





Brighton & Hove
City Council

Overview & Scrutiny

Title:	Environment & Community Safety Overview & Scrutiny Committee
Date:	8 February 2010
Time:	4.00pm
Venue	Banqueting Room, Hove Town Hall
Members:	Councillors: Morgan (Chairman), Janio (Deputy Chairman), Davey, Davis, Drake, Rufus, Smart and Wells
Contact:	Mary van Beinum Overview & Scrutiny Support Officer 01273 - 29 - 1062 mary.vanbeinum@brighton-hove.gov.uk

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ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

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For further details and general enquiries about this meeting contact Mary van Beinum, (01273 - 29 - 1062, email mary.vanbeinum@brighton-hove.gov.uk) or email scrutiny@brighton-hove.gov.uk

Date of Publication - Friday, 29 January 2010

Agenda Item 40

To consider the following Procedural Business:-

A. Declaration of Substitutes

Where a Member of the Committee is unable to attend a meeting for whatever reason, a substitute Member (who is not a Cabinet Member) may attend and speak and vote in their place for that meeting. Substitutes are not allowed on Scrutiny Select Committees or Scrutiny Panels.

The substitute Member shall be a Member of the Council drawn from the same political group as the Member who is unable to attend the meeting, and must not already be a Member of the Committee. The substitute Member must declare themselves as a substitute, and be minuted as such, at the beginning of the meeting or as soon as they arrive.

B. Declarations of Interest

- (1) To seek declarations of any personal or personal & prejudicial interests under Part 2 of the Code of Conduct for Members in relation to matters on the Agenda. Members who do declare such interests are required to clearly describe the nature of the interest.
- (2) A Member of the Overview and Scrutiny Commission, an Overview and Scrutiny Committee or a Select Committee has a prejudicial interest in any business at meeting of that Committee where –
 - (a) that business relates to a decision made (whether implemented or not) or action taken by the Executive or another of the Council's committees, sub-committees, joint committees or joint sub-committees; and
 - (b) at the time the decision was made or action was taken the Member was
 - (i) a Member of the Executive or that committee, sub-committee, joint committee or joint sub-committee and
 - (ii) was present when the decision was made or action taken.
- (3) If the interest is a prejudicial interest, the Code requires the Member concerned:-
 - (a) to leave the room or chamber where the meeting takes place while the item in respect of which the declaration is made is under consideration. [There are three exceptions to this rule which are set out at paragraph (4) below].
 - (b) not to exercise executive functions in relation to that business and

(c) not to seek improperly to influence a decision about that business.

(4) The circumstances in which a Member who has declared a prejudicial interest is permitted to remain while the item in respect of which the interest has been declared is under consideration are:-

- (a) for the purpose of making representations, answering questions or giving evidence relating to the item, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise, BUT the Member must leave immediately after he/she has made the representations, answered the questions, or given the evidence,
- (b) if the Member has obtained a dispensation from the Standards Committee, or
- (c) if the Member is the Leader or a Cabinet Member and has been required to attend before an Overview and Scrutiny Committee or Sub-Committee to answer questions.

C. Declaration of Party Whip

To seek declarations of the existence and nature of any party whip in relation to any matter on the Agenda as set out at paragraph 8 of the Overview and Scrutiny Ways of Working.

D. 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 the category under which the information disclosed in the report is confidential and therefore not available to the public.

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

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

4.00PM 9 NOVEMBER 2009

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

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

Also present: Councillors Duncan (Sussex Police Authority) and Simson

PART ONE

26. PROCEDURAL BUSINESS

26a Declarations of Substitutes

Councillor Averil Older was substituting for Councillor Tony Janio; Councillor Paul Steedman had given his apologies re Item 31, Management of Roadworks.

26b Declarations of Interests

Councillors Geoff Wells and David Smart stated that they served on the Planning Committee.

26c Declaration of Party Whip

There were none.

26d Exclusion of Press and Public

In accordance with section 100A(4) of the Local Government Act 1972, it was considered whether the press and public should be excluded from the meeting during the consideration of any items contained in the agenda, having regard to the nature of the business to be transacted and the nature of the proceedings and the likelihood as to whether, if members of the press and public were present, there would be disclosure to them of confidential or exempt information as defined in section 100I (1) of the said Act.

RESOLVED: That the press and public be not excluded from the meeting.

27. MINUTES OF THE PREVIOUS SCHEDULED MEETING HELD ON 14 SEPTEMBER AND CALL-IN MEETING HELD ON 6 OCTOBER

27. The minutes of the meetings held on 14 September and 6 October were agreed and signed by the Chairman.

28. CHAIRMAN'S COMMUNICATIONS

28.1 The Chairman said that due to illness there would not be an officer presentation on item 34; Bus Fares for Young People. Letters from Councillors and Notices of Motion referred from Council would be dealt with under the ECSOSC Work Programme, Item 36.

28.2 The 5 November Environment CMM report on Downland Management that had been called in by 6 October ECSOSC, had been circulated to members of this Committee.

29. PUBLIC QUESTIONS

29. There were none.

30. COMMUNITY SAFETY FORUM

30.1 The Chairman welcomed Councillor Dee Simson Chair of the Community Safety Forum, to the meeting; also Councillor Ben Duncan present in his capacity as the Council's representative on the Sussex Police Authority.

30.2 Councillor Simson gave the second regular update and answered questions on the work of the Community Safety Forum and Partnership Community Safety Team. The number of Local Action Teams (LAT) was still rising; now up to 36. LAT Chairs were coopted members of the CSF and meet regularly outside the CSF thereby gaining a city-wide perspective. Information packs would be provided to all LAT Chairs even if they could not attend on 16 November. Lists of Communities of Interest were kept updated.

30.3 Councillor Simson thanked Councillor Mo Marsh, Chair of the scrutiny review on older people and community safety. The Cabinet would consider a reply to the recommendations, which were cross-cutting, on 9 December.

30.4 A local police officer attends CSF to discuss crime and disorder performance data; it was pleasing to see the reduction in crime, with total crime at a 10-year low.

30.5 Councillor Simson referred to a range of recent work on domestic violence including grant funding for vulnerable women in the criminal justice system. She would be speaking at an event to mark the United Nations Elimination of Violence Against Women Day. The Survivors Network was to launch a local Rape Crisis Centre; this was a very important area for review.

30.6 A number of initiatives and projects were under way regarding vulnerable younger people and overconsumption of alcohol; for instance Safe Space, Big Mistake, partnership work with Accident and Emergency at Sussex County Hospital and Street Pastors. The Community Payback Initiative was benefiting both offenders and the community. People's Day in October again helped to bring together people from all backgrounds. Councillor Simson praised the detailed arrangements between the Council, Police and other partners at the time of the Labour Party Conference. The refresh of the Community Safety and Crime and Drugs Reduction Strategy would shortly be reported to the CSF.

30.7 The Chair asked for further information on reported levels of hate crime.

30.8 Members discussed the Crime and Disorder Reduction Partnership funding for LATs and the Home Office funding in relation to the Labour Party Conference.

30.9 RESOLVED; that the information be noted.

31. MANAGEMENT OF ROADWORKS IN THE CITY

32.1 The Traffic Manager introduced the report on the Management of Roadworks in the City, which detailed the Council's road repairs and Local Transport Plan projects, utilities' repairs and new accesses that all impacted on the highway; and how these are planned, coordinated and monitored.

32.2 The traffic manager gave a number of examples of successful joint working between utilities. This was uncommon in the industry and so was being put forward by the South East Highway and Utility Committee as an example of good practice.

32.3 Regarding enforcement, he said there was a need for some flexibility to take account of unexpected 'finds' during excavation. The Traffic Manager told the Committee the areas where new water, gas, electricity and sewerage works were to be expected next.

32.4 The Committee praised the work of the Traffic Manager and team.

32.5 RESOLVED (1) that the committee note the overview on the policies and processes in place for managing roadworks in the City.

(2) That the Traffic Manager and Officers be congratulated for their success in achieving joint working.

32. LETTERS FROM COUNCILLORS/NOTICES OF MOTION REFERRED FROM COUNCIL

32.1 This was considered under ECSOSC Work Programme, item 36.

33. DRAFT MINERALS AND WASTE CORE STRATEGY FOR CONSULTATION

33.1 The Senior Planning Officer and Head of Planning Strategy introduced the report on the Waste and Minerals Core Strategy – Preferred Strategy Consultation. Consultation with stakeholders and amenity groups has previously been held on the issues and options in Spring 2008. This consultation stage on the preferred strategy was open for public comment until 2 December 2009.

33.2 A Quick Reference Guide had been e-mailed around to all Councillors. The Strategy had to be deliverable and demonstrably sound and so constructive challenge was helpful in testing the robustness of the approach.

33.3 Workshops or public exhibitions were to be held in Uckfield, Lewes, Brighton and Hove and Eastbourne. It was challenging to engage with consultees other than specific amenity groups and officers would encourage greater consultation, for example via Parish Councils if gaps in responses were identified.

33.4 For Brighton and Hove the main issue for minerals planning is shipping in aggregates including sand and gravel via Shoreham Harbour. The Strategy encourages efficient use and maximum recycling of these materials. Some Members felt it would be helpful if aggregates recycling targets could be included in the strategy.

33.5 In terms of the key issue for waste planning, this consultation Strategy takes a medium growth-rate scenario. It does not make any provision for waste from London which conflicts with the South East Plan. Officers outlined that there is robust evidence to back up this approach in the Strategy. The Strategy seeks to focus development on brownfield sites close to the main urban areas, taking into account the many constraints such as the Areas of Outstanding Natural Beauty and South Downs National Park.

33.5 The strategy is technology-neutral and is flexible enough to be able to accommodate new technologies that may emerge during the period up to 2026 if they offer a more sustainable method of waste treatment. Some Members thought it would be helpful if this could be made clearer in the document.

33.6 Provision is made in the Strategy for managing green waste under the broader heading of 'recycling and recovery' because it falls under both household and commercial waste streams. A new facility has recently been constructed in East Sussex and will shortly be accepting green waste.

