearly preferable for practical (eg steep slopes) or conservation reasons.

Given assurances that cutting continues on the downland sites, the lack of collection and composting remains of some concern and measures to address this need as part of effective downland management should be finalized as a matter of some urgency.

Where management has been undertaken on a site over many years – even where this is sub-optimal – it is important (in relation to this matter) to continue with previous practice until such a time as improved management is agreed and available. If grazing is to be introduced, the previous management (cutting) should be continued until the year in which the sheep are to be introduced to the site.

The officer's **briefing** did not address the impacts of the manner in which management changes are being implemented. The key issue **for the grazing plan** is not whether grazing or cutting is best for management, but ensuring that the shift between management methods, when such occurs, is undertaken in a considered and deliberate way.

Councillor Sven Rufus

July 2009

**EXTRACT FROM THE PROCEEDINGS OF THE ENVIRONMENT CABINET MEMBER MEETING HELD ON 30 JULY 2009**

**ENVIRONMENT CABINET MEMBER MEETING**

**4.00PM 30 JULY 2009**

**COMMITTEE ROOM 1, HOVE TOWN HALL**

**MINUTES**

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

**Also in attendance:** Councillors McCaffery (Opposition Spokesperson, Labour) and Davey (Opposition Spokesperson, Green)

**Other Members present:** Councillors Barnett, Bennett, Janio, Kennedy, Kitcat, Lepper, Pidgeon, Randall and Rufus

**18 LETTERS FROM COUNCILLORS**

**18(a) Letter – downland mowing policy**

- 18.1 A letter was received from Councillor Morgan, on behalf of the Environment & Community Safety Overview & Scrutiny Committee, calling for review of the downland mowing policy on a site by site basis (for copy see minute book).
- 18.2 Councillor Rufus, member of the Environment & Community Safety Overview & Scrutiny Committee, and specialist ecologist spoke on behalf of the committee.
- 18.3 The Cabinet Member explained he had met with some of the members of 'Friends of' groups and appreciated the support they gave the council in managing the green spaces for wildlife; he would be meeting with them again in coming months.
- 18.4 The Cabinet Member offered Councillors Rufus and Morgan a meeting with the Assistant Director for City Services to discuss the issue further.
- 18.5 **RESOLVED** – That the letter be noted.





	<b>Agenda Item 24</b> <b>Appendix 7</b>  Brighton & Hove City Council
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<b>Subject:</b>	<b>Cityparks Downland Management</b>		
<b>Date of Meeting:</b>	<b>24 September 2009 Environment Cabinet Member Meeting</b> <b>6 October 2009 ECSOSC</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Hugo Blomfield</b>	<b>Tel:</b> 29 2401
	<b>E-mail:</b>	<b>hugo.blomfield@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>East Brighton; Hangleton &amp; Knoll; Hollingdean &amp; Stanmer; Moulsecomb &amp; Bevendean, North Portslade; Patcham; Rottingdean Coastal; Withdean and Woodingdean</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 This report provides information about the proposed plan to increase the grazed area of council land managed by Cityparks.

**2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member for Environment approves the grazing plans for each site subject to full consultation with ward councillors and residents.
- 2.2 That the Cabinet Member for Environment approves the implementation of the grazing plans for key chalk downland sites and where feasible, subject to the above consultation being completed successfully.

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

- 3.1 The downs around the city were grazed by sheep for many hundreds, probably thousands, of years. This traditional management technique was instrumental in creating and maintaining the species-rich turf. Chalk grassland supports up to 40 species of plant in one square metre and many of these are chalk specialists, which require a 'high stress' environment (very low soil fertility and regular browsing) to survive.
- 3.2 Today chalk grassland is internationally rare and local authorities are expected to prioritise its management as part of their duty to further biodiversity, set out in Section 40 of the Natural Environment and Rural Communities Act 2006.

## Environment CMM Agenda Item 64 Appendix B(vii)

- 3.3 About 20 years ago Brighton Borough Council introduced grass cutting and baling on some chalk grassland sites under its control. This 'emergency management' was a reaction to the serious decline in the quality of the remaining chalk grassland, most of which had received little or no grazing for many years. However cutting is an inferior management technique to grazing.
- 3.4 Reintroducing sheep grazing on the council's chalk grassland sites was therefore always desirable and 10 years ago Brighton & Hove Council reintroduced sheep to a few key sites, working with a local grazier and in close liaison with the local community. Publicity is needed to generate support and ensure people understand the reasons for change.
- 3.5 Cityparks Rangers have trained over 65 volunteer 'lookers' (to help check on the sheep) and has a further 30 people on a waiting list for the next training course. The project has also received national and international press coverage and it is clear we are amongst the lead local authorities in this important area of work. No serious issues of concern have been encountered with the reintroduction of grazing to date and the educational and community benefits of reintroducing grazing on the urban fringe are now being recognised.

### Recommendations

- 3.6 The following proposals are in addition to, or to improve, sites where grazing and/or conservation mowing currently takes place. Conservation mowing will continue until grazing is introduced.
- 3.7 Winter 2009/2010:

Site	Grazing plan (Appendix 1 Site maps)
Beacon Hill Local Nature Reserve (LNR)	Increase the limited area currently grazed with sheep to include most of the chalk grassland. Permanent perimeter fencing with accessible gates. Grazing by rotation around several compartments with temporary internal fencing.
Bevendean Down LNR	Small extension to north of existing grazed area.
Hollingbury Wild Park LNR	Triple the small area of chalk grassland first grazed with sheep last winter. Permanent perimeter fencing with accessible gates and clear a large area of scrub for grazing.
Sheepcote Valley	Triple the area grazed with sheep in 2008/2009 to include most of the chalk grassland slopes (also now in the National Park) with temporary fencing.
Waterhall	Increase sheep grazing to include all the meadow area with permanent fencing and accessible gates.
Whitehawk Hill LNR	Introduce sheep grazing to a small area for the first time with temporary fencing.

- 3.8 Winter 2010/2011:

Site	Grazing plan

## Environment CMM Agenda Item 64 Appendix B(vii)

Bevendean Down Local Nature Reserve (LNR)	Negotiate with existing farm tenant to increase the area currently grazed with sheep.
Hollingbury Wild Park LNR	Assess the feasibility of extensively grazing both sides of Ditchling Road from Hollingbury golf course to the A27, including “39 acres” and land along west side of Ditchling Road currently mown by Cityparks. To include open access on foot across the entire area with accessible gates located where appropriate and dog owners encouraged to keep dogs under close control. Clear a further area of scrub for grazing and permanent fencing with accessible gates.
Ladies Mile LNR	Introduce sheep grazing to a small area for the first time with temporary fencing.
Sheepcote Valley	Increase the area grazed by sheep to include most of the grassland with permanent fencing.
Whitehawk Hill LNR	Double or triple the area first grazed with sheep in 2009/2010 depending on the success of 2009/2010.

### 3.9 Winter 2011/2012

Site	Grazing plan
Green Ridge	Introduce sheep grazing to a small area for the first time with temporary fencing.
Hollingbury Wild Park LNR	Clear a further area of scrub for grazing and permanent fencing with accessible gates.
Ladies Mile LNR	Double or triple the area first grazed with sheep in 2010/2011 depending on the success of 2010/2011.
Stanmer Park LNR	Introduce sheep grazing to “Marquee Brow” (small area of chalk downland north east of main entrance at Lower Lodges) for the first time with temporary fencing.
Whitehawk Hill LNR	Assess the feasibility of extensively grazing both sides of Manor Hill. To include open access with accessible gates located where appropriate and dog owners encouraged to keep dogs under close control.

3.10 Sheep grazing will continue at Benfield Hill LNR (currently managed by the South Downs Joint Committee), the sheep holding field at Stanmer and Dorothy Stringer School where sheep grazed their chalk grassland re-creation site for the first time last winter.

3.11 Conservation mowing will continue at the following sites until grazing can be introduced where possible: 19 acres (between Devil’s Dyke Road and Waterhall golf course), Bexhill Road open space, Braeside Avenue open space, Chattri (small area adjacent to Chattri grounds), Devil’s Dyke Road strip, Happy Valley, Hollingbury hill fort, Hollingbury Park reservoir surrounds, and Tenantry Down.

3.12 The following sites are not considered practical to graze and will continue to be mown: Clifftop (narrow strip from Marina to Saltdean producing little grass),

## Environment CMM Agenda Item 64 Appendix B(vii)

Roedean Golf (small area mown for Ladies Tresses), Roedean Way (small area adjacent to car park) and Withdean woods.

- 3.13 The extensive grazing plans for Hollingbury Wild Park (2010/2011) and Whitehawk Hill (2011/2012) will require further feasibility studies. Initial meetings have been held with officers in Property Services and Sustainable Transport to agree the principle of extensive grazing.
- 3.14 Consultation and publicity for each grazing site will include ward councillors, community conservation groups, site users, local residents, recruitment of “lookers” to assist with checking sheep, and up to ten access point information boards located at strategic locations and particularly focusing on where the above sites are gateways to the new South Downs National Park.
- 3.15 Implementation of these proposals would ensure sustainable management is reinstated onto the most important chalk grassland sites under council control. The declaration of the new National Park and the proposed creation of a green network as part of the Local Development Framework could create additional opportunities to extend grazing management to other areas. This wider grazing potential will be assessed at a later date.

### 4. CONSULTATION

- 4.1 Property Services and Sustainable Transport teams have been consulted.

### 5. FINANCIAL & OTHER IMPLICATIONS:

#### Financial Implications:

- 5.1 Funding for grazing has been identified from existing budgets.
- 5.2 With their support and advice an application has been submitted to Natural England for Higher Level Scheme (HLS) agricultural funding for ten years from 2010 to fund site improvements and facilitate grazing, such as scrub clearance, fences and accessible gates. Natural England has given the application full support and is currently funding full environment plans to accompany the application.

*Finance Officer consulted: Derek Mansfield Date: 19/08/09*

#### Legal Implications:

- 5.3 None identified at this stage.

*Lawyer consulted: Alison Gatherer Date: 19/08/09*

#### Equalities Implications:

- 5.4 Consultation is underway with existing conservation community groups, as well as developing new relationships with “lookers”, particularly local dog walkers. All fences will have accessible gates, not stiles. Natural England “access to

nature” project funding has recently been secured, in partnership with Sussex Wildlife Trust, to improve access to green spaces in the city by under represented groups and from areas of deprivation.

### Sustainability Implications:

- 5.5 Appropriate grazing is the most sustainable method of managing most areas of chalk grassland, as well as providing open access for people to enjoy green spaces. This is an important element of the council commitment to sustainability, reducing our carbon footprint, increasing biodiversity and moving towards Urban Biosphere status.

### Crime & Disorder Implications:

- 5.6 Positive management in itself will deter anti social behaviour such as vehicle incursions. The recruitment of “lookers” will develop a community of people who understand and care for the area. Scrambler and quad bikes are particular problems on “39 acres” which experience demonstrates will be deterred by grazing.

### Risk and Opportunity Management Implications:

- 5.7 There is an opportunity for further linking local food production (ie. meat) with local markets (eg. restaurants, butchers, schools).

### Corporate / Citywide Implications:

- 5.8 The project has already received national and international press coverage and it is understood the council is amongst the lead local authorities in approaching this area of work.

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

- 6.1 Mowing is inferior to grazing:

- it can cause severe disruption to grassland invertebrates and ground nesting birds;
- it cannot be used on the steeper slopes (where much of the remaining chalk grassland is found);
- it is uniform in its application and therefore prevents the establishment of swards of varying height, which are favoured by some chalk grassland species; and
- it damages chalk grassland features such as ant hills and some archaeology.

The cost comparisons of continuing to mow our chalk grassland sites vary due to soil type and from year to year due to the weather. In total in 2007 it cost £16,000 to cut, clear and compost. In 2008 it is estimated this would have increased to between £28,000 and £48,000 - depending on the weather - due to increased fuel and composting costs (as a result sites were cut but not cleared or composted).

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To implement a more sustainable method of managing Cityparks chalk grassland sites.

**SUPPORTING DOCUMENTATION**

**Appendices**

1. Individual site grazing plans for 2009/2010, Appendix 1.

**Documents In Members' Rooms**

None

**Background Documents**

1. Downland Initiative Feasibility Study.

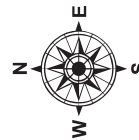








# 2009/2010 Grazing Plan



Scale: 1:5,000



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# 2009/10 Grazing Plan

Scale: 1:11,000



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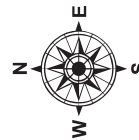








# 2009/2010 Grazing Plan



Scale: 1:5,000

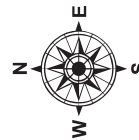


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# 2009/2010 Grazing Plan



Scale: 1:7,500



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**EXTRACT FROM THE PROCEEDINGS OF THE ENVIRONMENT CABINET  
MEMBER MEETING HELD ON THE 24 SEPTEMBER 2009**

**ENVIRONMENT CABINET MEMBER MEETING**

**4.00PM 24 SEPTEMBER 2009**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

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

**Also in attendance:** Councillor Mitchell (Leader of the Labour Group) and Councillor Rufus (Opposition Spokesperson, Green Group)

**Other Members present:** Councillors Carden and Davis

**49 CITYPARKS DOWNLAND MANAGEMENT**

- 49.1 The Cabinet Member considered a report of the Director of Environment concerning proposals to increase the grazed area of council land managed by Cityparks (for copy see minute book).
- 49.2 The Cabinet Member reported a minor correction to recommendation 2.2 of the report (see resolution).
- 49.3 The Cabinet Member explained that the Council had been re-introducing sheep grazing to a number of key chalk grassland sites for a number of years. This resulted in benefits to wildlife, as well as educational and community benefits, and the Council had the opportunity to graze much larger areas with funding from Natural England. Conservation mowing would continue until grazing was introduced.
- 49.4 The Cabinet Member paid tribute to the volunteer shepherds and the wildlife groups for their participation in the initiative.
- 49.5 Councillor Mitchell welcomed the extension of grazing, but raised a number of concerns about the practicalities of the approach. She stated that the report did not address plans for the sites that would not be grazed or the decision to stop collecting grass clippings; there was also no mention of the letter from the Chairman of the Environment & Community Safety Overview & Scrutiny Committee to the Cabinet Member or consultation with countryside and wildlife groups.



## Environment CMM Agenda Item 64 Appendix B(ix)

- 49.6 Councillor Rufus stated that the proposals in the report should form part of a framework for the management of all the sites; the Council should implement a Biodiversity Action Plan with individual action plans for each site rather than developing the proposals in the report separately.
- 49.7 The Cabinet Member reported that he had met with representatives of some of the relevant groups to discuss issues around grazing and that the report made it clear that proposals would not be progressed until consultation had taken place.
- 49.8 In response to questions from Councillor Mitchell, the Assistant Director for City Services made the following comments:
- Proposals for each site would be drawn up through the consultation and this would determine the number of sheep on each site.
  - No financial savings were expected and the Council would seek funds from the Higher Level Scheme; The cost of composting had increased, making grazing a more viable option.
  - There would be no impact on jobs.
- 49.9 The Assistant Director for City Services added that the report did not address all the conservation issues, as the report was specifically about grazing; some sites had management plans while others did not, and the intention was that these would form part of the Biodiversity Action Plan that was being developed as part of the Open Spaces Strategy.
- 49.10 The Director of Environment confirmed that further written information would be provided to Councillor Mitchell regarding the issues that she believed wildlife groups expected to see addressed.
- 49.11 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:
- (1) That the grazing plans for each site be approved, subject to full consultation with ward councillors and residents.
  - (2) That approval be given for the implementation of the grazing plans for key chalk downland sites ~~and~~ where feasible, subject to the above consultation being completed successfully.