33.7 Recommendation 2.1 was amended on the basis that ECSOSC Councillors could reply to the consultation individually rather than collectively.

33.8 RESOLVED (1) That Members of ECSOSC comment as part of the consultation on the preferred strategy stage of the Waste and Minerals Core Strategy.

(2) That ECSOSC notes the progress made on the East Sussex and Brighton & Hove Waste and Minerals Development Framework.

(3) That ECSOSC notes the publication of the Preferred Strategy and associated Sustainability Appraisal for a six-week period of consultation which commenced on 21 October 2009.

34. BUS FARES FOR YOUNG PEOPLE

34.1 Due to officer illness this item was cancelled. Councillors needing further information would contact the officers.

35. LONDON ROAD CENTRAL MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

35.1 The Planning Projects Manager introduced the summary report on the results of the consultation on the London Road Central Masterplan Supplementary Planning Document (SPD). The final draft SPD document including an implementation plan would be considered by 17 December Environment Cabinet Member Meeting and will form part of the Local Development Framework.

35.2 Overall the masterplan's objectives received strong support. No large-scale changes were being proposed – although modifications are being proposed in response to the consultation, in order to strengthen and clarify the objectives of the Masterplan. The SPD would seek to provide workspace and shop units for local initiatives as well as opportunities for inward investment. It looked to the long term and so needed to be flexible to allow for a variety of economic and development circumstances. A regularly updated and monitored implementation plan will help to provide a focus to ensure that the masterplan's objectives are secured.

35.3 Answering questions the Planning Projects Manager clarified that the document would neither encourage nor discourage a superstore. Existing planning policies already provide the means to allow the potential impact of any such proposals to be fully assessed. The SPD reflected the LR2 study in that, due to its location, it will inevitably continue to provide for a large volume of through traffic to and from the city centre. Any potential future changes to the wider strategic transportation network that would impact on the London Road area would need to be judged against the masterplan's objectives including its environmental improvement proposals and the fact that it is within an Air Quality Management Area. More research on movement and traffic flow was needed; the new pedestrian crossing at Oxford Circus in London was an interesting initiative and its feasibility in respect of Preston Circus would be examined.

35.4 Members discussed other details arising from the consultation and thanked the officers.

35.5 RESOLVED that ECSOSC notes the results of the public consultation which will inform the final version of the London Road Central Master plan

36. ECSOSC WORK PROGRAMME

36.1 The Head of Scrutiny referred to the briefing he had tabled at the start of the meeting which summarised the scrutiny panel options for ECSOSC.

36.2 On 14 September ECSOSC resolved to set up a Panel to investigate road safety. On 8 October, Council agreed to refer two notices of motion to ECSOSC for scrutiny: reducing the default speed limit to 20mph and rape support services. Councillor G Theobald also asked that ECSOSC conduct a review into the possibility of introducing a 20mph speed limit.

36.3 Overview and Scrutiny Commission on 20 October prioritised the list of Panels as follows:

- 1) 20mph speed limit (to start asap)
- 2) Rape and Sexual Assault support services (to start asap)
- 3) Disabilities (to start asap)
- 4) Cultural provision for children (to start February 2010)

5) Alcohol-related hospital admissions (to start March 2010)

36.4 ECSOSC therefore had the option of two simultaneous reviews that would be possible on 20mph and rape support services; or the wider topic of road safety which would necessitate the review of rape support services being delayed.

36.5 Councillor Ben Duncan set out the reasons for his Notice of Motion agreed at 8 October Council as set out at Item 32C on this agenda. He said that local voluntary and statutory services provided only limited services to support victims of serious sexual assault. There was an urgent need for a review of current services and how they are funded. It was important to hear from partner agencies and victims to help identify gaps in provision and to make recommendations on how to address these.

36.6 Members discussed priorities and agreed not to go ahead with road safety at this stage but instead to establish two scrutiny panels; support services for rape victims and 20mph default speed limits. This latter should be carefully focussed so as not to include more general road safety issues. The four Councillors who had agreed to serve on the road safety panel would be asked if they were still content to be part of the 20mph panel.

36.7 **RESOLVED** to establish two scrutiny panels as follows:

- 1) Support services for victims of rape and serious sexual assault as minuted above at 36.5 and in line with the Notice of Motion approved at 8 October Council
- 2) To investigate 20mph speed limits/zones in line with the letter from Councillor G Theobald (Item 32A on this agenda) and the Notice of Motion approved at 8 October Council (Item 32B)

37. ITEMS TO TAKE FORWARD TO CMM, CABINET OR COUNCIL

37.1 There were none.

The meeting concluded at 6.20pm

Signed

Chair

Dated this

day of

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

4.00PM 19 JANUARY 2010

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillors Morgan (Chairman); Davey, Davis, Drake, Smart, Wells and Taylor

Also present: Councillor Dee Simson

PART ONE

38. PROCEDURAL BUSINESS

36a Declarations of Substitutes

Councillor Taylor was substituting for Councillor Rufus; Councillor Janio had given his apologies.

36b Declarations of Interests

There were none.

36c Declaration of Party Whip

There were none.

36d Exclusion of Press and Public

In accordance with section 100A(4) of the Local Government Act 1972, it was considered whether the press and public should be excluded from the meeting during the consideration of any items contained in the agenda, having regard to the nature of the business to be transacted and the nature of the proceedings and the likelihood as to whether, if members of the press and public were present, there would be disclosure to them of confidential or exempt information as defined in section 100I (1) of the said Act.

RESOLVED: That the press and public be not excluded from the meeting.

39. SCRUTINY OF DIRECTORATE BUDGET STRATEGIES

- 39.1 This budget scrutiny meeting had been rearranged at short notice, following the ice and snow on 18 December 2009 that led to postponement. Comments on this report would be forwarded together with comments from the other Overview and Scrutiny Committees, to 26 January 2010 Overview and Scrutiny Commission.
- 39.2 The Chairman welcomed everyone including the Cabinet Member for Community Affairs, Inclusion and Internal Affairs, who introduced the report on the Scrutiny of Directorate Budgets. The Cabinet Member for Environment was unable to be present.
- 39.3 Members asked for more information on a wide range of budget proposals.
- 39.4 The Committee asked about investment in the seafront railings, shelters and work on Hove Lagoon (paragraph 3.5 refers) and how this related to the 're-investment' paragraphs in the Appendix. There was a question on the need to invest and alternative sources of funding such as Heritage Lottery fund and Section 106 agreements, which the Committee wished to forward to the Commission.
- 39.5 The Chairman asked whether the £100,000 at bullet point 5 of the main report was for consultants. The Director of Environment assumed it was. This needed to be confirmed by the Director of Finance and Resources.
- 39.6 Costs of the transport model were questioned including the on-going costs to sustain it. The Assistant Director, Sustainable Transport explained that the model replicated traffic conditions and assessed demand, enabling robust decisions to be made on major projects. It was essential to keep the model validated and 'live' with local data. Officers were asked for more information on the business case.
- 39.7 The Committee were pleased that Castleham Industries would be kept open and that new beach huts would be built subject to planning permission.
- 39.8 The Head of Finance answered a question on the King Alfred Leisure Centre by referring to the capital investment programme summary at Appendix 2.
- 39.9 Regarding concessionary fares funding the Head of Finance confirmed that £9.3 Million (report paragraph 3.13) was proposed to be allocated in 2010/2011 for all bus operations in the City. Members asked for an update on final allocations when available.
- 39.10 The Director clarified that 'Staff posts affected' in the Environment summary table at Appendix 1, referred to jobs at risk or a significant change to jobs and there had been a reduction in this number (20) since the report was written. No compulsory redundancies were proposed and updated figures would be provided to the Committee.
- 39.11 Answering a question on the possible effect of last year's savings in CityClean service area in the Council's response to the recent icy conditions the Director told the meeting

that the combination of CityParks and CityClean services had made it quicker and easier to mobilise a large workforce to deal with ice and snow.

- 39.12 The effect on the budget of potholes created by the ice was being investigated.
- 39.13 Asked about the rise in parking charges the Head of Finance said that a general rise of 2% to allow for inflation was part of the overall budget strategy, although on average parking charges would rise by around 3%. Many individual charges would remain frozen, others are proposed to reduce and some would rise by significantly more than 3%. Individual charges were being reported to the 26 January Environment CMM meeting.
- 39.14 The range of other opportunities to improve value for money and generate additional income, as stated in the fourth paragraph of the 'Strategic Response to this Context' referred to efficiency savings regarding maintenance of parking machines, reduced number of Assistant Directors, lower advertising costs, management arrangements for the two golf courses and beach huts, the Director told the meeting.
- 39.15 Councillor Simson described the 'Turning the Tide' pilot programme which supports families regarding anti-social behaviour that was starting in the East of the City.
- 39.16 Members expressed concern about savings within 'Public Safety' and asked about the meaning of the tabulated 'Public Safety' budget proposals summary. It was agreed that clarification of the 'efficiency' and 'other' savings in Public Safety would be forwarded to the Committee.
- 39.17 The Committee heard there were five hate crime caseworkers in the Community Safety Team. One such post had already been vacant for more than 12 months would not be filled; there would be no reduction in service.
- 39.18 The Assistant Director, Public Safety detailed the range of roles of the case workers. She said that the management changes included her own post and a senior management position.
- 39.19 In City Services, because the growth in waste had not been as large as projected the savings of £290,000 were proposed to be used to smooth the cost of waste disposal.
- 39.20 The Committee discussed subsidised bus services with the Assistant Director of Sustainable Transport who confirmed that the enhanced service 27 is included in the £1.5 million subsidised bus routes. Mindful of statutory notice periods and contractual obligations he said that public consultation may be required before re-prioritising. Some contracts were able to run on a commercial basis and could be removed from subsidy.
- 39.21 The Committee asked about the process for deciding on which level of service to propose as savings and requested that this specific matter be taken forward to the Overview and Scrutiny Commission.
- 39.22 Officers replied to further queries on gum removal, environmental standards of operational vehicles, Local Transport Plan capital funding.

39.23 RESOLVED:

(a) The Committee supported proposed investment in Castleham Industries and additional beach huts

(b) That updated information be requested on; affected staff posts and Concessionary fares final allocations if available.

(c) That the following areas of concern be forwarded to 29 January 2010 OSC:

- Need for investment in sea-front maintenance and possible alternative sources of funding
- Business case for transport model
- Process for agreeing subsidised bus services
- Possible effect of vacant Hate Crime worker post remaining unfilled

The meeting concluded at 5.30pm

Signed

Chair

Dated this

day of

Agenda Item 43A

Dear Cllr Morgan,

Request for Scrutiny on Displacement Parking

I am writing to you to request formally that the Environment and Community Safety Overview & Scrutiny Committee considers conducting a scrutiny review into the issue of displacement parking within the City.

As Ward Councillor for Stanford I have received a growing number of complaints from residents living on the edge of parking zones that they are suffering from increased parking congestion as people seek to avoid the charges imposed within the controlled zones.

I am concerned that the gradual role-out of residents parking schemes across the city is causing a wave of displacement parking that causes significant inconvenience to those living on the edge of controlled parking areas.

Feedback from residents, recent deputations at Council and coverage in the press seem to be pointing to a great deal of discontent with the current parking regime.

I therefore request that ECSOSC considers undertaking a scrutiny of the effects of current parking policies, whether further residents parking zones are necessary and how these are consulted upon and introduced.

Best Wishes,

Cllr Jayne Bennett

Dear Cllr Morgan

REQUEST FOR SCRUTINY INTO THE COUNCIL'S OPEN SPACES STRATEGY

The last twelve months have seen the loss of three of Brighton & Hove's open spaces to development, namely:

1. Land to the east of 55 Highcroft Villas (planning permission granted on appeal by Public Inquiry, January 2009)
2. Land to the rear of 67-81 Princes Road (planning permission granted on officer recommendation, July 2009)
3. Land to the rear of 140-146 Springfield Road (planning permission granted on appeal by Public Inquiry, October 2009)

All three sites are 'greenfield', having never been previously built on, and having been used historically as allotments in the case of Highcroft Villas and Springfield Road. While not publicly accessible, these sites are quite rightly much-loved by the residents who live nearby, providing valuable pockets of wildlife habitat, and forming part of the city's 'green network'.

Indeed, Planning Policy Guidance Note 17 (PPG 17: Planning for Open Space, Sport and Recreation) paragraph 2.4 recognises that such plots, including privately owned ones which are inaccessible, can offer wide-ranging environmental benefits, visual amenity and can contribute to the health and well-being of those who overlook them.

Although the Local Authority sought to defend the sites at Highcroft Villas and Springfield Road, the Planning Inspector upheld the appeal in both cases, citing the earlier decisions to allow development on the Highcroft Villas site and at Princes Road in his Appeal Decision Notice for Springfield Road (ref. APP / Q1445 / A / 09 / 2105969).

Members and residents alike are now gravely concerned that a dangerous precedent has been set by this series of decisions to grant planning permission for development on 'greenfield' sites.

As a city, Brighton & Hove is physically constrained by the sea and the South Downs, and is under considerable pressure to provide sufficient land for development, particularly housing.

The recent reluctant decision to include the Urban Fringe as contingency land for development in the Local Development Framework amplifies the likelihood that there will now be even greater stress on open spaces in the city.

I would therefore like to request a report to the committee into the Council's policies and strategy for identifying and protecting the City's open spaces. Seeking out best

Agenda Item 43B

practice from other authorities and the Commission for Architecture and the Built Environment (CABE), among the questions that such a report might examine are:

- What is the current status of the Council's Open Spaces Strategy?
- What work is underway to develop policies to inform the Open Spaces Strategy?
- How can the Council support and reinforce the work being undertaken towards designation of the city as an urban Biosphere Reserve through its Open Spaces Strategy?
- Is the Council following Government Guidance on Open Space Assessment and Public Consultation?
- How have the above planning decisions affected the Council's ability to defend valuable open spaces from development?
- Will the Council now begin to formally identify vulnerable open spaces in the city as sites which should be protected in accordance with PPG17?

Many thanks for your consideration in this instance. I hope that you and the committee will feel able to accommodate my request in your work programme.

Yours sincerely

A handwritten signature in black ink that reads "Amy Kennedy". The signature is written in a cursive style with a large, stylized initial 'A' and 'K'.

Cllr Amy Kennedy

Green Member for Preston Park Ward
Brighton & Hove City Council

Subject: Brighton & Hove City Council Winter Service Plan, its operation and review 2009-2010

Date of Meeting: 8 February 2010

Report of: Director of Environment

Contact Officer: Name: Christina Liassides Tel: 29-2036
E-mail: christina.liassides@brighton-hove.gov.uk

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report summarises the events and key issues arising from the snowfall and extreme weather events relating to the Council's response and provision of services from 16 December 2009 to 21 December 2009, and subsequently the period from 6 January 2010.
- 1.2 The report also includes information regarding the Council's Winter Service Plan, budget provision, operational details and a summary of actions during this period.
- 1.3 Initial findings, changes and innovation and practical experiences from our 'enhanced' service since Christmas will also be highlighted throughout this report.

2. RECOMMENDATIONS

Members of the Overview & Scrutiny Commission are requested to:

- 2.1 consider the Council's response and service in relation to the Winter Service Plan.
- 2.2 consider the impact and implications of the enhanced level of service provided.
- 2.3 discuss and make recommendations on suggestions at Section 7: Further Improvements.
- 2.4 to scope and establish a one day Scrutiny Panel on the Council's response to the extreme weather events.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

Introduction

- 3.1 Accumulations of up to 15cm of snow fell across the City throughout the evening of Thursday 17th December and early morning of Friday 18th December 2009. This was followed by an unusually longer period of day time temperatures consistently below freezing associated with a high pressure weather system over the UK. The resulting impacted frozen snow and ice led to very difficult driving and walking conditions throughout the City on treated and untreated roads alike, including footways. This in turn led to criticism that the Council didn't meet its service obligations in spite of 'gritting' and pavement clearance operations undertaken in accordance with normal 'Winter Service' procedures. This report sets out the chronology of events and also compares the response to the snow and ice for the period of the 16th to 21st December as well as from the period from the 6th January and implications of the changed practices.

Winter Service Plan

- 3.2 The Council's agreed Winter Service Plan details what the council will undertake in ice and snow conditions. It was prepared in accordance with LAAs Code of Good Practice for Highway Maintenance and Winter Maintenance Supplement and further Best Value Code of Practice. The requirement to prepare a Plan stems from legal obligations on the Highway Authority from the 1980 Highways Act, the Railways & Transport Act 2003 and Traffic Management Act 2004 that requires removal of snow and ice on the public highway as far as is reasonably practicable. This is to permit the safe movement of traffic on designated roads and to minimise accidents and delays brought about by adverse weather conditions. The Council treats 40% of its highway network exceeding the Audit Commission Target of 24 – 38%.
- 3.3 The current Winter Service Plan was reviewed after the snow event in February 2009, and more formally during the summer and autumn of 2009. The Plan was further tested during this event and then undertook additional consultation with Category 1 Responders (fire, police, NHS) and the bus service during its finalisation. Following the February snow event and difficulty in obtaining additional salt supplies the Plan was adapted to provide a more robust and responsive Salt Supply Contract to provide faster delivery times and contractual obligations for the provider.
- 3.4 Following briefings offered to all Parties and Lead Councillors, the Winter Service Plan was formally presented and approved at Environment Cabinet Member meeting on 5 November 2009. There were no objections raised.
- 3.5 The Winter Service is undertaken from November to March encompassing the predicted coldest temperatures and, through its Operational Plan, treats a priority network of approximately 250km of the Council's 630km of Public Highway with rock salt and grit using vehicle mounted spreaders or 'Gritters'.

- 3.6 The priority network of roads encompasses all 'A' and 'B', some 'C' roads, all bus routes as well as key strategic destinations such as Hospitals and premises related to Emergency Services.
- 3.7 Pavements are cleared and treated in exceptional circumstances such as severe and prolonged snowfall, and arrangements exist with highway subcontractors to undertake this in specified areas in the Winter Service Plan. There are also 350 grit bins located across the City.
- 3.8 The Council's fleet of 7 gritter vehicles and snow ploughs, are operated 24/7 throughout the Winter Service Period by 12 NVQ trained City Clean drivers. There is also a 24/7 rota of Winter Duty Officers interpreting a managed weather forecasting service and weather stations around the city to make decisions on deployment of gritting operations. All operatives were trained or retrained before the 2009/10 Winter Service Period.
- 3.9 Although we refer to "gritting" and "gritter" vehicles, in fact, the operation usually 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.
- 3.10 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 and the process is aided by vehicles passing over the salt to help crush it into 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 is often more effective in snow conditions as this gives better traction for vehicles. Ploughing can be used if the depth of the snow allows this - by clearing the roads of the worst accumulations, this allows the salt/grit to treat the roads more efficiently.
- 3.11 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.
- 3.12 The council's ability to hold highway stocks is limited by the storage space available at the only depot, based at Hollingdean and by the turn-around time for supplies to come in to Shoreham Harbour. This is one practical reason why the gritters need to keep to a pre-defined route and why the highways section cannot provide large quantities of stock or gritting to private organisations, private roads or even to other council sections. It is a civil contingency requirement that all council sections should have plans in place to deal with severe weather incidents.