Brighton & Hove City Council

Decision No: CMM70 – 24/09/09

Forward Plan No: N/A

This record relates to Agenda Item 49 on the agenda for the Decision-Making

## RECORD OF CABINET MEMBER DECISION

**DECISION-MAKER:** COUNCILLOR GEOFFREY THEOBALD

**PORTFOLIO AREA:** ENVIRONMENT

**SUBJECT:** CITYPARKS DOWNLAND  
MANAGEMENT

**AUTHOR:** HUGO BLOMFIELD

### THE DECISION

- (1) That the Cabinet Member for Environment approves the grazing plans for each site subject to full consultation with ward councillors and residents.
- (2) That the Cabinet Member for Environment approves the implementation of the grazing plans for key chalk downland sites where feasible, subject to the above consultation being completed successfully.

### REASON FOR THE DECISION

To implement a more sustainable method of managing Cityparks chalk grassland sites.

### DETAILS OF ANY ALTERNATIVE OPTIONS

Mowing is inferior to grazing:

- it can cause severe disruption to grassland invertebrates and ground nesting birds;
- it cannot be used on the steeper slopes (where much of the remaining chalk grassland is found);
- it is uniform in its application and therefore prevents the establishment of swards of varying height, which are favoured by some chalk grassland species; and
- it damages chalk grassland features such as ant hills and some archaeology.

The cost comparisons of continuing to mow our chalk grassland sites vary due to soil type and from year to year due to the weather. In total in 2007 it cost £16,000 to

Brighton & Hove City Council

cut, clear and compost. In 2008 it is estimated this would have increased to between £28,000 and £48,000 - depending on the weather - due to increased fuel and composting costs (as a result sites were cut but not cleared or composted).

**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

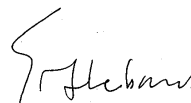
**Date:**

24 September 2009

**Decision Maker:**

Councillor Geoffrey Theobald  
Cabinet Member for Environment

**Signed:**



**Proper Officer:**

24 September 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**

**25 September-1 October 2009**

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

**25 September 2009**

Call-in Procedure completed (*if applicable*)

Call-in heard by (*if applicable*)

Results of Call-in (*if applicable*)



**Information supplied to Councillor Mitchell following 25 September  
Environment CMM**

- 1) As promised at Environment CMM, I am setting out the issues raised from the increased costs in cutting, collecting and composting at sites and how grazing fits in as a response to those increased costs.
- 2) In 2007 the costs of mowing, collecting and transporting the conservation green waste was £16,000. As an example Beacon Hill cost £1,860.
- 3) In 2008 the costs of mowing, collecting and transporting had increased to cover fuel costs. As an example the cost for Beacon Hill went up to £4,500 – a 41% increase. Although costs have to be calculated on a site by site basis, a 41% increase is significant.
- 4) In addition to this increase in cost, the cost of treating the green waste has risen significantly. For Beacon Hill alone an additional £10,395 would be needed to compost the green waste taking the total costs from £1,860 to £14,895 – nearly the whole citywide budget for conservation mowing. Citywide, the total costs for conservation mowing would be in the region of £28,000 to £48,000.
- 5) To try to contain the rising costs, the council bought specialist mowing equipment for £10k and brought the mowing operation in-house. However, bringing the service in-house does not cover the increased cost of composting and the budget would be fully spent on conservation mowing (including collection and composting of grass) for one or two sites leaving all other sites with a mowing only operation.
- 6) Instead, the £16,000 conservation mowing budget can be used to extend sheep grazing across five existing grazing sites (reducing the amount of conservation mowing taking place) plus one new one site per annum. Once sheep grazing is extended, we can draw down funds from the Higher Level Scheme to cover revenue costs above £16k.
- 7) This leaves nine sites which will continue to receive conservation mowing undertaken by our in-house mowing teams until grazing can be introduced should resources become available. These sites are 19 acres (between Devil's Dyke Road and Waterhall golf course), Bexhill Road open space, Braeside Avenue open space, Chattri (small area adjacent to Chattri grounds), Devil's Dyke Road strip, Happy Valley, Hollingbury hill fort, Hollingbury Park reservoir surrounds, and Tenantry Down.
- 8) A further four sites which are not considered practical to graze will also continue to be managed for conservation by in-house mowing (this includes

## Environment CMM Agenda Item 60(i) Appendix B(xi)

the cliff tops where grass collection is unnecessary as the wind blows the grass cuttings away).

9) A meeting with Cllr Geoffrey Theobald, myself, Hugo Blomfield and Dave Bangs, Phil Belden, Gill Taylor of Friends of Hollingbury and Burstead Woods and Maureen Holt of Keep the Ridge Green took place on the 28 May to discuss conservation mowing and at this meeting it was agreed that a report would be presented to the Environment CMM in September proposing the extension of sheep grazing.

10) Further site by site consultations will need to take place as mentioned in the recommendation of the 25 September CMM report before sheep grazing is introduced. This consultation process will follow that established for the other sites where sheep grazing takes place or is about to take place (Whitehawk Hill, Beacon Hill, Wild Park.)

Assistant Director, Cityclean and Cityparks  
29 September 2009

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 60(ii)

Brighton & Hove City Council

<b>Subject:</b>	<b>Grazing Plan to 2011/12</b>		
<b>Date of Meeting:</b>	<b>5 November 2009</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Gillian Marston</b>	<b>Tel:</b> 29-2293
	<b>E-mail:</b>	<b><a href="mailto:gillian.marston@brighton-hove.gov.uk">gillian.marston@brighton-hove.gov.uk</a></b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>East Brighton; Hangleton &amp; Knoll; Hollingdean &amp; Stanmer; Moulsecomb &amp; Bevendean, North Portslade; Patcham; Rottingdean Coastal; Withdean and Woodingdean</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

1.1 On 24 September 2009 a report titled Cityparks Downland Management was presented to Environment CMM. The report was called in and the Environment and Community Safety Overview & Scrutiny Committee considered the decision made on 6 October 2009 and determined that the decision should be referred back to CMM for reconsideration due to:

- The lack of consultation with local conservation and wildlife groups
- The lack of information in the CMM report relating to cutting and composting of sites not being grazed
- Lack of analysis evident in the CMM report of the impact of the downland mowing policy on a site by site basis

1.2 This report provides information about the proposed plan to move from conservation mowing to increased grazing on certain areas of council land and includes additional information to address the matters raised by the Environment and Community Safety Overview & Scrutiny Committee

#### 2. RECOMMENDATIONS:

2.1 This report is for information only to inform the Cabinet Member's decision in relation to the call-in of the original decision on Downland Management taken on 24 September 2009.

#### 3. RELEVANT BACKGROUND INFORMATION

3.1 The downs around the city were grazed by sheep for many hundreds, probably thousands, of years. This traditional management technique was instrumental in creating and maintaining the species-rich turf. Chalk grassland supports up to 40 species of plant in one square metre and many of these are chalk specialists, which require a 'high stress' environment (very low soil fertility and regular browsing) to survive.

- 3.2 Today chalk grassland is internationally rare and local authorities are expected to prioritise its management as part of their duty to further biodiversity, set out in Section 40 of the Natural Environment and Rural Communities Act 2006.
- 3.3 About 20 years ago Brighton Borough Council introduced grass cutting and baling on some chalk grassland sites under its control. This 'emergency management' was a reaction to the serious decline in the quality of the remaining chalk grassland, most of which had received little or no grazing for many years. However cutting is an inferior management technique to grazing.
- 3.4 Reintroducing sheep grazing on the council's chalk grassland sites was therefore always desirable and 10 years ago Brighton & Hove Council reintroduced sheep to a few key sites, working with a local grazier and in close liaison with the local community. Publicity is needed to generate support and ensure people understand the reasons for change.
- 3.5 Cityparks Rangers have trained over 65 volunteer 'lookers' (to help check on the sheep) and has a further 30 people on a waiting list for the next training course. The project has also received national and international press coverage and it is clear we are amongst the lead local authorities in this important area of work. No serious issues of concern have been encountered with the reintroduction of grazing to date and the educational and community benefits of reintroducing grazing on the urban fringe are now being recognised.

### **Recommendations**

- 3.6 The following proposals (which are subject to full consultation) are in addition to, or to improve, sites where grazing and/or conservation mowing currently takes place. Conservation mowing will continue until grazing is introduced.
- 3.7 Winter 2009/2010:

Site	Grazing plan (Appendix 1 Site maps)
Beacon Hill Local Nature Reserve (LNR)	Increase the limited area currently grazed with sheep to include most of the chalk grassland. Permanent perimeter fencing with accessible gates. Grazing by rotation around several compartments with temporary internal fencing.
Bevendean Down LNR	Small extension to north of existing grazed area.
Hollingbury Wild Park LNR	Triple the small area of chalk grassland first grazed with sheep last winter. Permanent perimeter fencing with accessible gates and clear a large area of scrub for grazing.

Sheepcote Valley	Triple the area grazed with sheep in 2008/2009 to include most of the chalk grassland slopes (also now in the National Park) with temporary fencing.
Waterhall	Increase sheep grazing to include all the meadow area with permanent fencing and accessible gates.
Whitehawk Hill LNR	Introduce sheep grazing to a small area for the first time with temporary fencing.

### 3.8 Winter 2010/2011:

Site	Grazing plan
Bevendean Down Local Nature Reserve (LNR)	Negotiate with existing farm tenant to increase the area currently grazed with sheep.
Hollingbury Wild Park LNR	Assess the feasibility of extensively grazing both sides of Ditchling Road from Hollingbury golf course to the A27, including "39 acres" and land along west side of Ditchling Road currently mown by Cityparks. To include open access on foot across the entire area with accessible gates located where appropriate and dog owners encouraged to keep dogs under close control. Clear a further area of scrub for grazing and permanent fencing with accessible gates.
Ladies Mile LNR	Introduce sheep grazing to a small area for the first time with temporary fencing.
Sheepcote Valley	Increase the area grazed by sheep to include most of the grassland with permanent fencing.
Whitehawk Hill LNR	Double or triple the area first grazed with sheep in 2009/2010 depending on the success of 2009/2010.

### 3.9 Winter 2011/2012:

Site	Grazing plan
Green Ridge	Introduce sheep grazing to a small area for the first time with temporary fencing.

Hollingbury Wild Park LNR	Clear a further area of scrub for grazing and permanent fencing with accessible gates.
Ladies Mile LNR	Double or triple the area first grazed with sheep in 2010/2011 depending on the success of 2010/2011.
Stanmer Park LNR	Introduce sheep grazing to “Marquee Brow” (small area of chalk downland north east of main entrance at Lower Lodges) for the first time with temporary fencing.
Whitehawk Hill LNR	Assess the feasibility of extensively grazing both sides of Manor Hill. To include open access with accessible gates located where appropriate and dog owners encouraged to keep dogs under close control.

- 3.10 Sheep grazing will continue at Benfield Hill LNR (currently managed by the South Downs Joint Committee), the sheep holding field at Stanmer and Dorothy Stringer School where sheep grazed their chalk grassland re-creation site for the first time last winter.
- 3.11 Conservation mowing will continue at the following sites until grazing can be introduced where possible: 19 acres (between Devil’s Dyke Road and Waterhall golf course), Bexhill Road open space, Braeside Avenue open space, Chattri (small area adjacent to Chattri grounds), Devil’s Dyke Road strip, Happy Valley, Hollingbury hill fort, Hollingbury Park reservoir surrounds, and Tenantry Down.
- 3.12 The following sites are not considered practical to graze and will continue to be mown: Clifftop (narrow strip from Marina to Saltdean producing little grass), Roedean Golf (small area mown for Ladies Tresses), Roedean Way (small area adjacent to car park) and Withdean woods.
- 3.13 The extensive grazing plans for Hollingbury Wild Park (2010/2011) and Whitehawk Hill (2011/2012) will require further feasibility studies. Initial meetings have been held with officers in Property Services and Sustainable Transport to agree the principle of extensive grazing.

### **Impact of reducing conservation mowing and increasing grazing**

- 3.14 It is proposed that the introduction of sheep grazing is prioritised to the Local Nature Reserves (which are Wild Park, Bevendean, Whitehawk Hill, Ladies Mile and Beacon Hill , as listed in Appendix 2). Many of the most important parts of these sites are inaccessible to mowers as they are too steep. If the current rate of progress continues, by winter 2010/11 the council will be grazing all of these high priority sites (although not the whole of them). Many of these areas are not being managed at all and in danger of losing their ecological importance. A further priority are Sites of Nature Conservation Importance (SNCIs) where there is chalk grassland under direct council management.

- 3.15 During the transition period from cutting to grazing, there are sites that will not be grazed or cleared of grass cuttings for some years, although these sites are generally those which are regarded as being already of lower quality habitat. Any change to the quality of chalk grassland occurs over many years of prolonged management. Uncut grass cuttings may affect some smaller species of chalk grassland plants over a period of time, but cutting will prevent scrub invasion which can lead to the loss of chalk grassland habitats altogether. The grazing plan will be kept under review and brought forward subject to consultation and resources.
- 3.16 Conservation mowing is to be continued without the clearance of the grass cuttings on sites of lesser conservation importance (i.e. of lower importance to unimproved chalk grassland). This is unlikely to be of significant detriment to the conservation value of these sites over a period of 5 years. As such, the council will keep the grazing plan under review and further increase its coverage subject to resources, consultation and practical implications.
- 3.17 Consultation on the feasibility and the means of introducing grazing and publicity for each grazing site will include ward councillors, conservation and wildlife groups, established friends groups, site users, local residents, recruitment of "lookers" to assist with checking sheep, and up to ten access point information boards located at strategic locations and particularly focusing on where the above sites are gateways to the new South Downs National Park.
- 3.18 Implementation of these proposals would ensure sustainable management is reinstated onto the most important chalk grassland sites under council control. The declaration of the new National Park and the proposed creation of a green network as part of the Local Development Framework could create additional opportunities to extend grazing management to other areas. This wider grazing potential will be assessed at a later date.

#### **4. CONSULTATION**

- 4.1 Property Services and Sustainable Transport teams have been consulted.
- 4.2 A meeting was held with the Brighton Urban Wildlife Group and representatives of Friends of Green Ridge, Friends of Sheepcote Valley and Friends of Hollingbury and Burstead Woods in May 2009. At that meeting the Cabinet Member for Environment agreed to present a Grazing Plan to a Cabinet Member Meeting. Further consultation with conservation and wildlife groups will be undertaken to further assess the suitability of sites for grazing, the transition from mowing to grazing, and where grazing is not deemed suitable the conservation and management implications and options.

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

##### Financial Implications:

- 5.1 Funding for grazing has been identified from existing budgets.

- 5.2 With their support and advice an application has been submitted to Natural England for Higher Level Scheme (HLS) agricultural funding for ten years from 2010 to fund site improvements and facilitate grazing, such as scrub clearance, fences and accessible gates. Natural England has given the application full support and is currently funding full environment plans to accompany the application.

*Finance Officer Consulted: Derek Mansfield*

*Date: 21/10/09*

Legal Implications:

- 5.3 None identified at this stage.

*Lawyer Consulted: Alison Gatherer*

*Date: 21/10/09*

Equalities Implications:

- 5.4 Consultation is underway with existing conservation community groups, as well as developing new relationships with “lookerers”, particularly local dog walkers. All fences will have accessible gates, not stiles. Natural England “access to nature” project funding has recently been secured, in partnership with Sussex Wildlife Trust, to improve access to green spaces in the city by under represented groups and from areas of deprivation.

Sustainability Implications:

- 5.5 Appropriate grazing is the most sustainable method of managing most areas of chalk grassland, as well as providing open access for people to enjoy green spaces. This is an important element of the council commitment to sustainability, reducing our carbon footprint, increasing biodiversity and moving towards Urban Biosphere status.

Crime & Disorder Implications:

- 5.6 Positive management in itself will deter anti social behaviour such as vehicle incursions. The recruitment of “lookerers” will develop a community of people who understand and care for the area. Scrambler and quad bikes are particular problems on “39 acres” which experience demonstrates will be deterred by grazing.