Response for snowfall period 16th – 21st December

- 3.13 On Thursday 17th December the council's weather forecasters predicted intermittent snow showers persisting through the night into the Friday morning rush-hour with accumulations possibly reaching a maximum of up to 10cm locally. The forecasters could not state with certainty the timings or the exact amount across the network. It had rained heavily during the night of Wednesday 16 December which washed away most of the previous salt applications. The Winter Duty Officer therefore gave instructions for heavy applications of salt to be spread after the rain, on all priority routes by 6 gritters starting at 2 a.m. on Thursday morning before the expected snowfall. The gritter vehicles then started running their full routes at 4pm on Thursday afternoon and ran continuously throughout the night (4 times) the following day in accordance with the Winter Service Plan. Snow Ploughs were also used throughout this period. 230 tonnes of salt or salt/grit mix were laid in this initial 24 hour period.
- 3.14 Gritting/ploughing runs were undertaken on 17 December at:
- 2 a.m. (after the rain on Wednesday night)
 - 4 p.m. (just before the major snowfall)
 - 8.00 p.m. (during snowfall)
 - 11.30 p.m. (during snowfall) - included extra run to Woodvale Crematorium, Saddlescombe Road and Mill Road
- 3.15 Throughout the next day (Friday), over the weekend and next 5 days, gritter drivers were able to get to work and gritting operations on the roads continued 24/7 where possible.
- 3.16 Gritting/ploughing runs were undertaken on 18 December at the following times:
- 2.00 a.m. (during snowfall)
 - 4.30 p.m. (during snowfall)
 - 8.00 a.m. (responding to bus company and police requests)
 - 3.00 p.m. (afternoon shift)
- Gritter runs then continued throughout the cold period running full routes or concentrating on problematic outlying areas.
- 3.17 Some roads were even impassable by the non 4 x 4 gritters because the City's road network has a high proportion of hilly roads with steep gradients. As a result the existing three 4x4 gritter vehicles had to be constantly re-directed to treat these roads.
- 3.18 Salt treatment requires heavy vehicular traffic to help it become effective, and with several days of consistently cold temperatures as well as rain that froze on top of the snow, it was a struggle to keep open outlying bus routes. Nonetheless, Winter Duty Officers were in regular contact with the bus company and gritters were sent out during the day or night to any specific problem areas on our gritting routes identified by the bus company or by local residents.

- 3.19 Pavement clearance was begun on Friday in Western Road by highway sub contractors. Cityclean Street Cleansing service also began gritting on Friday. However, both the sub contractors and Cityclean experienced significant staff shortages because of the weather conditions. Pavement clearance took place after the snowfall in accordance with the Winter Service Plan and continued throughout the weekend. However, what had not been initially foreseen or predicted were the continuing freezing temperatures in the daytime for several days which meant that the snowfall did not melt.
- 3.20 There was also rain during Friday/Saturday night which fell onto freezing surfaces and added an icy layer to the snow. The forecast for Friday through to Saturday stated that there would be partly cloudy conditions in the daytime, which usually brings temperatures up above freezing, and that temperatures would drop below zero from early evening. However, the daytime temperatures did not rise above zero and the weather stations showed that road surface temperatures were often below minus 5 degrees. This meant that both roads and pavements were not clearing naturally during the daytime, and with intermittent snow and freezing rain, drivers and operatives had to constantly keep going over areas that had already been treated. It also meant that there were icy surfaces on top of existing snowfall with the salt treatment lying inert underneath this. Street Cleansing staff carried out clearance by chipping ice off pavements with shovels as well as using grit/salt treatment during this extremely cold spell.
- 3.21 The council does not have in place a stand by arrangement as part of its agreed Winter Service Plan and budget arrangements, to call in staff from refuse and recycling, street cleansing and the gardeners. Over the weekend, refuse and recycling staff do not work and the numbers of street sweepers are reduced to the city centre. With weekend staff numbers and weather conditions preventing those due to come to work getting in, there was a limited number of street sweepers able to grit pavements in the city centre. The focus was the city centre where the highest number of pedestrians would be particularly bearing in mind this was the last shopping weekend before Christmas.
- 3.22 By Monday morning, all non HGV vehicles, including tractors and trailers, across Cityclean and Cityparks were loaded with grit and all available staff took part in pavement clearance.
- 3.23 Throughout this period (18 Dec – 23 Dec) over 400 tonnes of salt or salt/grit mix were used, as well as continuing ploughing operations. Winter Duty Officers and Head of Network Management maintained a presence at the Hollingdean Depot including weekends to direct operations throughout the cold spell. Senior Officers from Sustainable Transport and City Clean sent out regular briefings to members to keep them up to date with operations.

Communications

- 3.24 The communications around this weather event began on Thursday 17 December. The strategy was to communicate up-to-date information on travel conditions, network availability and availability of services using a variety of media, including press, television, radio and the internet. Information for the public was to be clear, accurate, consistent and co-ordinated.
- 3.25 The media team provided broadcasters and the press information before the event, on Thursday (17 December), so that winter service arrangements, especially salting routes, were well understood by users and the community ahead of the first snowfall. The web operation began the same day with the web team contacting all schools to remind them to inform the corporate communications team first in the event of any school closures.
- 3.26 Schools began sending in emails to the web team at 7am on Friday (18 December) and the website was updated immediately and continually. That morning, the media team began issuing hourly bulletins for all media on council action in all service areas to mitigate against the weather. Mark Prior, AD Sustainable Transport, gave broadcast interviews giving key messages about the council's response, including how services would be affected. The Argus on Saturday ran an uncritical and factual article saying refuse and recycling services had been suspended.
- 3.27 The council's severe weather webpage was updated hourly throughout Friday and updated again on Saturday. However, due to a technical problem with the content management system it was not possible to update the website for a period of time on Sunday. On Sunday morning (20 December), the out-of-hours press officer began receiving calls from print, radio and television news rooms asking the council to respond to complaints about the gritting and that people were sustaining injuries from falls. Cllr Maria Caulfield gave an interview to the Argus reassuring social housing tenants that everything was being done to ensure their safety. The council issued a statement to all media explaining what gritting had been undertaken and explaining that it was diverting parks and refuse staff to gritting because the freeze was becoming severe. This ran on the local BBC news on Sunday evening and all day on the radio, as well as in national newspapers the following day.
- 3.28 The Argus on Monday (21 December) carried a front page story under the headline "COLD SNAP", alleging that the council had 'abandoned residents' in residential side-roads. Cllr Geoffrey Theobald gave an interview to BBC Sussex radio on Monday morning and for lunchtime and evening local news bulletins on BBC and ITV re-iterating that the council had cleared 40% of the network and thanking residents for their help.
- 3.29 Regular website and 'social media' updates about services resumed on Monday, including the publication of the exact location of the council's 350 grit bins and a revised refuse and recycling collections timetable. The council also

joined online chat forums to post a message acknowledging the frustrations of residents and to direct them to the hourly website updates.

- 3.30 On Tuesday (22 December), the Argus carried a front-page story under the headline “TOO LITTLE, TOO LATE”, focusing on residents’ comments that their roads were icy. Cllr Geoffrey Theobald was quoted saying the council had done all it could. The media team later issued a statement saying Cllr Mary Mears had visited the Hollingdean depot to discuss challenges with staff and, as a result of that, and residents’ concerns, she would review the gritting service and announce changes before the New Year. The story was carried in the Argus Wednesday (23 December) under the headline “Lessons learned after cold snap”. The Argus leader column said the development was ‘welcome’. The media team continued to issue hourly media bulletins and the media turned their attention specifically to the hilly Moulsecoomb and Patcham areas, where there had been a raft of minor traffic collisions.
- 3.31 By the five days leading up to Wednesday (23 December), the council’s severe weather webpage had received 32,206 views.
- 3.32 The communications team used four platforms to keep a steady flow of information and advice to council staff and Members: news updates on the Wave (intranet), the Chief Executive’s update (also accessed on the Wave), direct emails to all Members and direct emails to all directors and assistant directors to cascade to their teams. Throughout the period staff were able to see how the crisis was being covered in the traditional news media and social media by looking at daily news monitoring posts on the Wave. All media briefings were also made available to emergency services and health partners who, in turn, gave the council communications team advance notice of their own communications so that both were co-ordinated.

Summary

- 3.33 In summary, the Winter Service Plan was activated effectively in terms of its stated aims and priorities – to grit the main roads and bus routes, and to carry out pavement clearance starting with areas of highest footfall. However, it is also clear that what was very different was the duration of the poor weather. This highlighted several clear issues which the council has to address in order to give a higher level of service in such conditions. Public and partner expectations also need to be clearly understood so that we are all more prepared and better co-ordinated. The unprecedented number of public slips and falls on footways was extremely serious and senior officers were swift to review how this might be mitigated given future cold weather forecasts.

4. Response to prediction of snowfall for the 31st January

Operations

- 4.1 During this Christmas week, a risk of further snow fall and ice conditions were predicted for New Year’s Eve/New Year’s Day, although accumulations were

predicted to be only 1 – 2 cm. Officers acted swiftly to mobilize staff ahead of the predicted snowfall despite this being a major holiday period. All grit bins were replenished. The gritter drivers were deployed on Full Routes and all street sweepers on Thursday 31st across the city were deployed on pavement gritting. 80 tonnes of salt was used on that night in addition to the previous treatments of salt laid during preceding cold nights.

- 4.2 A dedicated person in charge of communications was appointed across the council and prepared timely press releases, constant website updates and email updates.
- 4.3 To mobilise such resources was a difficult decision, given that forecasters could not confidently predict timings or amount of snowfall even up to 12 hours before and that this enhanced service response had financial and practical implications (e.g. salt stock monitoring and supply). The predicted snowfall did not occur.

Communications

- 4.4 The communications strategy during the second bout of predicted snow was largely as before, centering on regular and relevant information directly to the residents, media, Members and council staff. Having fixed the technical problem with the website, it was updated regularly throughout the New Year holiday period when the council was closed. Two way communications were increased with residents through more regular engagement in social media. The result was – for the first time since the cold weather began – complimentary messages on social networking sites and the Argus website about the council’s gritting and its efforts to warn and inform residents. The tone of traditional media coverage was also far more sympathetic to the council by this stage.

5. Response to snowfall of the 6th - 13th January

Operations

- 5.1 Because of the cold nights and risk of ice during the early January period, the gritters had been laying applications of salt from 1 – 5 January, and as there was no rain, this also formed good preparation for the predicted snowfall. On Tuesday 5 January the weather forecast at midday stated that there was a risk of up to 2 – 5 cm of snow accumulation overnight into Wednesday morning with a further risk of 5 – 10 cm during Wednesday. Snow fell and 6 gritters with snow ploughs started full routes at 6.00 p.m., continuing at 9.30 p.m. on full routes with ploughs and then driving through the night .running full routes again at midnight and 3.00 a.m. Gritting operations continued into the next day with routes ploughed and gritted on a constant turn-around system.
- 5.2 Throughout the week the service worked 24/7. All non HGV vehicles from Cityclean and Cityparks were deployed where possible dumping piles of grit across the city in preparation for the week ahead.

- 5.3 On Wednesday all available staff across refuse and recycling, street cleansing and gardeners were transported to the grit piles to spread the grit. As the conditions were severe only four 4 x 4's could be used to transport staff across the city.
- 5.4 The use of all 12 gritter drivers on a day/night shift system continued constantly throughout the week and Cityclean and Cityparks staff carried on with hand clearance throughout the week.
- 5.5 For weekend of the 9th and 10th January staff were drafted in on overtime to help grit across the city. Approximately, 100 staff were deployed from Cityparks and Cityclean supplemented by staff from NSL, the council's parking contractors. This included:
- On call additional staff for weekend work
 - Increased numbers of 4 x 4 vehicles (including tractors) to access hard-to-reach areas
 - Agreement regarding grit "drop-off" points
 - Up to date information on the website and through other communication channels
- 5.6 In addition to continuous communication with the bus company, their Operations Manager was deployed at the Council's Bartholomew House Traffic Control Centre to monitor and direct city centre bus operations using CCTV.
- 5.7 Throughout the whole period Winter Duty Officers and Head of Network Management maintained a presence at the Hollingdean Depot seven days a week to direct operations throughout the cold spell, co-ordinating work with the Operations Managers from Cityclean to manage staff and vehicles for road and pavement gritting as required.

Communications

- 5.8 The communications strategy continued as before but this time with two key improvements. The first was the production of three YouTube videos viewable on the council's website, all about different aspects of the gritting operation. This was designed to give residents more detail in an easily-digestible format about the hard work being undertaken by staff, as well as to improve the morale of those staff. The second was the transformation of the previously-published grit bin list into a map showing the exact locations of each bin. This was published and widely publicised. A new objective was also fulfilled by the council's communications in the gathering of 12 volunteer 4x4 drivers to carry out adult social care transport duties. This was done via an appeal on the website, radio, Sky News, BBC News 24 and social networking websites. A list of volunteers was compiled by the media team and passed on to Adult Social Care. The appeal was later praised by the Communities Secretary John Denham in a press statement and was featured in the industry magazine PR Week as an example of best practice in using social media during a crisis.

5.9 By this stage visits to the council's website were more than double the figure for the two previous bouts of snow. In the five days covering 31 December to 4 Jan, there were 28,534 visits. By contrast, the five days covering 6 January to 10 January saw a rise to 67,631 visits. The growth in daily visitors on the previous week was testament to the website's growing reputation as a source for relevant information.

6. Innovation

6.1 Following the public criticism of the Council during the December snow and ice, the Winter Service Team, Director of Environment, and Assistant Directors for City Services and Sustainable Transport worked closely with the Leader of the Council to review the response and improve key areas.

6.2 Brighton & Hove is a small authority with resources and supplies sufficient for our usual winter climate. The unprecedented weather situation meant that we had to think innovatively about how best to use our available staff and resources. Examples of leading practice and innovation include:

- Using grit instead of salt on outlying routes. This was because during the snow event of last February, we learnt that grit was a much more useful treatment for layers of compacted snow, persistently cold temperatures and hilly routes where the salt becomes ineffective. The grit gives vehicles traction and starts to break down the compacted layers to reach the salt treatment beneath. National government advice on this came out much later.
- Using Parks 4 x 4 vehicles and tractors to take salt/grit out to outlying hard-to-reach communities.
- Using all available in-house 4 x 4 vehicles and calling on the public to help with 4 x 4 transport in order to reach vulnerable people.
- Giving out legal advice to householders about clearing pavements themselves – this was followed up by national government advice a week after we had posted information on our website.
- Carrying out a sustained system of pavement gritting, including working with CYPT to identify school routes on a priority basis.
- Using a JCB and tractor-trailer to remove large snow drifts around Falmer Road/Bexhill Road.
- Setting up a rota system with Street Cleansing staff acting as drivers' mates during ploughing operations, thus avoiding using trained drivers. This allowed us to utilize our complete drivers' rota to double-shift on day and night time duties.
- Using Parking Attendants to clear pavements.
- Dropping off piles of grit for residents to help clear their local areas.
- Continuing to refill grit bins as a priority throughout the cold period.
- Sharing intelligence and use of the Council's Traffic Control Centre with the bus company.
- Dedicated communication support coordinating all communications activity – website updates, using the press, radio and TV to get actively messages across and briefing members.
- Use of film to get across messages to place on website and Youtube

- Establishment of a “Transport Cell” to support snow and ice clearance in the wider community as well as deployment of 4x4 vehicles to vulnerable residents.
- Delivering salt/grit supplies to the hospital, bus company, crematorium, and schools to enable them to continue treating their own premises.
- Creating links between Highway contractors and the council’s Housing section to ensure they got supplies of grit to continue treating housing estates.

6.3 This advanced level of work delivered real improvements in January and Improved communications and in closer working with the public on what we could and couldn’t do led to some positive press coverage.

6.4 By 8th January, there were 0 recorded falls on ice compared to 49 in December. An appendix is attached with more information.

7 Further Improvements

7.1 There is a high expectation of the Winter ‘Gritting’ Service because much of the economy and well-being of the city relies on a good degree of movement and mobility. The Winter Service Plan delivered according to its aims but following the snow event in December, senior managers introduced an enhanced service in order to respond to public concerns and requirements. However, if the plans operated from the 6th January are to be adopted or further enhanced, the Winter Service will require significantly more resources in terms of revenue and capital for the use of additional staff and vehicles.

7.2 Decisions on whether to agree a greater level of service need to be made during the budget process for this financial year.

Proposal	Recommendation	Timescale
The public have a low awareness of the Winter Service including its limitations in extreme weather conditions. It is important to provide clear information to residents and business on Winter Service Plan, location of grit bins, and advice on public transport, driving in bad weather and gritting pavements.	An annual leaflet sent to all households and businesses, website and social media sites Newspaper advert in the winter months. Special edition of City News in October.	Spring/summer 2010/11

<p>The Council currently has three 4x4 Gritter vehicles out of its fleet of 7. During the prolonged snow and icy conditions many roads on the existing network of priority roads were inaccessible by normal two wheel drive vehicles. This hasn't been an issue before but highlights the need to replace this aged fleet with 4x4 vehicles to allow full coverage. The gritters are 10 years old and due for replacement</p>	<p>Replace gritter vehicles with 4x4 fleet, narrower chassis vehicles and more modern equipment that will be better able to access Brighton & Hove's urban steep roads</p>	<p>Winter 2010/11</p>
<p>The current salt storage capacity at Hollingdean Depot is limited to approximately 1,000 tonnes and is sufficient for the average Winter conditions without contingency. The council was fortunate it did not run out of supplies during the bad weather periods but it did have to seek mutual aid for supplies from other councils although due to careful use of stocks did not ultimately need to take this up</p>	<p>A covered salt barn, silo, pre-wetted salt / saline or other suitable alternative arrangements providing additional capacity would give further assurance to supplies and contingency.</p>	<p>Long term. The depot is in a poor condition and needs refurbishment works and development to make better use of the site and put in place substantial and proper storage capacity for grit and salt. It is essential work commences on this immediately and forms part of the refurbishment plans for the depot</p>
<p>Grit bins – the Winter Service team have received numerous requests for grit bins all over the city including in the warmest central and low lying areas. Many bins have been removed in the past at the request of various groups such as Local Action Team's to reduce street clutter and</p>	<p>Investigate possibility of using builders' bags to deposit grit where required rather than place additional grit bins all over the city.</p> <p>Additional budget will be required to be able to provide and fill all the additional bins/bags before, during and after</p>	<p>Winter 2010/11</p>

vandalism. Yellow plastic bins in prime conservation areas would also ruin the aesthetics of the street scene	each cold weather event	
Provision of additional hand gritting equipment to allow it to take place more speedily and easily	There are excellent examples of pavement clearance machines but require additional capital and revenue budget to purchase and operate	Winter 2010/11
Provision of more trained gritter drivers from Cityclean increasing the pool of staff available	There are additional costs associated with training extra drivers (approx £1,000 per driver)	Winter 2010/11
Provision of additional 4x4 vehicles for highway operations transporting grit and transportation of staff.	Older vehicles in Cityparks could be replaced with 4 x 4's and then called on in bad weather	As vehicles come to the end of their economic life

- 7.3 Officers can investigate the capital costs of replacing gritters and purchasing pavement gritting machines. It is likely that these costs will be in excess of £950k and there is no budget identified for this additional expenditure. This unsupported borrowing could be explored.

8 DAMAGE TO THE HIGHWAY

- 8.1 Severe cold weather followed by a thaw usually results in increased damage to the highway and to apparatus under the highway. This is because of the expansion and contraction caused by cold and ice penetration, often resulting in "frost heave" which is movement of the road surface and sub-surface.
- 8.2 For the Highway Authority, this means that large potholes can appear in the road, or some pavements may crack or move. For utilities, this results in burst mains requiring emergency repairs.
- 8.3 As the snow has thawed and potholes have appeared, the council's highways team have been responding to problems, calling in extra staff to make temporary and permanent repairs to road surfaces.
- 8.4 Last month a programme of repairs to potholes was carried out after the first batch of snow.