Risk and Opportunity Management Implications:

- 5.7 There is an opportunity for further linking local food production (ie. meat) with local markets (eg. restaurants, butchers, schools).

Corporate / Citywide Implications:

- 5.8 The project has already received national and international press coverage and it is understood the council is amongst the lead local authorities in approaching this area of work.



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

### **6.1 Mowing is inferior to grazing:**

- it can cause severe disruption to grassland invertebrates and ground nesting birds;
- it cannot be used on the steeper slopes (where much of the remaining chalk grassland is found);
- it is uniform in its application and therefore prevents the establishment of swards of varying height, which are favoured by some chalk grassland species; and
- it damages chalk grassland features such as ant hills and some archaeology.

The cost comparisons of continuing to mow our chalk grassland sites vary due to soil type and from year to year due to the weather. In total in 2007 it cost £16,000 to cut, clear and compost. In 2008 it is estimated this would have increased to between £28,000 and £48,000 - depending on the weather - due to increased fuel and composting costs (as a result sites were cut but not cleared or composted).

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

- 7.1 Grazing is an improvement to the quality of the council's chalk grassland management and will also cover considerably more chalk grassland than could ever be achieved by cutting. There will be an improvement in the management of sites which have never been cut and cleared but will be grazed. These are usually the most ecologically important sites which have been most under threat from species loss. Similarly, there is an improvement in the management of sites where they were being cut and cleared but are now being grazed.
- 7.2 As well as an improved method of managing chalk grassland, the increased costs of mowing and composting means the introduction of grazing is financially advantageous.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

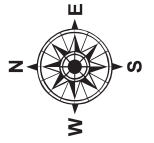
1. Individual site grazing plans for 2009/2010
2. Site by site information

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

None

### **Background Documents**

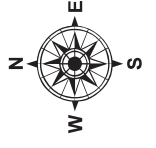
1. Downland Initiative Feasibility Study



Scale: 1:6,000







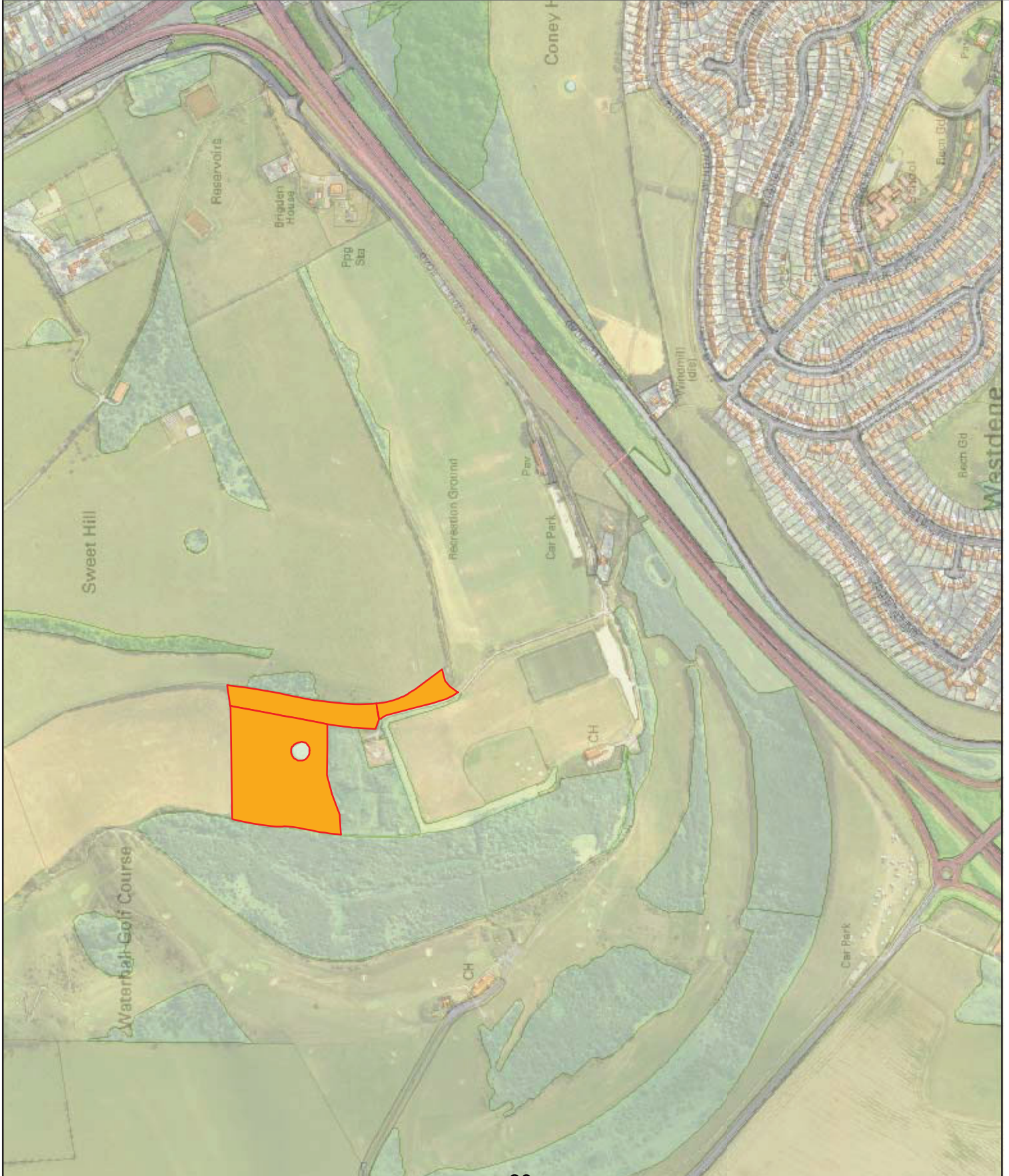
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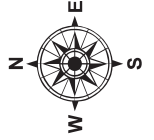




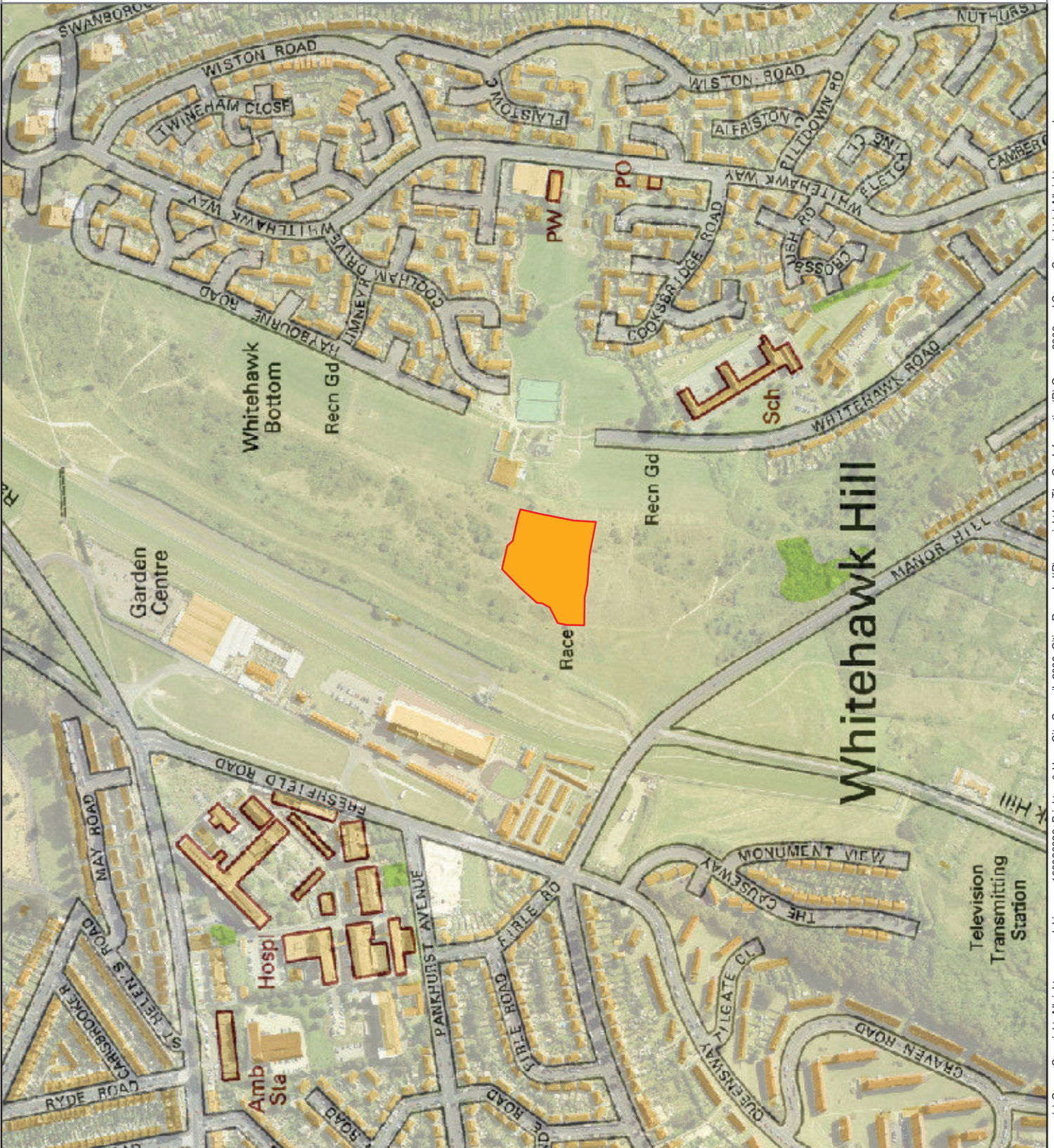




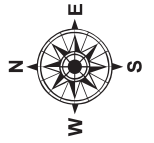




Scale: 1:5,000







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## Site management, Downland management report

## 1. Priority Local Nature Reserves (LNR):

Name of site	Brief description	2009/2010	2010/2011	2011/2012	Consultation
Beacon Hill LNR	Important unimproved chalk grassland (European priority habitat)	Increase the limited area currently grazed with sheep to include most of the chalk grassland. Permanent perimeter fencing with accessible gates. Grazing by rotation around several compartments with temporary internal fencing.	Continue grazing whole site.	Continue grazing whole site.	Extensive consultation underway including Rottingdean Parish Council and Beacon Hill Working Group (AGM 2/10/09).
Bevendean Down LNR	Important unimproved chalk grassland (European priority habitat)	Small extension to north of existing grazed area. Grazing starts 10 November 2009.	Negotiate with existing farm tenant to increase the area currently grazed with sheep.	Continue grazing 2010/2011 area.	Regular consultation with Friends of Bevendean Down and local farmer.
Ladies Mile LNR	Important unimproved chalk grassland (European priority habitat)	Grass cut only. This is unlikely to be of lasting detriment to the conservation value of the site during this time.	Introduce sheep grazing to a small area for the first time with temporary fencing.	Double or triple the area first grazed with sheep in 2010/2011 depending on the success of 2010/2011.	Consultation due to start 2010 – wildlife group has not met for some time.

Name of site	Brief description	2009/2010	2010/2011	2011/2012	Consultation
Stanmer Park LNR	“Marquee Brow” Important unimproved chalk grassland (priority European priority habitat)	Grass cut only. This is unlikely to be of lasting detriment to the conservation value of the site during this time.	Grass cut only. This is unlikely to be of lasting detriment to the conservation value of the site during this time.	Introduce sheep grazing to “Marquee Brow” (small area of north east of main entrance at Lower Lodges) for the first time with temporary fencing.	Consultation underway - Stanmer Park stakeholders meeting 6 July 2009.
Whitehawk Race Hill LNR	Important unimproved chalk grassland (European priority habitat)	Introduce sheep grazing to a small area for the first time with temporary fencing in October 2009,	Double or triple the area first grazed with sheep in 2009/2010 depending on the success of 2009/2010.	Assess the feasibility of extensively grazing both sides of Manor Hill. To include open access with accessible gates located where appropriate and dog owners encouraged to keep dogs under close control.	Extensive consultation including ward members, local school children, public events and publicity. Friends of Whitehawk Hill no longer exists.
Wild Park LNR (includes sites known as “39 acres”, Cuckmere Way, Ditchling Crescent, Hollingbury Hill Fort)	Important unimproved chalk grassland (European priority habitat)	Triple the small area of chalk grassland first grazed with sheep winter 08/09. Permanent perimeter fencing with accessible	Assess the feasibility of extensively grazing both sides of Ditchling Road from Hollingbury golf course to the A27, including “39 acres”	Clear a further area of scrub for grazing and permanent fencing with accessible gates.	Consultation underway and Friends of Wild Park now meet regularly.

Name of site	Brief description	2009/2010	2010/2011	2011/2012	Consultation
		gates and clear a large area of scrub for grazing.	and land along west side of Ditchling Road currently mown by Cityparks, adjacent to Cuckmere Way and Ditchling Crescent. To include open access on foot across the entire area with accessible gates located where appropriate and dog owners encouraged to keep dogs under close control. Clear a further area of scrub for grazing and permanent fencing with accessible gates.		

## 2. Second Priority Sites of Nature Conservation Importance (SNCI):

<b>Name of site</b>	<b>Brief description</b>	<b>2009/2010</b>	<b>2010/2011</b>	<b>2011/2012</b>	<b>Consultation</b>
Green Ridge SNCI	Rough, semi-improved amenity grassland (ie of lower ecological importance than unimproved chalk grassland) and should be in the National Park.	Grass cut only. This is unlikely to be of significant detriment to the conservation value of the site during this time.	Grass cut only. This is unlikely to be of significant detriment to the conservation value of the site during this time.	Introduce sheep grazing to a small area for the first time with temporary fencing.	Consultation underway with Keep the Ridge Green including meeting on 28.10.08.
Sheepcote Valley SNCI	Chalk grassland on slopes in National Park and rough grassland on old amenity site	Triple the area grazed with sheep in 2008/2009 to include most of the chalk grassland slopes with temporary fencing. Grazing underway from September 2009.	Increase the area grazed by sheep to include most of the grassland with permanent fencing.	Continue grazing most of the site.	Regular consultation with ward members and Friends of Sheepcote Valley. Extensive publicity, including national newspapers in 2009.
Waterhall SNCI	Chalk grassland and meadow in the National Park	Increase sheep grazing to include all the meadow area with permanent fencing and accessible gates.	Continue grazing most of the site.	Continue grazing most of the site.	Consultation underway with Friends of Waterhall – regular meetings.

## 3. Other sites (grass from the following sites was cut and collected until 2007):

Name of site	Brief description	2009/2012
"19 Acres"	Part of larger Waterhall SNCI on golf course	Continue mowing only, until grazing can be introduced should resources become available and subject to consultation. This is unlikely to be of significant detriment to the conservation value of the site during this time.
Bexhill Road Open Space	Amenity grassland of lower importance than unimproved chalk grassland. Eastern end is part of Bexhill Road SNCI.	Continue mowing only, until grazing can be introduced should resources become available and subject to consultation. This will not be of significant detriment to the conservation value of the site.
Braeside Open Space	Amenity grassland of lower importance than unimproved chalk grassland.	Continue mowing only, until grazing can be introduced should resources become available and subject to consultation. This will not be of significant detriment to the conservation value of the site.
Chattri (small area adjacent to Chattri grounds)	Part of larger Chattri Down SNCI on adjacent farm land	Continue mowing only. The grass from this site has never been collected.
Chelwood Close Flats Open Space	Amenity grass of low conservation importance (part of Wild Park LNR)	Continue mowing only for amenity value. The grass from this site has never been collected.
Clifftop	Above Brighton to Newhaven Cliffs SSSI	Continue mowing only. The grass from this site has never been collected because the wind quickly blows any grass cuttings away. Not collecting is unlikely to be of significant detriment to the conservation value of the site. It is not considered practical to graze this site,
Devil's Dyke Road Strip	Access strip (narrow strip to	Continue mowing only, primarily for access and amenity value. This is unlikely to be of significant detriment to the conservation value of the site.