- 8.5 Following the severe weather, council Highway Inspectors are once again focusing on identifying and repairing new potholes as they are gradually exposed by the thawing snow and ice. This will continue to be a priority for the coming weeks, with more 'pothole gangs' being made available by the council's contractor to deal with problems.
- 8.6 Inspectors are already reporting a noticeable increase in potholes and other damage to the highways but the full extent will only be revealed over the next month or so – depending on whether more cold weather follows.
- 8.7 Roads where potholes have already been repaired include:
- London Road
 - Lewes Road
 - North Street
 - Western Road
 - Falmer Road
 - North Road
 - Trafalgar Street
 - Upper North Street
 - Lansdowne Road
 - Marine Parade
- 8.8 When potholes appear, the council carries out two different types of repair – for the lesser used side roads we use a temporary cold material and a permanent repair follows at a later date. For the busier main roads we use a more expensive semi-permanent material that sets with water and can be installed quickly using minimal traffic management, and reducing traffic congestion.
- 8.9 Last financial year, 08-09, the council spent just over £360k on repairs to carriageways. This year we have already spent £217k. The snow last February resulted in around £100,000 worth of damage.

9 CONSULTATION

- 9.1 Transport Cell –consultation with representatives from schools, Adult Social Care, PCT, public transport and Civil Contingencies.
- 9.2 The Winter Service Plan for 2009-10 was discussed with all emergency services, the Brighton & Hove Bus Company, Lead Members and relevant council sections before being presented to Environment Cabinet Member meeting for approval in November 2009.

10 FINANCIAL & OTHER IMPLICATIONS

Financial Implications:

- 10.1 The Council's annual budget for the Winter Service is £227,000. The budget has not changed in real terms over the past five years. This level of resources is based on the expected usual weather patterns and is estimated to provide 30 Standard treatments per year plus a snow event of 2 days duration.
- 10.2 Any underspend in the revenue budget is carried over into the Winter Maintenance Reserve, as contingency for periods of extreme weather. This fund has been used during financial years 2006-7 and 2008-9 for severe weather. A minimum of £250,000 is held in this reserve.
- 10.3 The budget is based on fixed costs for weather infrastructure and vehicles and variable costs including drivers, fuel, vehicle maintenance, salt supply and grit bin filling. The greatest proportion of the budget is for the lease hire of the gritter vehicles, standing at £106,000. The gritter vehicles were purchased from the lease company 3 years ago, thus enabling a saving of £80,000 per year which has been utilised to cover the other ongoing operational costs of the winter service.
- 10.4 As the timing of this report and the January snow event has overlapped, the costs of the enhanced Winter Service are yet to be determined. The additional costs will cover the treating of pavements, increased weekend working, additional materials (salt and grit supplies) and the increased cost associated with round the clock pre-treatment of roads during a prolonged period of cold weather with significant individual snow events. If we experienced continuous snowfall with significant accumulations then expenditure could easily amount to £200,000 per week to cover additional labour, salt, grit, loading, maintenance. and transportation costs.
- 10.5 There is a need to work up capital costs of replacing the gritters and purchasing more hand gritting machines. It is likely that these costs will be in excess of £925,000.

Finance Officer Consulted: Patrick Rice

Date: 13/01/10

Legal Implications:

- 10.6 The Council has a statutory responsibility to ensure as far as practicable safe passage on the highway and safe movement of all users pursuant to the Highways Act 1980, the Railway and Transport Act 2003 and the Traffic Management Act 2004. The implementation of the Winter Service Plan together with the other steps taken by the Council as outlined in this report has ensured that the above

obligations have been met in relation to the recent snow events. If proposals for improvement are agreed this will assist further to demonstrate that the Council continues to meet its statutory responsibilities by reviewing its Winter Service Plan and implementing changes where these can lead to improvements in the service.

Lawyer Consulted: Elizabeth Culbert

Date: 15/01/10

Equalities Implications:

- 10.7 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 aim to provide all areas of the city with accessible options for vehicular travel. In order to assist pedestrian and other mobility, the Plan includes pavement and cycle route gritting during prolonged snow events, starting with areas of highest footfall in the city centre and around emergency services' premises, then moving on to local shopping areas and local concentrations of footfall and finally to additional local pavements.

Sustainability Implications:

- 10.8 Salt has an environmental impact to a greater or lesser degree. For example, it can harm vegetation such as grass verges and can leach through soil and soakaways into the water table. It may also contribute to the road surface damage following frost heave under cold temperatures. Therefore resources are carefully deployed in order to provide a balance between network usability and detriment to the local environment.

Crime & Disorder Implications:

- 10.9 The police have been consulted on the preparation of the plans and officers work closely with all emergency services both in preparation for and responding to severe weather. The Head of Network Management communicated regularly with the Sussex Police Road Policing Unit during both snow events.

Risk and Opportunity Management Implications:

- 10.10 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. The roads around the two major hospitals, bus depots and all police, fire and ambulance premises are covered by the Winter Plan's gritting routes.

Corporate / Citywide Implications:

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

11 EVALUATION OF ANY ALTERNATIVE OPTION(S):

11.1 This report is for Scrutiny to consider the implications, actions and recommendations arising from the two recent severe weather events in the UK – there are no alternative options relevant at this time.

12 REASONS FOR REPORT RECOMMENDATIONS

12.1 The report ensures that the implications and recommendations arising from an enhanced winter service can be formally considered.

SUPPORTING DOCUMENTATION

Appendices:

1. Number and location of falls related to bad weather

Documents In Members' Rooms

None

Background Documents

Brighton & Hove City Council's Winter Service Plan 2009-10

Item 45 Appendix 1

Number and location of falls related to bad weather

	17th – 22nd December 2009	5th – 8th January 2010
Number of patients	1814 (6 days)	770 (3.6 days)
Total Falls	107	41
Average no. falls per day	16	11
'Falls on ice'	49	-
Injury	171	43
Discharged to fracture clinic	80	-
Hip – related injuries	22	-
Brighton location	Churchill Sq (x 4) Marine Parade (x2) Queens Park Road (x2) Lewes Road Preston Park Station Bexhill Road, Woodingdean Edward Street North Laine Preston Road Argyle Road Gloucester Road East Street, Brighton Spring Gardens/Church Street Ashton Rise Coombe Road Western Road, Brighton Eastern Road Duke Lane, Prestonville Road Selborne Road Wild park, Brighton Gloucester Road, Brighton	Churchill Sq (x 3) Ditchling Road (x 2) Lewes Road / John Street King's Road Brighton Junction of Carden Avenue/Graham Avenue Western Road Royal Albion Hotel Old Steine St Peters Church Compton Avenue Forge Close The Level

Hove location	Boundary Road Church Road, Landsdowne Place	Hove Park Holland Road 1206 Western Road Sackville Road, Blatchington Road
Other locations	'Public place' (4), 'fall on the ice' (9) and 'in town' (5). Saltdean Vale (1) Hayward's Heath (1), Newhaven (1) and Portslade (1)	Newhaven golf course (1) Saltdean Vale (1)

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 46

Brighton & Hove City Council

Subject: Scrutiny Panel on Winter Service Plan: Proposed Remit

Date of Meeting: 8 February 2010

Report of: Director of Strategy and Governance

Contact Officer: Name: **Brian Foley Standards and Complaints Manager** Tel: **29- 3109**

Tom Hook Head of Scrutiny **29- 1110**

E-mail: Tom.hook@brighton-hove.gov.uk

Wards Affected: All

FOR GENERAL RELEASE/ EXEMPTIONS

1. SUMMARY AND POLICY CONTEXT:

1.1 At the request of the Committee Chairman and Councillor Bill Randall in his letter to the Chief Executive, and following a number of complaints, comments and suggestions received from members of the public, a Scrutiny Panel is proposed (see previous item on this agenda). The Panel will investigate the delivery of the Council's Winter Service Plan and make recommendations on how it may be improved.

1.2 At **Appendix 1** the Standards and Complaints Manager gives details of the complaints and comments received between 16 December and 15 January about the Council's response to severe weather conditions.

The initial Standard Response (sent to complainants in December) and the revised Standard Response (January) appear as **Appendices A and B**.

1.3 This report sets out a suggested remit for the Scrutiny Panel at paragraphs 3.4 – 3.10 for agreement at this meeting.

2. RECOMMENDATIONS:

- 2.1 That the Committee:
- (1) Note the information in this report
 - (2) Agree the remit of the Winter Service Scrutiny Panel
 - (3) Agree to the composition and named membership of the Scrutiny Panel.

3. BACKGROUND INFORMATION

- 3.1 Details of the extreme weather events before and after Christmas and the Council's response in December 2009 and its enhanced service in January 2010 are detailed in the previous agenda item.
- 3.2 The formal complaints, comments and suggestions received from 16 December to 15 January are detailed in **Appendix 1** to this report.
- 3.3 Councillor Bill Randall wrote to the Chief Executive on 21 December 2009:

'There is huge discontent in my ward and others about the City Council's response to the extreme weather. I've been handling calls from older people and others who are under climatic house arrest. Although the situation is getting better now and street ate being dealt with, my group feels we will need a proper scrutiny of the council's response to the freezing weather once the snow has gone.

This is a formal request for a scrutiny by the Environment and Community Safety Overview and Scrutiny Committee as soon as possible after the New Year.'

Councillor Randall.

Membership and Aim of Scrutiny Panel

- 3.4 It is proposed that the Winter Service Plan Scrutiny Panel comprises four members, one from each political group, with the ECSOSC Chairman serving as Panel Chair.
- 3.5 This meeting is asked to appoint three other named Members to the Panel to enable the scrutiny to progress without undue delay.
- 3.6 The Panel will make recommendations on modifications and improvements to the Council's Winter Service Plan and the Council's response to severe winter weather in future.