Name of site	Brief description	2009/2012
	north part of SNCI) of lower importance than unimproved chalk grassland.	
Foredown allotments	Rough grass (part of Foredown allotments SNCI) of lower importance than unimproved chalk grassland.	Continue mowing only. The site is currently a meadow area with potential to be returned to allotment use. This is unlikely to be of significant detriment to the conservation value of the site.
Happy Valley	Rough amenity grass (part of Happy Valley SNCI) of low conservation importance	Continue mowing only, until grazing can be introduced should resources become available and subject to consultation. This is unlikely to be of significant detriment to the conservation value of the site.
Hollingbury Park reservoir surrounds	Rough amenity grass (part of Wild Park LNR) of lower importance than unimproved chalk grassland.	Continue mowing only. This site is adjacent to the Southern Water reservoir site which has greater conservation importance. The grass from the reservoir surrounds has not regularly been collected. This is unlikely to be of significant detriment to the conservation value of the site although there has been consultation with Friends of Hollingbury & Burstead Woods regarding potential improvements to the management of the site.
Roedean Golf	Rough amenity grass of lower importance than unimproved chalk grassland.	Continue regular mowing only, leaving a period uncut in late summer for autumn ladies tresses flowers. This is a small site not considered practical to graze and the grass has not previously been regularly collected. This is unlikely to be of detriment to the conservation value of the site.
Roedean Way	Rough amenity grass of lower importance than unimproved chalk	Continue mowing only. This is a small site adjacent to a car park which is not considered practical to graze and the grass has not previously been collected. This will not be of detriment to the conservation value of the site.

Name of site	Brief description	2009/2012
	grassland.	
Saddlescombe Model Aircraft Field	Rough amenity grass of lower importance than unimproved chalk grassland.	Continue mowing only, primarily for model aircraft use. This will not be of detriment to the conservation value of the site.
Stanmer Woods (parts of Stanmer LNR)	Part of Stanmer LNR	Continue mowing, primarily to maintain archaeology. This is a small site not considered practical to graze and the grass has not previously been collected. This is unlikely to be of detriment to the conservation value of the site.
Tenantry Down	Part of Whitehawk Hill LNR separated from main site by roads and allotments. Rough, semi-improved grassland of lower importance than unimproved chalk grassland.	Continue mowing only, until grazing can be introduced should resources become available and subject to consultation. This is unlikely to be of significant detriment to the conservation value of the site during this time.
Withdean Woods LNR	Rough grassland glade in woodland of lower importance than unimproved chalk grassland.	Continue mowing only. This is a small site not considered practical to graze and the grass has not recently been collected from this site. This is unlikely to be of detriment to the conservation value of the site.

NB Sheep grazing will continue at Benfield Hill LNR (currently managed by the South Downs Joint Committee), the sheep holding field at Stanmer and Dorothy Stringer School where sheep grazed their chalk grassland re-creation site for the first time in winter 2008/2009.





# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 61

Brighton & Hove City Council

<b>Subject:</b>	<b>Consultation Response to the Government's draft planning policy 'Development and Coastal Change'</b>		
<b>Date of Meeting:</b>	<b>5 November 2009</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Helen Gregory</b>	<b>Tel: 29-2293</b>
	<b>E-mail:</b>	<b>helen.gregory@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>Yes</b>	<b>Forward Plan No: ENV12778</b>	
<b>Wards Affected:</b>	<b>Brunswick and Adelaide; Central Hove; East Brighton; Queen's Park; Regency; Rottingdean Coastal; South Portslade; Westbourne; Wish</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The report seeks endorsement of the officer response to Government consultation on the draft planning policy - planning for development and coastal change (a supplement to PPS25 Development and Flood Risk) which sets out the planning framework for the continuing economic and social viability of coastal communities. This document brings together national planning policy to deliver sustainable coastal risk management. Consultation closed on the 12 October 2009 and an officer response was sent subject to approval by the council. The officer response generally welcomes the draft policies and a copy is attached at Appendix 1.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member endorses the officer response to the draft policy on Planning for Development and Coastal Change, sent out to meet the 12 October deadline, as set out at Appendix 1.

#### 3. RELEVANT BACKGROUND INFORMATION

- 3.1 The consultation document forms part of a wider package of actions being taken forward by the Department for Environment, Food and Rural Affairs (Defra) to deliver the Government's sustainable flood and coastal risk management approach set out in the Making Space for Water Strategy.
- 3.2 The draft planning policy on Development and Coastal Change reflects the new draft style for presenting national planning policy and sets out a slimmed-down suite of policies. A companion guide is being prepared to provide practice guidance and support for the implementation of the policy. The intention is that the final policy will be published as a supplement to PPS25 Development and Flood Risk.

## **The Draft Coastal Change Policy and Relationship to Council Priorities**

- 3.3 The draft development and coastal change policy promotes a strategic risk-based approach to managing future physical changes to the coastline, so that long-term adaptation of communities can be planned, whilst allowing necessary development that is appropriate and safe. It also introduces a more coordinated approach to planning and investment at the coast, ensuring that spatial strategies take proper account of the impact of physical processes affecting the coastline and decisions regarding the planning and management of coastal defences.
- 3.4 The officer response is set out at Appendix 1. The response generally welcomes the intention of the government to update planning policy on coastal change and agree that a strategic risk based approach to managing future physical changes to the coastline is an appropriate approach. However the response also highlights areas of the draft policy and in particular the draft practice guide where further guidance is requested for local planning authorities in the identification of Coastal Change Management Areas, ensuring that the wider consideration of sustainable coastal communities is fully taken into account and to reflect the real constraints in managing coastal change
- 3.5 The proposed approach is that where there is a significant risk of change to the coastline over the next 100 years, local planning authorities should define through their Local Development Framework (LDF) a 'coastal change management area' (CCMA) related to the area likely to be affected by coastal change and based on best available information (principally Shoreline Management Plans). Inappropriate development (such as new residential development) should be avoided in areas vulnerable to coastal change but certain types of time-limited development/activities or minor temporary uses that require a coastal location (such as recreation uses) may be permitted to maintain the social and economic viability of the coastal community.
- 3.6 To reduce the risk facing coastal communities already at threat from coastal change, plans need to be in place to manage their future development through adaption, for example by improving their resilience (defences/ development design etc), or by relocation and roll-back of development and infrastructure to more sustainable locations further inland from the changing coast. Where development and infrastructure needs to be relocated, sufficient suitable land should be allocated through the planning process. Applicants proposing developments within a CCMA will be required to assess the vulnerability of proposed developments to coastal change.
- 3.7 The draft companion Practice Guide sets out the envisaged areas of practice guidance and support to be provided to enable local planning authorities to implement the policy. It will provide guidance on how local planning authorities should manage the impacts of coastal change in the interim before Development Plan Documents can be updated to properly reflect the new policy.
- 3.8 The draft planning policy relates clearly to the council's priorities of protecting the environment while growing the economy, and within that, the Corporate Plan aims of protecting and enhancing our urban and natural environments and mitigating and adapting to the challenges as a coastal city of climate change.

- 3.9 The emerging Core Strategy for the Brighton & Hove Local Development Framework already proposes a strategic planning policy approach to the coastline recognising the need for on-going regeneration and maintenance of the seafront in an integrated and coordinated manner:
- It recognises that over the last 15 years the council has been engaged in a phased renewal of the defences between the Marina and the city boundary at Saltdean.
  - It reflects that the council will continue to work with Defra, the Environment Agency and Natural England for the ongoing maintenance of the coastal defences in accordance with the Brighton Marina to River Adur Strategy.
  - With respect to the coastline east of the Marina the council will continue to monitor the cliffs in order to understand more fully how the cliffs will react to changing climate in the next 50 years in order to plan for and take appropriate measures to safeguard coastal communities, important infrastructure (A259 & Trunk Services) and coastal access in the longer term in accordance with recommendations in the Beachy Head to Selsey Bill Shoreline Management Plan.
  - Further the emerging Core Strategy adopts a cautious approach to all new cliff development and will ensure proposals are examined rigorously in respect of cliff stability.
- 3.10 Given the timing of this consultation document and its likely final publication (in 2010) any further implications of the policy, such as the potential need to identify a coastal change management area, can be addressed in future appropriate Development Plan Documents. Implications for Development Management can be met within current practices in considering planning applications.

#### **4. CONSULTATION**

- 4.1 The Council's Coast Protection Engineer has been consulted on this report.

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

##### Financial Implications:

- 5.1 There are no direct financial implications arising from the recommendations contained within the report.

*Finance Officer Consulted: Patrick Rice*

*Date: 25/09/09*

##### Legal Implications:

- 5.2 Planning Policy Statements and their supplements are prepared by Government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. Local authorities should take them into account in preparing plans and policies. Once finalised, the policy supplement will be a material consideration to be taken into account when considering planning applications. No adverse Human Rights implications are considered to arise from this report

*Lawyer Consulted:*

*Ann Wilkinson*

*Date: 21/09/09*

Equalities Implications:

- 5.3 The proposed new policy would impact equally across all members of the community and there is no evidence to suggest that any particular racial or ethnic group has an increased exposure to coastal change risk.

Sustainability Implications:

- 5.4 The principle of sustainable development underpins the Government's draft policy proposals. Its emphasis is on ensuring that development on the coast remains safe during its expected lifetime, and enhancing the resilience of coastal communities to the increasing risk of coastal change. This approach will play an important part in minimising the effects of climate change and promoting the long-term viability of coastal communities in a sustainable way.

Crime & Disorder Implications:

- 5.5 None have been identified.

Risk and Opportunity Management Implications:

- 5.6 None have been identified.

Corporate / Citywide Implications:

- 5.7 The draft planning policy on development and coastal change relates clearly to the council's priority of protecting the environment while growing the economy, and within that, the Corporate Plan aims of mitigating climate change.

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

- 6.1 The alternative option would be to make no response to the public consultation on the draft planning policy. That option would be less likely to result in a final document that is useful within our local context.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 As a coastal city it is considered important for Brighton & Hove to respond to the Government consultation on the draft Coastal Change policies in a transparent manner, to accord with the corporate priority of open and effective city leadership.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Response to Government consultation paper on draft 'Planning for Development and Coastal Change'.

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

None

### **Background Documents**

1. Consultation Paper - Planning for Development and Coastal Change, July 2009:  
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/consultationcoastal.pdf>



## **Proposed Response to Planning for Development and Coastal Change Consultation Document**

The council agrees to a strategic risk-based approach to managing future physical changes to the coastline as set out in the consultation document which allows for necessary development that is appropriate and safe.

The council agrees that it is appropriate that the wider consideration of ensuring coastal communities remain sustainable should be a matter for the local planning authority to deal with through their LDFs (as this is not the purpose of Shoreline Management Plans). However it is felt that this should be more clearly set out in the practice guide to support draft policy DCC3.1. Further the level of additional information or evidence gathering that will need to be undertaken to support local planning authorities with this wider consideration has to be appropriate to ensure a sound LDF document and further guidance in Section 37 of the proposed Practice Guide would be welcomed.

It is recommended that the consideration of 'sustainability criteria' or constraints to managing the coastal change should better reflect that many coastal areas are established developed areas with limited capacity to absorb relocated communities/ infrastructure. Furthermore coastal towns often already have to tackle issues of economic and social deprivation relative to the rest of their region and/or the need to improve coastal transport links to reduce their peripherality. This needs to be better reflected in the policy/ practice guide where the considerations of ensuring the continued economic and social viability of coastal communities in areas of coastal change are discussed.

It is recommended that the constraints that need be considered with options for managing change or adaptation such as identifying land outside coastal change management areas for relocating assets should include national designations such as National Parks and historic designations such as Conservation Areas.

The critical guidance required in the proposed Practice Guide is considered to be how to define the coastal change management area and set out the policy approach for properly managing existing assets. Particularly in the instance when it is only in the longer-time frame that those assets are at risk to ensure that there is some certainty and flexibility for those who own assets that are currently protected. Further, it is understood that Defra are soon to publish coastal erosion risk maps. It is not clear from the guidance how these should be used alongside SMPs in defining coastal change management areas and how these should be shown on Local Plan proposals maps. Further guidance is requested on this issue. There appears to be an inconsistency between the draft policy and the practice guide as to whether when defining the extent of coastal change management areas these should include areas allocated for relocated uses or whether land allocation will be outside the defined area.

Whilst it is welcomed that appropriate forms of new development will be allowed in coastal change management areas, in practise the options may be limited. There will be wider planning considerations to consider when identifying suitable alternative time-limited uses. It will not always be appropriate to suggest hotels, shops, offices or leisure activities in small-scale coastal

communities where the need for such use is limited and could undermine strategies for existing commercial areas.

It is requested that guidance should be provided on how to update these coastal change management areas as more understanding of rates of erosion and the impact of climate change are known. How to adequately plan for those areas currently on the 'right' side of the line, to raise awareness of the longer term potential risks to those areas and to avoid piecemeal long term planning of the wider coastal community.

The intention to provide guidance on how to manage the impacts of coastal change in the interim before LDDs can be updated to properly reflect the new policy is welcomed. In particular an indication of whether this is best addressed through the Core Strategy or can be addressed through Area Action Plans would be useful.



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 62

Brighton & Hove City Council

<b>Subject:</b>	<b>London Road Station Area Resident Parking Scheme Consultation</b>		
<b>Date of Meeting:</b>	<b>5 November 2009</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel:</b> 29-3329
	<b>E-mail:</b>	<b>charles.field@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>Preston Park and St Peter's &amp; North Laine</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider the outcome of the public consultation undertaken regarding a proposed Residents Parking Scheme for the London Road Station area (Appendix A).

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves that the London Road Station Area Residents Parking Scheme be progressed to final design and the Traffic Regulation Order advertised, subject to the amendments outlined in this cabinet report.
- 2.2 That the Cabinet Member agrees for an order to be placed for all required pay and display equipment to ensure implementation of the proposed parking schemes are undertaken as programmed.

#### 3. BACKGROUND

- 3.1 A timetable for consulting on Residents Parking Schemes across the City was agreed by cross-party councillors at Environment Committee in January 2008.
- 3.2 Following the consultation and subsequent approval for a residents parking scheme for Preston Park Avenue, ward councillors had raised concerns with officers about displacement further into their ward. These views were reinforced by the receipt of petitions from local residents asking to be included in the consultation area for the programmed London Road Station Area residents parking scheme.
- 3.3 As a direct response to residents and ward councillors' requests, funding was identified to expand the programmed initial consultation area for a London Road Station Area scheme and agreed at Environment CMM on 5 June 2008.

3.4 The expanded consultation area comprised 3 distinct geographical areas covering:

- 1) The Original area – (Southwest area)
- 2) Adjoining area – (North area)
- 3) Adjoining area – (Southeast area)

A map of the expanded consultation area is shown in Item 61 (Appendix A): the original area is to the south of the railway line and to the west of Ditchling Road.

3.5 Following detailed parking surveys which took place in December 2008 and meetings with the Ward Councillors, it was agreed that public consultation would take place for this expanded London Road Station Area Residents Parking Scheme, on the preliminary design for this scheme.

#### 4. CONSULTATION

4.1 In June 2009, an information leaflet, map and questionnaire were sent to 6011 households. This included 124 sent to Wellend Villas in Springfield Road, which is a Car Free Development. These questionnaires have been treated separately and the number of households mailed that are eligible to join a residents parking scheme were therefore 5,887. Questionnaire returns totalled 1,516, giving a response rate of 26%.

4.2 Prior to completing the questionnaire, residents were invited to a public exhibition to learn about the proposals in more detail. A staffed public exhibition was held at the Calvary Evangelical Church Hall, 72 Viaduct Road on Monday 8 June 2009 from 5pm until 8pm and again on Tuesday 9 June 2009, from 12pm to 4pm. An unstaffed public exhibition was held at Hove Town Hall from 10 June to 17 July 2009 between 9am and 5pm.