Work Plan for the Scrutiny panel

- 3.7 The Panel will hold one public meeting in March and invite the Cabinet Member for Environment and officers to describe the Winter Service Plan and the actions taken in response to the severe weather.
- 3.8 The Panel will consider complaints and positive suggestions received. This being an issue of national concern, the Winter Service Plans and responses by other comparator authorities will be researched. The remit of the panel will be to consider:
- The Councils' Winter Service Plan
 - The predicted regularity of severe winter weather
 - The Council's response to the initial snowfall
 - Changes to the Council's response at the time of the second snowfall
 - Suggestions for alterations to service provision
 - Comparative information available from other local authorities
 - Financial implications of any service modifications
- 3.9 Witnesses will be invited to provide information to the Panel including:
- Members of council staff involved in the gritting programme
 - Members of the public with suggestions for service improvements
 - Council Members
 - Health organisations
 - Police
 - Unions
 - Others with particular expertise or knowledge
- 3.10 Draft findings and recommendations of the scrutiny review will be reported back to the April ECSOSC meeting.

4. CONSULTATION

- 4.1 There has been no specific consultation however the information above has been gained from members of the public.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There are no financial implications arising directly from this report. In considering the Council's response to the severe weather event members need to take account of the financial implications of service changes. These are highlighted within the relevant reports.

Legal Implications:

- 5.2 There are no legal implications arising directly from this report. In considering the Council's response to the severe weather event members need to take account of the legal implications of service changes. These are highlighted within the relevant reports.

Equalities Implications:

- 5.3 Whilst having no direct equality implications the issues raised in the report do highlight that some residents suffer disproportionately when severe weather conditions occur.

Sustainability Implications:

- 5.4 The report illustrates the impact that the severe weather had on residents of the City. If severe weather events are to become more frequent the council will need to evaluate how it seeks to prepare and respond to them. The Scrutiny Panel on Climate Change Adaptation is looking at some elements of this.

Crime & Disorder Implications:

- 5.5 There are no direct crime and disorder implications arising from this report.

Risk and Opportunity Management Implications:

- 5.6 There are a number of risk implications associated with the severe weather. This report focuses on the number and type of complaint received by the council. The major risk associated with complaints of this volume relates to the Council's reputation and relationship with the City's residents.

Corporate / Citywide Implications:

- 5.7 The Council has received substantial criticism for its response to the snow. This needs to be considered at a corporate level as all Council services are affected.

SUPPORTING DOCUMENTATION

Appendices:

1. Report of Standards and Complaints manager

Documents In Members' Rooms:

None

Background Documents:

1. Brighton & Hove City Council's Winter Service Plan 2009 – 2010

Background Information from Standards and Complaints Manager Summarising:

- The number of initial contacts
- The number of secondary follow contacts
- Positive suggestions made by the public
- The key themes and issues being raised by members of the public
- The feelings expressed by the public

Number of comments received 16 December 2009 and 15 January 2010

1. The contact centre dealt with 3200 calls related to the severe weather conditions.
2. The council received in the region of seven hundred emailed comments from members of the public via its main email sites. In the main those emails were critical of the council's performance. However, later emails tended to be requests to have specific streets cleared of ice and snow and were less critical of the council's response overall. There was some recognition of the good work that was carried out by council staff.
3. Staff from the Winter Maintenance Team replied to the comments received in December with a standard template letter amended for specific issues raised. (Appendix 1)
4. With further snow falling in January staff from the Standards and Complaints Team assisted in providing responses using a revised standard response which referred the public to the information that was being constantly updated on our website. (Appendix 2)
5. Approximately 10% of people contacted the council for a second time stating they were dissatisfied with the response they had received. Where appropriate that group of people have been told they may make their representation to ECSOSC.
6. It was agreed with directors that none of the emails received would be dealt with through the corporate complaints procedure. However it was considered helpful to provide ECSOSC with an outline of the comments received.

Summary of the issues of complaint

7. The experience of Highways staff and Standards and Complaints was similar in that the December complaints contained a great deal of anger, were quite vitriolic and some could even be described as venomous. The overall impression gained was that people who contacted the council may have been looking for an opportunity to vent their annoyance with the council.
8. With regard to the initial complaints received the public reaction seemed disproportionate. There appeared to be little room for tolerance or understanding of the extent of the problem. It may be worth asking what it was that actually sparked such an intense reaction from some people.
9. January complaints differed from the initial complaints. It appears that people contacting us understood this was a national issue. They were probably seeing pictures from across the country and could see that it

wasn't just their council that had been 'caught out' or 'ill-prepared' (as suggested in the first round).

10. It is possible that our own communications with the public were improving and there was more information on the website. For example we were explaining how staff had been diverted from their current duties to assist. The press briefing at the end of December was very helpful. It was noticeable that comments focussed more on the needs of individuals, things like: why have you not gritted my road, I live at the top of a hill; I haven't been able to get to the shops.

Positive Suggestions made by members of the public

11. Members of the public have made suggestions about how they think the service provided during severe weather may be improved. Some of these are summarised below:

Regarding prioritisation

- Keep schools open as a priority.
- Make it a priority case to grit outside the local shops or put grit bins there. Many elderly people go to those shops, we live on the hills, but you concentrate on the centre of town, you should consider access down hills to local shops more during bad weather, for that's where people live, not in Churchill Square.
- Ensure bus routes are running.

Help from volunteers

- Find out / contact who can volunteer to help.
- Have a supply of hand tools that volunteers can use.
- Advise citizens to clean the path in front of their houses to facilitate the work of the cleaners (as it happens in other countries more organized in the event of snow like Germany). This council is very well organized and constantly open to new ideas so it would be brilliant to have a solution also to this problem.
- It is dangerous when residents are clearing snow from their property only to pile it on the pavements and roads. Please could people be advised to keep cleared snow on their front gardens

Communication

- Understand that not everyone has a computer and cannot get information from the web.
- Make sure people answering phones speak clearly.
- Give an indication when certain areas will receive some form of gritting to the roads/pavements.

Use of resources

- Prepare the street cleaners to use their resources (vans, trolleys) to clean the streets from snow or distribute salt on the ice to melt it, in the event of an emergency.
- The placement of the salt bins at the tops of roads would at least allow us to help ourselves.
- Consider placing grit bins on the roads that are not gritted. Much better would be for the council to realise that residential areas need to be gritted to allow us all to access services and it is short-sighted to force disabled people in desperation onto snowbound and icy roads and pavements, risking falls and fractures

Themes and Issues raised by the public

12. The following is a summary of the themes and issues raised that were causing particular concern as perceived by members of the public:

- Lack of preparation given that snow had been forecast.
- BHCC were too slow in reacting to the problems.
- Disagreement with prioritisation of streets being cleared of snow.
- Other cities / regions / countries deal with emergencies much better.
- Snowploughs or gritters were not being used.
- Failure to prioritise bus routes and keep them open.
- Effect on businesses.
- People were unable to get to their local shops, gritting outside local shops was not prioritised. People do not live in Churchill Square.
- No help offered in the side streets.
- On steep hills people felt really cut off.
- Large numbers of requests to grit specific streets.
- Refuse and recycling is not being collected.

The level of feeling generated

13. The following gives an indication of the feeling generated. The initial correspondence was really quite vitriolic. A great deal of anger was being expressed.

- Badly let down
- Video showing the gritting teams was insulting propaganda
- You really do not have a clue
- *There are 4 schools on the road and while a fantastic job has been done on gritting the pavements (thank you) the road is still very snowy and icy.*
- I'm a disabled bloke. I can't get out to supermarkets. Because you have decided NOT to make my pavements safe.
- I am disgusted with the councils lack of interest in and the surrounding roads.
- Its disgusting you need to grit there has been cars and vans stuck having to dig there ways out its utter chaos.
- Come on like... stop embarrassing yourselves.

- Why aren't you using tractors and hired plant to clear the roads. It looks like you just don't care.
- It's been almost a week and it's not acceptable. Considering how high the council tax is in this country it's amazing how little you get. ... This is ridiculous. I've never seen anything like this. You need to work way harder and no excuses are acceptable.
- *I do appreciate how hard your staff have been working to keep roads and pavements clear in this awful weather.* However, you do seem to have largely forgotten that Patcham exists.
- What it is to be old forgotten and ignored.
- *Many thanks for your hard work.*

1. Initial Standard Response (December)

Dear,

Thank you for your message regarding the winter gritting operations of Brighton and Hove City Council.

I can confirm that we do not routinely treat side roads or lower used footways within the City this being due to the need to ensure main routes are kept passable and the resources available to the council as a whole.

We have a fleet of 6 lorries that are used for the gritting operations and they were fully committed to the main / bus routes throughout the City over the last few days and nights and could not be spared for side roads. Currently the drivers (there are 2 full sets of drivers) are being rested as we have further cold weather forecasts and therefore we can not afford to use all their driving hours up and then be unable to grit the main roads over night again.

Footways require a huge resource to clear them and we always endeavour to work in a priority basis when snow clearance is required. This being main shopping areas, hospitals etc. first. This process will take us several days to complete depending on the prevailing weather conditions and the current weather patterns have caused us to have to go back to areas already cleared and work on them again.

This means side roads and the majority of the cities footways will not be treated but there are a large number of side streets within Brighton and Hove in a similar position and we as an Authority have to prioritise our resources to the most used roads in these circumstances.

We also place grit bins on certain side roads that can be utilised by residents to help grit their own roads but these are generally only placed on junctions which have some incline etc. as these areas are of the highest risk. The grit bin request form can be found on the Brighton and Hove web site if you feel your road needs this addition. Any requests received will be considered and a needs list will be created from these requests.

We have issued instructions for all grit bins currently in use within Brighton and Hove to be checked and refilled as necessary also.

I am sorry I cannot give you a more positive response but do assure you we endeavour to utilise the resources available to us in the most effective manner and to help the most residents possible.

Yours sincerely,

On behalf of the Winter Maintenance Team

2. Revised Standard Response (January)

Dear,

We understand the frustrations of residents who have been faced with treacherous conditions during this particularly severe freeze. Because of the impact the snow and ice is having and the exceptionally high volume of correspondence we are receiving it is not possible to respond to individual requests and comments, but I hope the following information is helpful. I suggest you also look at our website, which contains forecasts, travel information and details of areas that are being gritted. <http://www.brighton-hove.gov.uk/index.cfm?request=b1157184#Subtitle1>.