#### Residents Parking Scheme Questionnaire Analysis

4.3 Officers have analysed the results of the consultation and discussed these with Ward Councillors. Looking at the scheme as a whole, 38% of respondents support the proposed London Road Station Residents Parking Scheme and 60% are not in favour. A further 38 people (2%) expressed no opinion either way. Full consultation results are given in Appendix C.

4.4 When looked at as three smaller geographic areas however, (3.4 above and given on a map in Appendix A), it is clear that the majority of residents in the original area (Viaduct Rise area) are in favour of the implementation of a residents parking scheme.

4.5 This is in line with consistent and ongoing support from residents in that area.

	For (%)	Neither for n against (%)	Against (%)
Southwest Area (Original Area)	67	3	30
North Area	28	2	70
Southeast Area	30.5	3	66.5

- 4.6 Therefore, following the discussions with the Ward Councillors for all these areas, a revised boundary for the London Road Station Area scheme has been drawn to reflect the views of residents and is shown in Appendix B
- 4.7 The original questionnaire results have been reviewed to take account of the revised boundary; of the 13 roads that are included within the proposed new scheme boundary, 10 are in favour of the scheme overall (77%) and a further 1 (8%) are neutral. Overall in the proposed revised London road station area scheme 66.8% of respondents are in favour.
- 4.8 The council is aware that displacement parking may become an issue for areas surrounding the introduction of any new parking scheme. It is difficult to predict levels of displacement as some drivers may pay to park within the scheme and some may choose alternative methods of travel. Residents further out from the immediate London Road station locality have voted overwhelmingly against a scheme, therefore although officers have considered displacement effects, the council does not feel it would be appropriate to proceed in these areas against the wishes of local residents.
- 4.9 Equally officers feel that not to proceed with a scheme in the immediate London Road station locality would not be fair on residents suffering over 100% capacity parking pressures and safety issues, and who have voted in the majority for a scheme, hence the recommendation is to proceed with a smaller scheme within these roads in the Viaduct Rise area.
- 4.10 As part of the consultation undertaken in the scheme, regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and are in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the scheme but there are no opportunities for any off street spaces due to the existing geography and existing parking provisions in the areas.

## **Conclusions**

- 4.11 The majority of respondents within the revised scheme area of London road station support the introduction of a Residents Parking Scheme. Therefore, the recommendation is that the revised scheme be progressed to final design and advertised through a Traffic Regulation Order.
- 4.12 As this proposal is different from the detailed design proposal, the recommendation is we now write to all residents in 3 groups with the following information.
1. London roads station area to inform them that a scheme will be implemented and when the Traffic Regulation Order will be advertised.
  2. The residents of the Sylvan Hall Estate and Ditchling Road (South of the railway line), in order to inform them that a scheme is progressing in adjacent roads. It will be pointed out that they need to consider the effects this may have and also outline issues within the estate of being included within a resident parking scheme. Residents in these roads can then make an informed decision about whether to be included or excluded from this

scheme. The reason to consult these roads in particular is the nature of the roads which are either, very narrow and enclosed, or a very busy through route.

3. The remainder of southeast and southwest area to inform them that, based on the results of the consultation, a scheme will not be progressed in their area but contained within a smaller area around London road station, giving them a we blink where they can access the Cabinet Report and that they have the opportunity to make representations/object as part of the TRO process.

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

### Financial Implications:

- 5.1 The full cost of advertising the traffic regulation order and amending the lining and signing will be covered from existing traffic revenue budgets. The financial impact of the revenue from the proposed new scheme, along with associated ongoing maintenance costs, will be included within the proposed budget for 2010-11 which will be submitted to Budget Council in February 2010.
- 5.2 New parking schemes are funded through unsupported borrowings with approximate repayment costs of £130,000 per scheme over 7 years

*Finance Officer Consulted: Karen Brookshaw*

*Date: 19/10/09*

### Legal Implications:

- 5.3 Broadly, the Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. Also, as far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles and securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 The Council has specific powers under the Road Traffic Regulation Act to make various types of order and the most relevant in relation to the proposals in this report are summarised below.
- 5.5 Section 1 of the 1984 Act enables the Council to make orders prohibiting, restricting or regulating the use of roads. The various grounds for such action include safety, prevention of congestion and preservation of amenity and are not restricted to the roads mentioned in an order but can be for the benefit of other roads.
- 5.6 Under section 45 of the 1984 Act, the Council has wide powers to designate parking places on highways for vehicles or classes of vehicles, with or without charge. It includes power to authorise parking by permit. Under subsection (3), in determining what parking places are to be designated under this section the Council must consider both the interests of traffic and those of the owners and

occupiers of adjoining property, and in particular the matters to which that authority shall have regard include:

- (a) the need for maintaining the free movement of traffic;
- (b) the need for maintaining reasonable access to premises; and
- (c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.

- 5.7 Under section 122 of the 1984 Act, the Council has the duty to exercise the functions conferred on them by that Act to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard so far as is practicable to the following:
- (a) the desirability of securing and maintaining reasonable access to premises;
  - (b) the effect on the amenities of any locality affected including the importance of controlling the use of the roads by heavy commercial vehicles;
  - (c) national air quality strategy;
  - (d) facilitating the passage of public service vehicles and the safety/convenience of persons wishing to use; and
  - (e) any other matters appearing relevant to the local authority.
- 5.8 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.
- 5.9 Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

*Lawyer Consulted:*

*Liz Culbert*

*Date: 14/10/09*

Equalities Implications:

- 5.10 The proposed measures will be of benefit to many road users.

Sustainability Implications:

- 5.11 The new motorcycle bays will encourage more sustainable methods of transport.
- 5.12 Managing parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

- 5.13 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.14 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

- 5.15 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

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

- 6.1 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.
- 6.2 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.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 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 the report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A – Map of London Road Station consultation area
2. Appendix B - Map of proposed London Road Station Area Residents Parking Scheme
3. Appendix C – Initial boundary consultation results

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

None

### **Background Documents**

None






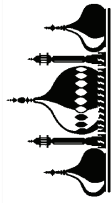
Item 62 Appendix A

- Proposed CPZ boundary
- Residents only 9am - 8pm
- Shared P&D 4hr 9am - 8pm
- Shared P&D 2hr 9am - 8pm
- Shared P&D 1hr 9am - 8pm
- Exclusive P&D 2hr 9am - 6pm
- Disabled bay
- Disabled bay max stay 3hrs
- Motorcycle bay
- Cycle Parking
- Loading bay
- Taxi bay
- Car Club bay
- Bus Stop Clearway
- No loading 8.00am - 6.30pm
- No loading 8.00am - 9.30am, 4.00pm - 6.30pm
- School Keep Clear
- Crossover
- Area of highway for residents and visitor parking only
- Extent of pedestrian crossing (zig-zags)
- Traffic calming feature



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<p>Drawing Number</p> <p>MMD-244884-C-DR-00-XX-2005</p>																			





Item 62 Appendix B

- Proposed CPZ boundary
- Residents only 9am - 8pm
- Shared P&D 4hr 9am - 8pm
- Shared P&D 11hr 9am - 8pm
- Exclusive P&D 2hr 9am - 6pm
- Disabled bay
- Motorcycle bay
- Cycle Parking
- Loading bay
- Taxi bay
- Car Club bay
- Bus Stop Clearway
- No loading 8.00am - 6.30pm
- School Keep Clear
- Crossover
- Extent of pedestrian crossing (zig-zags)
- Traffic calming feature



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		P1	01/09/09	HWH	First Issue	RH	RGB		London Road Area: Residents Parking Scheme Revised Scheme Boundary Following Public Consultation	Checked
									Approved	RGB
									Scale at A3	NTS
									Rev	Status
									P1	PRE
									Drawing Number	
									MMD-244884-C-DR-00-XX-2004	



## Area J Extension Residents Parking Scheme Report (July 2009)

### Background

In June 2009 an information leaflet and map, plus questionnaire about a proposed extension to the Area J Residents Parking Scheme was sent to 6011 households. 124 of these went to Wellend Villas in Springfield Road which is a Car Free Development and therefore these questionnaires have been treated separately. The number of valid households mailed is 5,887.

1,516 valid<sup>1</sup> questionnaires were received giving a response rate of 26%.

### Q1 Which of the following best describes your feeling about the proposal to include your area into the existing Area J parking scheme?

	No. of respondents	% Respondents
I would strongly support it	328	22
I would support it to some extent	242	16
No opinion either way	38	2
I am against it to some extent	151	10
I am completely against it	757	50
<b>Total</b>	<b>1,516</b>	<b>100</b>

Breaking this down into whether people support or do not support the scheme numbers are:

- 570 (38%) In favour
- 908 (60%) Not in Favour
- A further 38 people (2%) expressed no opinion either way.

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<sup>1</sup> Questionnaires from respondents outside the area and those where the main question (1) was not answered were removed.

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On a road by road basis:

Road name (no addresses mailed in each road)	I would strongly support it		I would support it to some extent		No opinion either way		I am against it to some extent		I am completely against it		Response rate for road	Overall in favour <sup>2</sup>
	No.	%	No.	%	No.	%	No.	%	No.	%	No. (%)	%
<b>Area 1 – North of Railway</b>												
Beaconsfield Road North(61)	0	0	0	0	0	0	1	12.5	7	87.5	8 (13)	0
Ditchling Gardens (26)	2	16.7	4	33.3	0	0	1	8.3	5	41.7	12 (46)	50
Ditchling Road North (273)	4	5.3	4	5.3	2	2.7	4	5.3	61	81.3	75 (27.5)	10.6
Edburton Avenue (92)	4	7.5	7	13.2	0	0	3	5.7	39	73.6	53 (57.6)	20.7
Florence Place (1)	0	0	0	0	0	0	0	0	1	100	1 (100)	0
Florence Road (179)	13	20.3	15	23.4	1	1.6	6	9.4	29	45.3	64 (35.7)	43.7
Grantham Road (99)	1	2.4	4	9.5	1	2.4	6	14.3	30	71.4	42 (42.4)	11.9
Rugby Road (121)	6	11.1	12	22.2	2	3.7	3	5.6	31	57.4	54 (44.6)	33.3
Semley Road (20)	0	0	0	0	0	0	1	9.1	10	90.9	11 (55)	0
Southdown Avenue (81)	6	14	5	11.6	1	2.3	3	7	28	65.1	43 (53)	25.6
Springfield Road (466)	25	23.4	23	21.5	1	0.9	10	9.3	48	44.9	107 (23.0)	44.9
St Andrews Road (23)	1	20	1	20	0	0	0	0	3	60	5 (21.7)	40
Stanford Avenue (369)	2	2.2	7	7.7	3	3.3	6	6.6	73	80.2	91 (24.6)	9.9
Total (1,811)	64	11.3	82	14.5	11	1.9	44	7.8	365	64.5	566 (31.2)	25.8
<b>Area 2 – West of Ditchling Road</b>												
Beaconsfield Road	3	17.6	4	23.5	1	5.9	1	5.9	8	47.1	17 (15.6)	41.1

<sup>2</sup> Red = road not in favour overall, green = road in favour general, blue = neutral

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South (109)												
Road name (no addresses mailed in each road)	I would strongly support it		I would support it to some extent		No opinion either way		I am against it to some extent		I am completely against it		Response rate for road	Overall in favour <sup>3</sup>
	No.	%	No.	%	No.	%	No.	%	No.	%	No. (%)	%
Clyde Road (159)	20	51.3	11	28.2	0	0	3	7.7	5	12.8	39 (24.5)	79.5
Ditchling Rise (391)	40	41.2	21	21.6	1	1	12	12.4	23	23.7	97 (24.8)	62.8
Gerard Street (30)	3	30	2	20	1	10	2	20	2	20	10 (33.3)	50
Lorne Road (21)	4	80	0	0	0	0	0	0	1	20	5 (23.8)	80
Shaftesbury Place (26)	0	0	2	33.3	0	0	2	33.3	2	33.3	6 (23)	33.3
Shaftesbury Road (179)	36	62.1	9	15.5	0	0	4	6.9	9	15.5	58 (32.4)	77.6
Stanley Road (93)	15	45.5	11	33.3	1	3	0	0	6	18.2	33 (35.4)	78.8
Vere Road (128)	14	41.2	7	20.6	1	2.9	3	8.8	9	26.5	34 (26.6)	61.8
Warleigh Road (169)	18	42.9	4	9.5	4	9.5	2	4.8	14	33.3	42 (24.8)	52.4
Winchester Street (31)	12	70.6	1	5.9	0	0	1	5.9	3	17.6	17 (54.8)	76.5
Yardley Street (34)	10	55.6	4	22.2	1	5.6	1	5.6	2	11.1	18 (52.9)	77.8
Preston Circus (2)	0	0	1	100	0	0	0	0	0	0	1 (50)	100
Total (1,372)	175	46.4	77	20.4	10	2.7	31	8.2	84	22.3	377 (27.5)	66.8
<b>Area 3 – East of Ditchling Road</b>												
Aberdeen Road (45)	2	18.2	2	18.2	0	0	2	18.2	5	45.5	11 (24.4)	36.4
Ashdown Road (15)	1	14.3	3	42.9	1	14.3	1	14.3	1	14.3	7 (46.6)	57.7
Belton Road (41)	2	12.5	0	0	0	0	2	12.5	12	75	16 (39)	12.5
Brewer Street (30)	2	28.6	2	28.6	0	0	1	14.3	2	28.6	7 (23.3)	57.2
Bromley Road (91)	7	43.8	2	12.5	2	12.5	1	6.3	4	25	16 (17.6)	56.3
Caledonian Road (69)	0	0	0	0	0	0	2	25	6	75	8 (11.6)	0
Canterbury Drive (78)	0	0	4	66.7	1	16.7	1	16.7	0	0	6 (7.7)	66.7

<sup>3</sup> Red = road not in favour overall, green = road in favour general, blue = neutral

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Crescent Road (77)	5	14.7	5	14.7	0	0	5	14.7	19	55.9	34 (44.1)	39.4
Road name (no addresses mailed in each road)	I would strongly support it		I would support it to some extent		No opinion either way		I am against it to some extent		I am completely against it		Response rate for road	Overall in favour <sup>4</sup>
	No.	%	No.	%	No.	%	No.	%	No.	%	No. (%)	%
D'Aubigny Road (27)	2	33.3	0	0	0	0	0	0	4	66.7	6 (22.2)	33.3
Ditchling Road South (182)	3	13.6	1	4.5	0	0	1	4.5	17	77.3	22 (12.1)	18.1
Edinburgh Road (37)	0	0	0	0	0	0	1	33.3	2	66.7	3 (8.1)	0
Inverness Road (19)	3	75	1	25	0	0	0	0	0	0	4 (21)	100
Lewes Road (282)	1	4.2	2	8.3	0	0	4	16.7	17	70.8	24 (8.5)	12.5
Mayo Road (48)	1	11.1	3	33.3	0	0	0	0	5	55.6	9 (18.7)	44.4
Newport Street (26)	1	14.3	2	18.6	0	0	0	0	4	57.1	7 (26.9)	32.9
Park Crescent (148)	5	16.1	6	19.4	0	0	3	9.7	17	54.8	31 (20.9)	35.5
Park Crescent Place (80)	3	33.3	1	11.1	1	11.1	2	22.2	2	22.2	9 (11.2)	44.4
Park Crescent Road (80)	7	28	3	12	0	0	7	28	8	32	25 (31.2)	40
Park Crescent Terrace (82)	2	16.7	5	41.7	0	0	0	0	5	41.7	12 (14.6)	58.4
Prince's Crescent (97)	5	16.7	6	20	1	3.3	1	3.3	17	56.7	30 (30.9)	36.7
Prince's Road (90)	4	12.9	3	9.7	1	3.2	2	6.5	21	67.7	31 (34.4)	22.6
Richmond Road (156)	5	6.8	9	12.3	3	4.1	7	9.6	49	67.1	73 (46.8)	19.1
Rose Hill (34)	1	11.1	1	11.1	0	0	1	11.1	6	66.7	9 (26.5)	22.2
Roundhill Crescent (248)	8	14	11	19.3	1	1.8	13	22.8	24	42.1	57 (23)	33.3
Round Hill Road (15)	0	0	0	0	0	0	2	40	3	60	5 (33.3)	0
Round Hill Street (25)	2	33.3	1	16.7	0	0	1	16.7	2	33.3	6 (24)	50
St Martin's Street (48)	2	33.3	0	0	1	16.7	0	0	3	50	6 (12.5)	33.3
St Mary Magdalene	4	33.3	0	0	0	0	3	25	5	41.7	12 (22.6)	33.3

<sup>4</sup> Red = road not in favour overall, green = road in favour general, blue = neutral

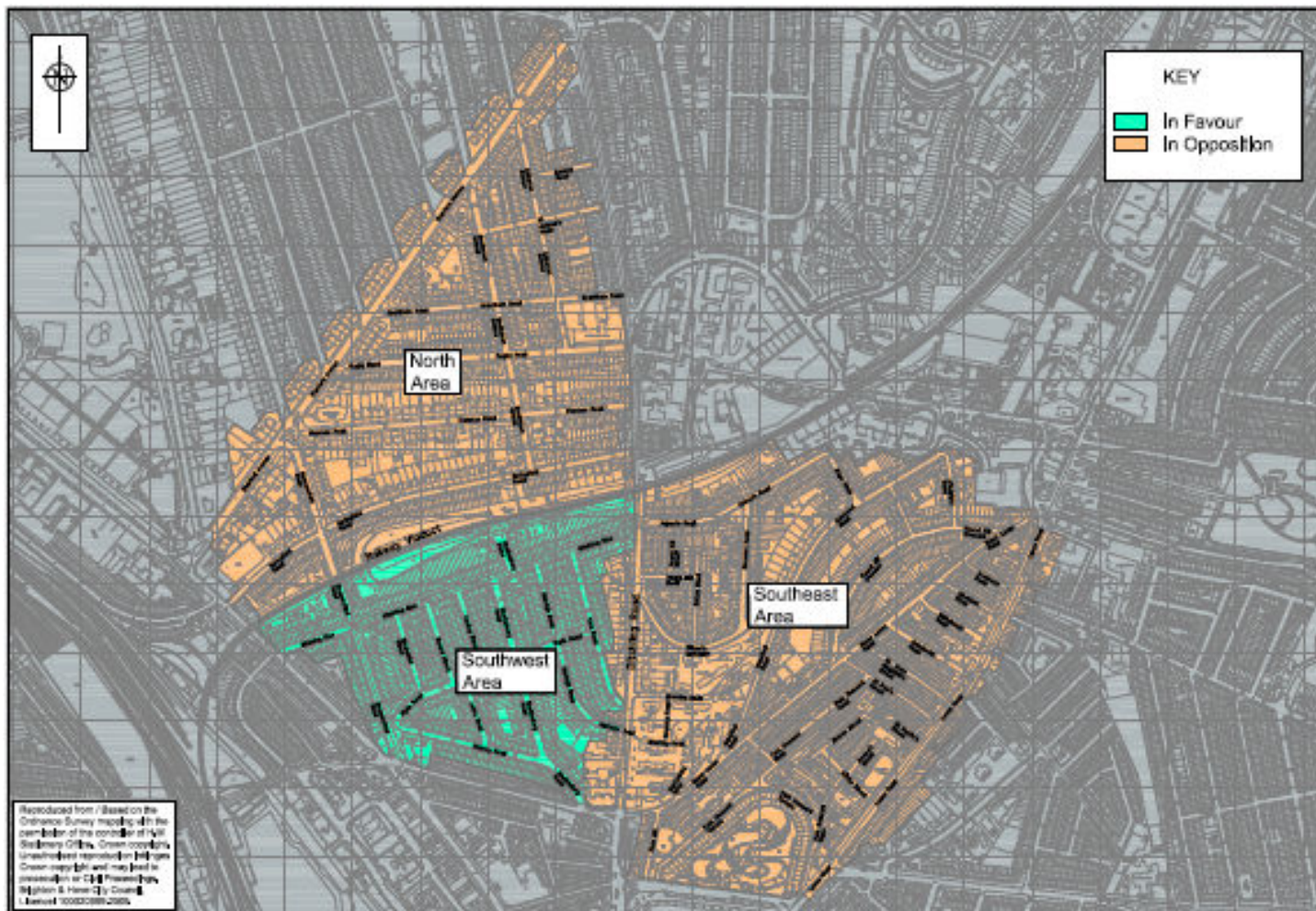


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Street (53)												
Road name (no addresses mailed in each road)	I would strongly support it		I would support it to some extent		No opinion either way		I am against it to some extent		I am completely against it		Response rate for road	Overall in favour <sup>5</sup>
	No.	%	No.	%	No.	%	No.	%	No.	%	No. (%)	%
St Pauls Street (58)	5	35.7	2	14.3	1	7.1	2	14.3	4	28.6	14 (24.1)	50
Trinity Street (28)	0	0	0	0	0	0	1	20	4	80	5 (17.8)	0
Upper Lewes Road (340)	6	10.9	4	7.3	4	7.3	6	10.9	35	63.6	55 (16.2)	18.2
Wakefield Road (55)	0	0	4	30.8	0	0	4	30.8	5	38.5	13 (23.6)	30.8
Total (2,704)	89	15.6	83	14.5	17	3	76	13.3	307	53.7	573 (21.1)	30.1
Grand Totals (5,887)												
	328	21.6	242	16	38	2.5	151	10	757	49.9	1,516 (25.7)	37.6
<b>Car Free Development.</b>												
Wellend Villas – Springfield Road (124)	2	6.3	9	28.1	2	6.3	5	15.6	14	43.8	32 (25.8)	34.4

<sup>5</sup> Red = road not in favour overall, green = road in favour general, blue = neutral

When viewed on a map the road by road response fall into 3 areas.



North of Railway – 70% against, South West of Ditchling Road – 67% in favour, South East of Ditching Road – 66% against

**Q2 People were asked whether they are a resident, manage a business in the area, visitor to the area or work in the area (tick as many as apply)**

	<b>No. of responses</b>	<b>% responses</b>
Resident	1459	86.5
Own or manage a business in the area	121	7.2
Visitor to the area	5	0.3
Work in the area	101	6.0
<b>Total responses</b>	<b>1,686</b>	<b>100</b>

**Q3 What type of business do you own or manage in the area?**

These responses are only from the 121 people who said in Question 2 that they own or manage a business in the area.

Respondents were asked to tick all answers that apply to this question so there are 127 responses from 121 respondents.

<b>Type of business</b>	<b>No. of responses</b>
Retail-outlet	17
Office-based	37
Other business	73
<b>Total responses</b>	<b>127</b>

Other types of business listed are:

- Artists Group
- Cafe
- Church/Religious Functions (7)
- Council Education Base
- Design Agency
- Dog Walking
- Elderly/Child Care (7)
- Fire and Rescue Service
- Food – Chinese Take-Away
- Funeral directors
- Health/Beauty (7)
- Home Based Work (14)
- IT Support
- Martial Arts
- Meeting Rooms
- Online Companies
- Proof Reader
- Property Rentals/Landlords (6)
- Public House
- Railway Station
- Restaurant
- School
- Taxi
- Teacher
- Trade (23)

**Q4 How many vehicles are directly associated with your business?**

These responses are only from the 121 people who said in Question 2 that they own or manage a business in the area.

	<b>Number of vehicles</b>	<b>%</b>
None	15	12.4
1	44	36.4
2	21	17.3
3	12	9.9
4 or more	23	19.0
No response	6	5.0
<b>Total respondents</b>	<b>121</b>	<b>100</b>

**Q5 How will the scheme affect business performance?**

These figures have been cross-tabbed with the 121 people who said in Question 2 that they own or manage a business in the area.

	<b>Number</b>	<b>%</b>
Very helpful to my business	6	5.0
Helpful to my business	10	8.3
No opinion either way	20	16.5
Restrict my business	24	19.8
Very restrictive to my business	57	47.1
No Response	4	3.3
<b>Total responses</b>	<b>121</b>	<b>100</b>

**Q6 How many cars in your household?**

1,468 people answered this question.

	<b>No. of cars</b>	<b>%</b>
0	223	15.2
1	852	58.0
2	284	19.3
3	95	6.5
4 or more	14	1
<b>Total responses</b>	<b>1,468</b>	<b>100</b>

**Q7 Do you have access to off-street car parking?**

1,452 people answered this question.

	Number	%
Yes	174	12
No	1,278	88
<b>Total responses</b>	<b>1,452</b>	<b>100</b>

**Q8 If a scheme were to be implemented, in order to reduce the amount of signs and posts on-street, would you be prepared to allow the council to affix parking signage to your wall/ property?**

A list of contact details for those who said yes can be forwarded to the relevant traffic engineer but is not included here for the purposes of data protection.

**Q9 Open comments box asking people to write any other comments about the proposed scheme.**

1,516 respondents made 2,168 comments. These comments were grouped into a number of commonly occurring themes and can be grouped as follows:

Comment	No. of responses	% of responses
I don't want to pay for parking	416	19.2
No need for a scheme	376	17.4
This is purely a money making exercise by the council	238	11.0
Not enough residents parking spaces in the scheme	149	6.9
Scheme won't help after 8 parking problems	133	6.1
In favour because of current parking difficulties	119	5.5
Concerned about the cost of visitor parking	93	4.3
Worried about displacement	76	3.5
General negative comments	70	3.2
Don't want signs and P&D in a conservation area	55	2.6
Needs enforcement of current illegal parking	48	2.2
General positive comments	47	2.2
Unhappy about hours of scheme operation	43	2.0
Concerns that the scheme will adversely affect businesses in the area	41	1.9
Want a light touch scheme (eg two hours a day)	24	1.1
Large number of student houses with multiple car ownership	23	1.1
Need more motorbike bays	22	1.0
Questioning current transport policy	22	1.0
Need more cycle parking	19	0.9
This will reduce the long term parkers in the area	17	0.8
Don't want 11 hours P&D as this enables workers to park all day	15	0.7
Unnecessary north of the railway line	14	0.6

## Item 62 Appendix C

More car club spaces requires	14	0.6
Driving has become dangerous in the area due to hazardous parking	13	0.6
Concerns about disabled parking	11	0.5
Worried about more double yellow lines	10	0.5
Area too large – we may only find a space 15 mins walk away	10	0.5
Concerned that the scheme will not leave enough space for emergency vehicles to get through or access	9	0.4
Not enough visitor permits	7	0.3
Want a guaranteed parking space	6	0.3
Wants P&D reduced to 2 hours	5	0.2
Don't want non-professional carers to have to pay for parking	5	0.2
Don't want double yellow lines across driveways	5	0.2
Where will we be able to park additional vehicles?	3	0.1
Worried about how it will affect Artists Open Houses	3	0.1
Want single yellow lines	3	0.1
The scheme is too expensive	2	0.1
Complaint about mail out error	2	0.1
<b>Total comments</b>	<b>2,168</b>	<b>100</b>

There were additional one-off comments as follows:

- Comments specific to a particular area/household (34)
- I shall be moving in 6 months, think refunds should be available for part years.
- Consultation was not thorough.
- Chevron parking in specific areas (3)
- Worried about the affect the new Falmer stadium will have on parking
- Reduced fees for smart cars.
- Every household should have 10 free visitor permits.
- Need an equal number of trader passes
- The scheme is too confusing
- Can I have a permit even though I don't have a car?
- Parking spaces are too big
- Option to pay monthly
- Reduce cost of station parking
- Suggest having first year of scheme free
- Multi-story car parks on Lewes road
- Scheme too inflexible
- P&D charges too cheep to deter commuters
- Waste of money
- Empty Level P&D parking spaces not included
- Why are you charging business users more for permits?
- With a residents permit how big an area can you park in?
- Want double yellow lines removed
- Student discount?

There were other comments irrelevant to current scheme proposal but a general theme is unused disabled bays should be reviewed.

## Demographic Information

<b>Gender</b>	<b>No.</b>	<b>%</b>
Male	729	48.1
Female	647	42.7
No reply	140	9.2
<b>Total</b>	<b>1,516</b>	<b>100</b>

<b>Age range</b>	<b>No.</b>	<b>%</b>
Under 18	2	0.1
18-24	51	3.4
25-34	253	16.7
35-44	359	23.7
45-54	285	18.8
55-64	245	16.2
65-74	97	6.4
75+	73	4.8
No reply	151	10.0
<b>Total</b>	<b>1,516</b>	<b>100</b>

<b>Disability</b>	<b>No.</b>	<b>%</b>
Yes	174	11.5
No	1,134	74.8
No reply	208	13.7
<b>Total</b>	<b>1,516</b>	<b>100</b>

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<b>Ethnicity</b>	<b>No.</b>	<b>%</b>
White British	1,184	78.1
White Irish	23	1.5
Other white background	83	5.5
Indian	6	0.4
Pakistani	3	0.2
Bangladeshi	2	0.1
Other Asian background	6	0.4
White and Black Caribbean	2	0.1
White and Black African	2	0.1
White and Asian	5	0.3
Other mixed background	7	0.5
Caribbean	3	0.2
African	3	0.2
Other black background	1	0.1
Chinese	3	0.2
Other ethnic background	2	0.1
Don't know	5	0.3
No reply	176	11.6
<b>Total</b>	<b>1,516</b>	<b>100</b>



## Annex 1

## Wellend Villas Comments

32 respondents made 31 comments. These comments were coded into a number of commonly occurring themes and can be grouped as follows:

<b>Comment</b>	<b>No. of responses</b>	<b>% of responses</b>
Where will Wellend Villas residents be able to park	5	16.1
No need for a scheme	5	16.1
This is purely a money making exercise by the council	5	16.1
I don't want to pay for parking	4	12.9
Worried about displacement	4	12.9
Concerned about the cost of visitor parking	3	9.8
Needs enforcement of current illegal parking	2	6.5
In favour because of current parking difficulties	1	3.2
Unnecessary north of the railway line	1	3.2
Concerns about disabled parking	1	3.2
<b>Total comments</b>	<b>31</b>	<b>100</b>

There were 3 further one-off comments as follows:

- If this does occur I will be speaking to a solicitor to see the viability of taking legal action.
- I am a doctor needing quick access to my car and need a permit to park.
- I am a key worker and need to park.

## Annex 2

## Comments from outside the scheme

50 respondents made 81 comments. These comments were coded into a number of commonly occurring themes and can be grouped as follows:

Comment	No. of responses	% of responses
Worried about displacement	22	27.2
No need for a scheme	13	16.1
This is purely a money making exercise by the council	8	9.9
I don't want to pay for parking	7	8.7
Don't want signs and P&D in a conservation area	4	5.0
Concerns that the scheme will adversely affect businesses in the area	4	5.0
Concerned about the cost of visitor parking	3	3.7
Corned about the affect it will have on local Churches	3	3.7
Needs enforcement of current illegal parking	3	3.7
Will cause 'dropping off' problems at schools in the area.	2	2.5
Unnecessary north of the railway line	2	2.5
Not enough residents parking spaces in the scheme	1	1.2
Scheme won't help after 8 parking problems	1	1.2
In favour because of current parking difficulties	1	1.2
General negative comments	1	1.2
General positive comments	1	1.2
Unhappy about hours of scheme operation	1	1.2
Don't want 11 hours P&D as this enables workers to park all day	1	1.2
Driving has become dangerous in the area due to hazardous parking	1	1.2
Area too large – we may only find a space 15 mins walk away	1	1.2
Complaint about mail out error	1	1.2
<b>Total comments</b>	<b>81</b>	<b>100</b>

Respondents outside the area:

- Edburton Avenue – north part (17)
- Chester Terrace (7)
- Havelock Road (5)
- Waldegrave Road (5)
- Cleveland Road (4)
- Ditchling Road (2)

Additional Addresses:

Ewart Street, East Drive – Angmering, Cromwell Road, Downs Infant School, McWilliam Road – Woodingdean, Chapel Mews – Hove, Hollingbury Road, Walberton Lane – Arundel, Preston Road, 1 additional.

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 63

Brighton & Hove City Council

<b>Subject:</b>	<b>Brighton &amp; Hove City Council's Winter Service Plan 2009-10</b>		
<b>Date of Meeting:</b>	<b>5 November 2009</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Christina Liassides</b>	<b>Tel:</b> 29-2036
	<b>E-mail:</b>	<b>christina.liassides@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>Yes</b>	<b>Forward Plan No: ENV12780</b>	
<b>Wards Affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The Highways Code of Practice recommends that authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Operational Plan based on the principles of this Code.
- 1.2 This report presents the council's highway winter service plan for 2009/10 which is an operational document detailing the requirements of the service provision.
- 1.3 The report also provides additional information regarding winter service provision generally.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves the Brighton & Hove City Council Winter Service Plan 2009/10 as attached at Appendix A to this report.

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

- 3.1 The Winter Service plan is needed to fulfil a statutory requirement placed on all Highway Authorities which states that we must take measures to prevent or remove accumulations of ice and snow from the Public Highway in Brighton and Hove as far as is reasonably practicable. The duty outlines the aspects of what the service should achieve but leaves the technicalities and practices open to all Authorities carrying out the duties.
- 3.2 Brighton and Hove have developed a process, dating back prior to Local Government Reorganisation, to when we formed part of East Sussex County Council's (ESCC) Highway Network and this underpins our Winter Maintenance Plan. It has been built up by information from weather stations in the City and in ESCC, specialist weather forecasting and analysis and also knowledge developed since taking over the direct management of our highways.

- 3.3 We use the plan to support council officer decisions and communicate with other interested parties i.e. Police, Ambulance, Fire Service, Bus companies, members of the public etc, the actions we are likely to take and also what actions we have taken and why. This is often essential when you have to explain to a resident why we can only treat main routes and essential public transport corridors during the cold weather events. Without the plan we could find our resources being pulled from one request to another and this would not allow a considered and metered approach to the needs of the whole road network. Our effectiveness would fail and so would our requirements under the statutory duty to provide a consistent and safe approach to keeping our roads clear of ice and snow.
- 3.4 The winter service usually runs from 1 November to mid March, although in 2007/08 we had snow in April and had to start winter operations at the end of October for winter 2008/09.
- 3.5 Each year, Brighton & Hove prepares an operational plan which details what is needed in order to provide the winter maintenance service. This service has been running since Brighton & Hove became a Unitary Authority in 1997 and has been tried and tested during both mild and severe winters. A précis of the service has been included in this report together with the Winter Service Plan as Appendix 1. The appendices for the Winter Service Plan are not included here because of the level of operational detail which they cover and the personal information contained in some of the documents (home telephone numbers, computer passwords, for example). The appendices are in the Members' Rooms with any personal information removed.
- 3.6 Although we refer to "gritting" and "gritter" vehicles, in fact, the operation involves salt rather than any grit. Winter service treatments across the UK involve pre-salting the road network in advance of snow, ice, frost or freezing rain. How much salt is put down depends on the predicted severity of the weather event, and other factors such as moisture content and amount of salt already laid from previous treatments.
- 3.7 The salt is spread on the road and works by reducing the freezing point of water. The salt works best when it is in a solution which is why we rely on vehicles passing over the salt to help crush it and form a good solution. However, salt starts to become less effective at minus 5°C and almost ineffective at lower temperatures. As a result, at these temperatures its use becomes practically, economically and environmentally difficult. A salt/grit mix can be used in snowy conditions as this gives better traction for vehicles. Ploughing can be used if the depth of the snow allows this.
- 3.8 Brighton & Hove City Council has Winter Duty Officers, on standby 24/7 on a 4 week rota. These officers monitor the weather forecasts and weather stations in order to make decisions about when and how much to salt, as well as directing overall operations during icy or snowy weather.

- 3.9 Weather forecasts come from one of the major weather companies under contract to BHCC to deliver city-specific forecasts as well as monitoring data from the council's weather stations. There are 3 weather outstations in the city. The UK generally, and particularly the southern part of England with its milder climate, often gets what are called "marginal nights" where it can be very hard to predict accurately in advance whether the temperature will fall below zero. The amount of snowfall is also notoriously hard to predict – forecasters can tell that precipitation is on its way but often not how much will fall at any one time over a specific area.
- 3.10 The Council owns 7 gritter vehicles and 5 snow ploughs. There are 6 gritting routes covering the City's main roads, using 12 gritter drivers on 24/7 standby on a 2 week rota. Gritter drivers are supplied from the Cityclean workforce and must be HGV drivers as well as hold the specific City & Guilds Winter Service qualification. Full training or refresher was given to every driver at the start of 2008/09 winter season.
- 3.11 There are two co-ordinators at the Depot on a rota who carry out shovel loading (filling the gritter vehicles) and co-ordinate the drivers' operation. These are the council's Highways Out of Hours' Officers who also respond to any environmental emergencies during nighttimes and weekends.
- 3.12 Brighton & Hove City Council was originally leasing the gritter vehicles but purchased these outright 3 years ago. This has provided better value in reducing costs on lease hire, as well as ensuring that the council owns and maintains its own vehicle assets. The reduction in vehicle leasing costs has meant that despite the 2 out of the past 3 winters being more severe than usual, the council has been in a better position to meet the increased expenditure arising from this. The council will need to explore options for the replacement of the gritter fleet over the next 5 years, and may be able to realise a residual re-sale value from the old fleet.
- 3.13 Brighton & Hove City Council's gritting routes complement the city's main road network and important public transport corridors. On our most extensive gritting routes, every bus route should be covered. For our full routes, we cover 156 miles, out of a total of 404 miles in the city. This year, the routes are being checked and uploaded onto a mapping system in order that we pick up any changes to the road network or bus routes.
- 3.14 For liability and practical reasons, the gritters must follow the defined routes unless directed otherwise by documented Duty Officer decisions. The council's winter service plan lays out the hierarchy and if we do any additional gritting, this needs to be justified and based on clear reasoning – e.g. for a water leak. We have to do what is reasonable and practicable within our available resources and timescales. This does mean that roads not on the gritting routes may be icy, frosty or snow-covered during cold weather and will not get treated.

- 3.15 Pavements are rarely treated except in severe and prolonged snowfall as our first priority is to the road network. Most pavements on gritter routes will receive a degree of treatment due to the spread width of the gritting operation. For complete coverage of pavements by hand spreading, operationally and practically this work requires a high level of resources, by which time the ice or snow has usually melted of its own accord. However, grit bins are provided around the city for residents and operatives to use.
- 3.16 There are three different routes, which are carried out depending on the weather conditions:
- Hilltops – 2 routes covering the coldest areas of the city (approx 1.5 hours each to complete)
  - Standard – 6 routes covering most of the city’s primary and bus routes but not the warmest areas (approx 2.5 hours each to complete)
  - Full – 6 routes covering all the city’s primary and bus routes (approx 3.5 hours each to complete).
- 3.17 The council provides over 350 grit bins throughout the city for self-help. We will also if required fill grit bins for emergency services, and can offer salt in small quantities from our stockpile for schools, emergency services and other priority agencies for use on their own property.
- 3.18 The council has a contract in place for the supply of salt. This is delivered by boat from one of the two salt mines in the country, direct to Shoreham Harbour. During the national supply salt crisis last year, the council continued to receive supplies from its supplier albeit initially at a reduced rate. The contract has been re-tendered this year and additional resilience has been built into the specification, including the provision of a minimum amount of tonnes within 24 hours in an emergency situation, and the provision of a local holding depot with a permanently maintained contingency supply.
- 3.19 The calculated average for gritting operations per year is 33. 2007-08 was above average, where we did 43 operations in total for the winter season. In 2008-09, a total of 62 gritting operations were carried out, of which 27 operations were full routes, i.e. our largest coverage of the city.

#### **4. CONSULTATION**

- 4.1 Officers have held a planning meeting and maintain ongoing communication with Category 1 Responders (fire, police, NHS) and the bus service.
- 4.2 There has also been a meeting and ongoing liaison with the Communications team, Contact Centre Manager and Business Continuity Manager regarding the council’s public response to winter weather events.
- 4.3 A copy of the Winter Service Plan was sent out for consultation to the following stakeholders and any relevant comments incorporated into the plan/service:
- Cityclean
  - Cityparks
  - Transport Planning
  - Business Continuity

- Emergency Planning
- Insurance
- Press team
- Police
- NHS
- Brighton & Hove Bus Company

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 The costs of providing the winter maintenance service are covered by a revenue budget of £227,000.
- 5.2 Any underspend in the revenue budget is carried over into the Winter Maintenance Reserve, as contingency for periods of extreme weather. This fund is used to provide operatives, gritter fuel, gritter maintenance, contractors and other costs associated with an ongoing major operation. Network Management have had to make use of this Reserve due to severe weather conditions during financial years 2006-7 and 2008-9. A minimum of £250,000 is held in this reserve.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 16/10/09*

### Legal Implications:

- 5.3 The proposed Winter Service Plan will assist the Council to meet its statutory responsibilities in respect of ensuring, as far as practicable, safe passage on the highway and safe movement of all users (as detailed in the Railway and Transport Act 2003 and Traffic Management Act 2004.)

*Lawyer Consulted:*

*Elizabeth Culbert*

*Date: 30/09/09*

### Equalities Implications:

- 5.4 The Winter Maintenance service covers main routes and all bus routes. It is not logistically or economically feasible to cover all roads in the city, so by treating bus routes we ensure that all areas of the city have accessible options for travel.

### Sustainability Implications:

- 5.5 Salt has an environmental impact; therefore resources are carefully deployed in order to provide a balance between network usability and detriment to the local environment.

### Crime & Disorder Implications:

- 5.6 None.



Risk and Opportunity Management Implications:

- 5.7 The objective is to provide a winter service, which will permit, as far as is reasonably possible, the safe movement of traffic on designated roads throughout Brighton and Hove and to keep to a minimum delays and accidents brought about by adverse weather conditions.

Corporate / Citywide Implications:

- 5.8 The winter service is an essential support service for the city's economy by helping to provide an accessible road network.

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

- 6.1 The only alternative is not to produce or approve a winter service plan but this would be contrary to the Code of Practice. The plan also acts as a business continuity tool which lays out detailed operational directions on how to run the service.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The report ensures that the Winter Service Plan can be formally considered and adopted.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Winter Service Plan 2009-10

**Documents In Members' Rooms**

1. Winter Service Plan 2009-10 (Full Version with personal information removed)

**Background Documents**

1. Well-Maintained Highways Code of Practice 2005
2. UK Roads Liaison Group Lessons Learnt from the Severe Weather February 2009



**BRIGHTON & HOVE CITY COUNCIL  
WINTER SERVICE PLAN 2009/10**

**APPENDIX**

1. Introduction

This document aims to set out in one plan sufficient detail to inform anyone involved in the management of the Winter Service of current Procedures and requirements. The plan is known as the "White Book".

2. Preamble

The information contained in the White Book is generally in accordance with the Local Authorities Association's Code of Good Practice for Highway Maintenance (1989) and its 1991 Winter Maintenance Supplement. The Best Value Code of Practice launched in July 2001 has also been considered, as has the 2005 update. The new Code makes 12 recommendations regarding the Winter Service and a commentary on each is made in Appendix X, showing how Brighton & Hove City Council's Winter Service Plan accords with these recommendations.

**X**

3. Objective

The Railways & Transport Act 2003: Section 111 – Highways, Snow & Ice, has a duty, as far as is reasonably practicable, that the safe passage along a highway is not endangered by snow and ice.

The Traffic Management Act 2004 places a network management duty on the local authority to secure the expeditious movement of all users.

The objective is to provide a winter service, which will permit, as far as is reasonably possible, the safe movement of traffic on designated roads throughout Brighton and Hove and to keep to a minimum delays and accidents brought about by adverse weather conditions. Designated footways and cycleways are salted only in severe and prolonged snow conditions.

4. Definitions

4.1. Winter Service Period.

The winter period shall be from 1 November each year to mid March the following year. The period may be extended on a day-to-day basis by the Head of Network Management in

cases of severe cold weather continuing into April or starting in October.

#### 4.2. Precautionary Salting

The application of salt to carriageways on priority routes usually in advance of frosty conditions (often referred to as spreading, gritting or pre-salting).

### APPENDIX

#### 4.2.1. Hilltops Routes

Two routes salted on marginal occasions where frost is liable to form on hilltops and in known frost hollows furthest from the influence of the sea. The routes usually take less approximately 1½ hours each to complete.

#### 4.2.2. Standard Routes

The most frequently instructed routes but does not cover the warmest areas identified by thermal mapping. Six routes cover main road, bus routes, emergency service depots, main hospitals, important commuter routes, large schools and shopping centres. The routes usually take less approximately 2½ hours to complete.

#### 4.2.3. Full Routes

An extension of each standard route to cover the warmest areas and is usually instructed when a wet road is liable to freeze or in advance of snow. The routes usually take up to 3½ hours to complete unless it is snowing.

4.2.4. The routes are defined as pace notes with plans and are kept in the Out of Hours office at Hollingdean Depot. These are summarised in Appendix B. Copies of the notes are also kept on the shared Highways Drive >Winter Service Plan 2009-10.

**B**

4.2.5. Where there is leakage of ground water from the roadside, it will be treated on a reactive basis.

#### 4.3. Ploughing

The removal of snow by means of a plough blade attached to a spreader or such other vehicle as may be agreed by the Client.

#### 4.4. Client

The Client is Network Management, Environment Directorate,

Brighton and Hove City Council.

#### 4.5. Winter Service Contractor – WSC

The in-house service provider for waste management (Cityclean) provides the drivers and other operatives for the Winter Service. For the sole purpose of clarity, they are referred to as the Winter Service Contractor (WSC) in this plan. Details of Rota at Appendix F. The co-ordination of drivers at the Depot will be carried out by the Emergency Out of Hours' Officers, reporting to the Head of Network Management. For the purposes of this document, the Out of Hours Officers will also be referred to as the WSC, receiving and carrying out instructions from the Winter Service Duty Officers or the Head of Network Management (the Client).

**F**

### **APPENDIX**

#### 4.6. Winter Service Duty Officer - WSDO

The Duty Officer is employed by the client and the duties are shown in paragraph 5.2. Although the duties are rotated, whoever holds the winter maintenance mobile phone is on duty and is known as OSCAR 5. Details of the rota and contact numbers are in Appendix E.

**E**

### 5. The Client's Role

#### 5.1. The Client will be responsible for: -

- instructing the contractor
  - providing salt
  - providing the spreaders and ploughs and their maintenance requirements.
  - providing route information and updates where necessary.
- The Client will operate a round the clock service for the Winter Service period.

#### 5.2. WSDO

##### a) The functions of the WSDO will be: -

- to receive and record daily weather forecast including updates
- to decide what action is required and when
- to instruct the WSC in reasonable time to enable the action to be fulfilled
- to inform the Emergency Out of Hours' officer of every decision
- downloading the Data Loggers and storage of

**H**

information.

- responding to public queries and reports
- responding to and recording decision based on police information or requests. Records should be kept on the form detailed in Appendix S.
- ensure that decisions are also communicated to Cityclean relevant staff such as the Operations Managers (Refuse) and Contact Centre.

- b) The starting time will be determined by the Client and may need to be varied due to prevailing weather conditions. The starting time is the time the spreader leaves the depot. The finish time is the time the spreader returns to the depot.

## 6. The WSC (Winter Service Contractor)'s Role

### 6.1. Stand-by Rota

Throughout the Winter Service Period, the WSC shall organise and maintain a 24 hour stand-by rota for spreader drivers, fitters and other operatives who will be involved in the spreading operations and they shall be contactable by telephone.

The rota shall show the names and telephone number of personnel and shall be given to the WSDO before the season starts. See Appendix F.

F

## APPENDIX

### 6.2. Response Time.

On receipt of an instruction from the Client the WSC personnel required to carry out spreading shall report to the depot in sufficient time to load the spreaders to enable them to leave at the time specified by the Client.

### 6.3. Spreaders and Loading Equipment.

- a) The WSC will be provided with seven spreaders - 6 for routes and one spare. 5 ploughs are provided for use in the event of major snow fall. See Appendix C.
- b) The WSC will provide the vehicle washing facilities. The loading equipment will be organised by the Client, but used and maintained by the WSC.
- c) The spreaders shall be driven at the speed recommended by the manufacturer to achieve the rate of spread of salt

C

specified by the Client.

- d) Dataloggers – WSC to ensure that drivers always use the datalogger in accordance with the instructions manual in Appendix V. Technical breakdowns must be reported to the Client officer immediately. V

#### 6.4. Handwork in the Event of Snow

Cityclean Operations Managers will be asked if they can provide sufficient labour and plant for handspreading of salt/grit in the event of severe snowfall and as directed by the WSDO. Contractors may also be used at the agreed rates during a snow event. L

#### 6.5. Personnel

- a) Drivers.
  - i) The WSC shall provide sufficient personnel to enable all the vehicles listed in Appendix C to be capable of simultaneous operation. All personnel will be adequately trained for winter duties. Training shall be to City & Guilds 6159 and will cover operation of the prime movers spreaders and ploughs. If necessary, for 24 hours continuous operation the WSC shall provide additional personnel required by the Client. C  
A

Before the winter period, any spreader driver who is not familiar with the routes will be required to report to the Depot Co-ordinators for familiarisation with at least one standard route.

- ii) Also before the winter period the client shall employ sufficient WSC staff to test the spreaders and ploughs. The WSC shall report back all defects and problems so the Client can effect repairs before the Winter Service Period begins. This is called Operation Snowdrop. O
- iii) The WSC is responsible for the health, safety and welfare of the labour force.

### APPENDIX

#### 6.6. Spreader Driver's Mate

The WSC shall be asked to provide personnel to accompany spreader drivers during snow-ploughing operations. This may require doubling up from the drivers' rota or use of Cityclean's other operatives if agreed with the Head of Operations at Cityclean.

## 6.7. Driving Hours

The provision of drivers' hours is a matter for the Winter Service Contractor and it is also the Contractor's responsibility to ensure that the drivers comply with the appropriate laws governing driver hours etc. Where this has an impact on Cityclean operations, the Winter Service budget will pay any costs associated with relief agency cover.

## 6.8. Records

The WSC completes the Winter Service Action report for each instruction received and ensures that any necessary remarks are made by the drivers and that the driver signs and dates the report upon return to the depot. The WSC returns the Action Reports daily to the Head of Network Management. See Appendix H.

**H**

## 6.9. Breakdowns

In the event of a breakdown the WSC will contact the Spreader Maintenance fitter directly. See Appendix G.

**G**

6.10. The WSC is responsible for refuelling the spreaders. Refuelling will mainly be carried out at Hollingdean Depot but should fuelling need to take place at a garage, the WSC is responsible for passing the receipts to the Head of Network Management. Fuel cards are kept on each spreader keyring.

## 7. Operations

### 7.1. Pre-Salting.

7.1.1. All routes to be pre-salted shall accord with the Client's current objective.

7.1.2. Salting Procedures shall take the following into account: -

- i) Weather forecast
- ii) Timing
- iii) Rates of spread
- iv) Previous action

7.1.3. In general the spread rates will be 10gm/m<sup>2</sup> for pre-salting and up to 40gm/m<sup>2</sup> in advance of snow.

7.1.4. The council's waste management section, Cityclean, or other council sections may contact the WSDO for help with pre-salting or snow clearance on refuse routes that are not on the usual gritting routes. The WSDO will make the final decision on whether this work can be carried out, based on citywide needs, driver availability, future



forecasts and other priority factors that may need resources to be directed elsewhere.

## APPENDIX

### 7.2. Snow Clearance - Carriageways

- 7.2.1. At the onset of snow, the Head of Network Management or the WSDO can instruct the area teams (Highway Inspectors, Streetworks and/or Highway Enforcement) to gather information about the overall situation in their areas. This information is to be fed back to WSDO by 1000 hrs on the first morning and a current situation report at the same time each day thereafter or more frequently if instructed by the WSDO.
- 7.2.2. Priority and effort is to be devoted to clearing the full routes. Once the routes are open and can be kept open attention may be turned to other public highways and is based on feedback from the area teams. The WSDO shall decide on that priority.
- 7.2.3. When heavy snow is forecast and at the direction of the WSDO, the ploughs will be fitted to 5 spreaders in readiness for use.
- 7.2.4. If precautionary salting has been carried out, ploughing will usually commence when the depth of snow exceeds 30 mm. A mix of salt and grit may be used in any salting operation during ploughing.
- 7.2.5. If precautionary salting has not been carried out, snow will be salted until the depth of snow exceeds 30 mm when ploughing will usually commence.
- 7.2.6. Section 67 of the road traffic regulation act 1984 gives police the power to close the road and put signs out in extraordinary circumstances. In the event of a road becoming blocked with snow or dangerous due to ice, the WSDO in association with Sussex Police may close that road temporarily to facilitate clearance.

For prolonged closure the Police may ask the Highway Authority to formally close that road with an Emergency Notice and then the Highway Authority will arrange appropriate signing.

### 7.3. Snow Clearance - Footways.

7.3.1. Snow clearance of footways will only be carried out during severe and prolonged snow events and at the decision of the WSDO/Head of Network Management. Town centre and main pedestrian routes are to be cleared first.

Private shopping precincts and private forecourts are not to be treated. Attention is then given to important linking footway and local shopping areas. In the last phase residential footways may be tackled but only with the prior consent of Director of Environment. Footway clearance is a lengthy labour-intensive task and therefore the WSDO must decide on priorities and when the snow may be likely to clear naturally due to improved weather conditions. See Appendix M.

**M**

7.4. Snow Clearance - Night-time working.

Night-time working is only permitted in highest priority areas e.g., main roads and town centre footways where deemed necessary by the WSDO.

**APPENDIX**

7.5. Snow Clearance - Provision of Labour and Payment Thereof.

7.5.1. Before winter the Client is to approach its contractors and local plant hire companies to it to see if they would be willing to help in snow clearance. This is to identify the number of men available, plant, unit rates, communication arrangements, hire procedures and ability/previous experience in working on the highway. An annual register of snow clearance organisations is to be compiled by Client. If required for snow clearance, organisations on the register are to be approached before contact is made with any other organisations. See Appendix L.

**L**

7.5.2. Only the WSDO can instruct snow clearance contractors. Uninstructed work will not be paid for.

## 8. Weather Forecasting

8.1. The forecast outstation are situated on:

- the A270 Old Shoreham Road at the junction with Hangleton Link Road
- Bexhill Road, Woodingdean
- The Fiveways junction

**Q**

The forecast outstations are equipped with sensors to monitor air and road surface temperatures, precipitation, humidity,

road surface conditions and residual salt on the road surface, wind speed and direction. Data from the Forecast Outstation is retrieved remotely by computer.

8.2. Thermal mapping was used to identify sections of road which are cooler or warmer than average due to topography, type of construction, traffic flows and other factors affecting road surface temperature. This information was utilised for the initial route planning.

8.3. A Weather Forecasting Centre provides daily forecasts via an Ice Prediction System during the months November - March inclusive. Forecasts will be available by 1400hrs each day. During October and April a general forecast is provided but the service can be extended by authorisation of the Head of Network Management to provide more detailed forecasts if required.

J

8.4. An outline of the current Ice Prediction System is given in Appendix J. Detailed information on access and use is contained in its User Manual.

8.5. The forecast will consist of the following elements;

- i) A 'General Forecast' for Brighton and Hove for the following 24 hours;
- ii) 'Site Specific' temperature forecast for the outstations together with a written text forecast.
- iii) Morning Updates issued at around 8am each day, giving a resume of the previous night's weather, and an indication of likely conditions for the coming night;
- iv) 2-5 day forecasts are also provided to show the expected trend in the weather.

8.6 The WSDO will print out a copy of the weather forecast at the time of making their decision and ensure that this copy is safely filed.

## APPENDIX

8.7 Updates will be made as necessary by the Weather Forecasting Centre and the WSDO will be telephoned by the Centre if they deem it necessary. Should the WSDO need to change the decision, they will inform the WSC immediately.

8.8 Outside of the Winter Service season, severe weather warnings are received by the Emergency Planning Office and will be acted upon accordingly.

8.9 Details of condition indicator system for 'Road Danger Warnings' plus other weather information are given in Appendix I.

I

8.10 If for any reason the weather forecast is unavailable, precautionary salting is to be carried out when falling air or road temperatures reach +2°, provided the prevailing humidity, residual salinity and cloud cover warrant that decision.

## 9. Communications

9.1. The communications available between the WSDO & WSC are e-mail, telephone and fax. Communication between the WSC and its spreader drivers are the WSC's responsibility and shall be maintained at all times. Mobile phones are provided to all drivers.

K

9.1.1. Telephones - Appendix K contains the mobile and home telephone numbers of persons who could be involved in the winter service.

9.1.2. Fax - also shown in Appendix K are fax numbers which may be useful during emergency situations. It is however possible that the fax machine may not be manned out of normal working hours and an immediate response may not necessarily be made.

9.1.3. During periods of adverse wintry weather, the WSDO may send an Environment colleague to the Police Control Room in John Street, Brighton to ensure the latest information on road conditions is co-ordinated between the two Authorities. The WSDO remains in control.

## 10 Co-ordination with Neighbouring Highway Authorities

10.1. Reciprocal salting arrangements ceased in 06-07 due to nationwide concerns regarding liability issues. BHCC will take responsibility for the notice of closure at Old Boat Corner if directed by ESCC WSDO.

10.2. In the event of snow then snow clearance will not follow the precautionary salting agreements but will be managed by each HA within its own boundaries, unless the duty officers of each authority agree on a day to day basis to assist each other.

S

10.3. In the event of severe and prolonged snow or other business continuity issues, the Head of Network Management will liaise

with counterparts in East and West Sussex as required and with BHCC's Emergency Planning and Business Continuity Officers.

## APPENDIX

### 11 Salt

11.1. Salt (Sodium Chloride) will melt ice and snow at temperatures as low as minus 21°C. However, salt starts to become less effective at minus 5°C and almost ineffective at lower temperatures. As a result, its use becomes practically, economically and environmentally difficult.

11.2. Available alternative de-icers are regularly reviewed, particularly with a view to their use on structures and special paved areas. However, such alternatives are currently prohibitively expensive and may also have their own environmental disadvantages. Therefore, as the temperature seldom falls below minus 5°C, salt is used almost exclusively as the means of melting ice or snow on the highways (including structures and special paved areas). For trouble spots or extreme gradients, grit may be spread to assist with traction. **C**

11.3. The salt currently in use is Crystalline Rock Salt complying with BS3247: 1991 Table 1. It is 6mm nominal size (Fine Grade). See Appendix C for current maximum stock allowed and method of procurement.

11.4. In extremely low temperatures, or heavy snowfall, a mix of salt and grit may be used to aid traction.

### 12 Salt/Grit Containers

12.1. A mixture of salt/grit is stored in bins at various roadside sites throughout Brighton and Hove as a self help for residents.

12.2. The general principles for providing a bin are as follows: -

12.2.1. Bins would not normally be situated on spreader routes unless there was considered to be a special need.

12.2.2. Hills, steep junctions and places where water can seep across the carriageway, are general siting considerations.

12.3. Location of salt/grit containers are shown in Appendix N. Currently there are over 300 bins throughout the City. **N**

12.4. Certain organisations such as police, fire, schools, may collect

small quantities of salt from Hollingdean Depot for use around their premises. Authorisation for this must come from the WSDO, and visitors must adhere to risk assessment procedures for collecting salt, shown in Appendix R.

R

13 Budget

13.1. The budget allows for precautionary salting of the Standard Routes 30 times per winter plus a two day snow event.

13.2. All costs incurred in Winter Service should be charged to the winter service budget which is administered centrally by the Client.

P

13.3. Appendix P indicates how any costs should be allocated.

**APPENDIX**

13.4. Any underspend of the Winter Service budget is added to the Corporate Contingency Fund and is carried forward to cover additional costs as a result of severe cold weather events and for any extraordinary requirements for the service such as technical/vehicular support. A major snow period lasting up to 5 days would utilise much of this contingency fund in covering the additional ongoing costs of operatives, fuel, vehicle maintenance and contractor work required to run such a major operation. During a serious snow event or an extraordinarily cold winter it has been necessary to draw down from this fund, and amounts have been drawn down in 2006-07 and 2008-09 for precisely this reason. If the fund falls below £250,000 it may be topped up by the environment budget at the year end should funds be available.

14 Health and Safety

14.1. It is particularly important that Health and Safety precautions are strictly observed by the Contractor during pre-salting and snow clearing operations. At these times road conditions are likely to be very poor with additionally poor visibility and weather.

14.2. If a spreader is overdue to return to the depot or contact is lost, the WSC shall be responsible for re-establishing contacts or instigating a search.

U

14.3. All gritters have a registered "Trakbak" locator system installed – contact details are listed in Appendix U.

15 Performance Monitoring

15.1. The Contractor is required to provide data relating to the execution of salting and salt used during winter maintenance to the WSDO to permit the monitoring of winter service operations.

15.2. The Association of County Councils' (ACC) document "Highway Maintenance – A Code of Good Practice – Winter Maintenance Supplement (1991)" and "Well Maintained Highways – A Code of Good Practice 2005" sets Standards and Performance Indicators for Winter Service activities. These are given in Appendix T. Suggested targets for these indicators have been set out by the Audit Commission and also appear in Appendix T.

T

16 Business Continuity/Emergency Events

16.1 The usual rota for gritter drivers are 6 on shift per week. There are 15 members of staff trained to operate gritters. In reduced staffing conditions drivers may be asked to be on shift for 2 weeks at a time.

16.2 Drivers' hours legislation must be observed unless there is a compelling emergency reason to override these. If necessary, the service will be reduced to emergency main routes only already identified and documented in partnership with the emergency services. In this case, press communication must be given out to the public to notify of potential reduced safety compared to normal gritting routes.

B

16.3 In a major snow event, a Winter Duty Officer will go as soon as practicable to the Depot and assist the Co-ordinators in overseeing the service operation. This will ensure that decisions can be made on the ground in real-time.

16.4 If it is not possible to treat the usual routes, either due to heavy snowfall, staff shortages or other major event, a priority network has been agreed with the emergency services and bus company. The priority emergency route list can be found at Appendix B (Spreader Route Information)

16.5 Communication to the public and other agencies will be co-ordinated via the Communications team and Emergency Planning/Business Continuity office.

17 White Book Updates

White Book Updates will be made as required and each update will be incorporated into the annual winter service plan. Any updates made during the winter season will be recorded on an update form (a copy of which is included in Appendix Y.)

Y

Salting routes will be reviewed before each winter period to take account of network and bus route changes.

18 Distribution List



· A list showing holders of the White Book is shown in Appendix Z. **Z**

19 Appendices

· A list of Appendices is shown at the commencement of the Appendix Section.