We are working with the bus company to keep the bus routes open where possible, with the bus company updating their website every 15 minutes on <http://buses.co.uk/news/weather.aspx>. Some bus routes, which have been gritted, can not be used by the buses because at extremely low ground temperatures even gritted surfaces remain icy and treacherous unless the grit is ground in by traffic.

Unfortunately we only have a finite supply of materials and staff to carry out the work so it is simply not possible to keep all 3,000 of the city's roads free from ice and snow in the hours immediately following a severe freeze. During the heavy snow our fleet of six lorries that are used for the gritting operations are fully committed to the main routes and main bus routes throughout the city. As you may be aware, prolonged ice and snow conditions require repeated treatments to keep these routes open and therefore in accordance with our Winter Service Plan, we direct our available resources to these and are not able to extend this to side streets.

Pavement clearance is very labour intensive and takes a long time to cover relatively small distances. Therefore the pavements in the most heavily used areas and those near shops and hospitals are treated first to keep them as safe and clear as possible. We are using 4x4 vehicles to take Refuse, Parks and Street Cleansing staff out to grit piles dropped around the city so they can treat pavements in more locations.

Grit bins were refilled as quickly as possible, both on request from members of the public and with staff checking those on our list. As with pavements, it can take some time get round to all 350 bins in the city but it was and continues to be a priority for our teams. A grit bin request form can be found on the Brighton and Hove City Council web site if you feel your road needs this addition. For a grit bin refill or request for a new grit bin please use the generic inbox gritbinrequest@brighton-hove.gov.uk

or use our online form at <http://www.brighton-hove.gov.uk/index.cfm?request=c1148945>. We will however need to carry out a site visit to assess if it is possible to provide a new grit bin.

We endeavour to use the resources available to us in the most effective manner and to help the most residents possible. We will continue to review and learn from these events and are introducing extra measures, including diverting staff from other services to help with hand-gritting and increasing the number of grit-bins in the city.

Yours sincerely

Sussex Police
Serving Sussex



Operation Reduction

**Strengthening The
Links Between
Enforcement And DIP**



Objectives

- **Tackle open drug markets through covert / overt enforcement**
 - **Increase the number of drug users in treatment**
 - **To reduce levels of crime within the hotspot area**
 - **Reduce fear of crime within the hotspot area**
 - **Reduce reports of ASB in the hotspot area**
- **Increase the number of people charged with supplying controlled drugs**



Tactics

- **Back to back Test Purchase Operations**
- **High Visibility Patrols in Hot Spot areas**
 - **Intelligence led referrals into CRI**
 - **CRI / Police assertive outreach team**
 - **Fast track into treatment**
 - **Financial Investigations**



Methods of Engagement

- Intelligence lead referrals
- Case work forum approach – task and targeting
- Assertive intervention – street based joint patrols
 - Integrated within DIP & treatment systems
 - Targeted care planned work
 - Rapid enforcement lead support

Sussex Police
Serving Sussex



	Jul - Sep 05	Jan-Mar 06	Apr-Jun 06	Jul-Sep 06	Oct-Dec 06	Jan-Mar 07	Apr-Jun 07	Jul-Sept 07	Oct-Dec 07	Jan-Mar 08	Apr-Jun 08	Jul-Sep 08	Oct-Dec 08	Jan - Mar 09
Total Crime	8,920	7,600	8,404	8,941	8,019	7,161	7,554	7,212	6,393	6,339	6616	6665	6315	5956
Burglary dwelling	440	262	243	253	319	210	243	261	317	361	323	330	300	249
Burglary OTD	429	280	318	310	290	285	292	322	238	230	263	264	300	278
Vehicle crime	717	619	683	647	711	539	550	461	430	526	536	640	585	567
Robbery	123	69	109	113	85	99	91	114	74	73	79	123	96	85
Charges of Supply Class A	9	21	55	87	73	57	73	79	31	48	13	89	34	84



Treatment Outcomes

To date there have been a total of 334 referrals into the Operation Reduction treatment scheme.

Of these there have been:

- 329 referrals into structured treatment which includes substitute prescribing
- 97 Referrals into residential treatment
- 29 successful completers



Offending History of Users

**The total number of convictions currently stands at
14,100**

which is an average of 40.2 per person.

Impendings = 363

- Total number of burglary convictions = 1,195
(£2,166,535 social costs)**
- Total number of violent convictions = 1,088
(£14,384,448 social costs)**



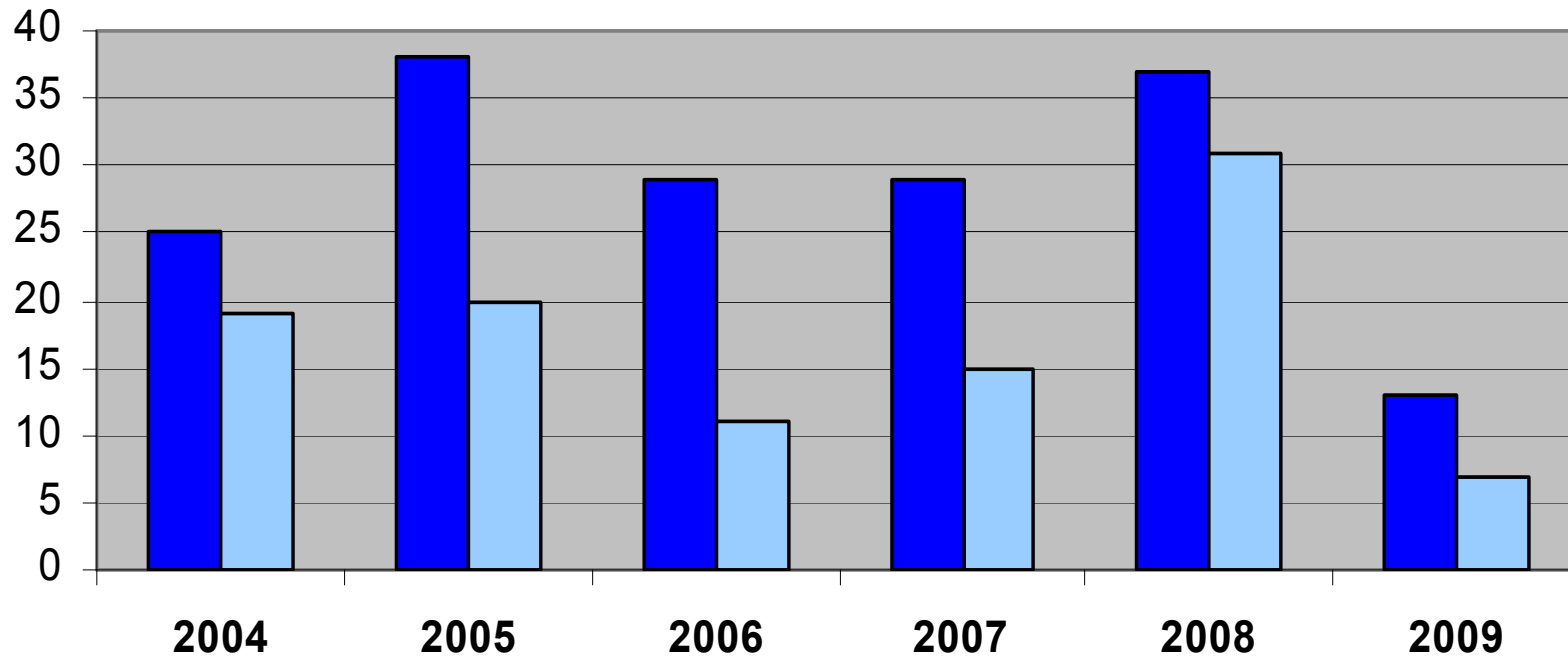
Offending History of Users continued/

- **Total number of Vehicle (theft from/off) convictions = 684
(£499,320 social costs)**
- **Total number of Quality of Life convictions (Crim Dam,
D&D, Sec 5 etc) = 1,066**
- **Total number of Drugs convictions = 906**
- **Total number of shoplifting convictions = 2,851**



Drugs Deaths

■ Total Illicit ■ Heroin



Sussex Police
Serving Sussex



The Argus

38p Tuesday, October 21, 2008

theargus.co.uk

EDF Energy Daily Newspaper of the Year

Did Vicky's killer
pretend to be
dead teenager
on website? Page 5

We reveal secret
SusseX Files Page 3



HEROIN GANG BLAMED FOR DEATH OF 18

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Briefing Note:

Evaluation of Operation Reduction

June 2008

Amanda Hall
James Roe
Emily Evans



Introduction

Operation Reduction was established in November 2005 and aimed to tackle both the supply and demand associated with drugs in Brighton and Hove. This was to be achieved by increasing the number of drug users in treatment and increasing the level of drug seizures and the number of individuals charged with supplying controlled drugs. By targeting these issues it was also hoped that a reduction in levels and fear of crime and antisocial behaviour in hotspot areas could be achieved.

Methodology

This evaluation focused on changes in levels of crime and anti-social behaviour within the Brighton and Hove area and also amongst the individuals targeted by Operation Reduction.

Area based analysis

This analysis suggested that total offending across Brighton and Hove decreased following the introduction of Operation Reduction. Indeed, as shown in Table 1, between the pre-period (November 2003 to October 2005) and the post-period (November 2005 to October 2007) **total crime reduced by 4%.**¹

Table 1: Change in total crime between pre and post periods

Year of dataset	All offences in dataset	Change on previous year	Percentage change on previous year	Significance of change year on year
Nov 03-Oct 05	64,113	-	-	
Nov 05-Oct 07	61,558	-2,555	-4%	ns

ns=not statistically significant

As the Operation sought to reduce crime by reducing the need to fund a substance misuse habit, it was anticipated that greater reduction would be noted on particular offences, specifically those of an acquisitive nature with a quick offence-to-cash turn around.²

Changes in the level of these 'impact' offences suggested that they decreased at a greater rate than offending overall. Indeed, as Table 2 shows, between the pre and post periods **crime falling into this impact category decreased by 18%.**

¹ This 4% decrease was not statistically significant. However, the overall 4% reduction masks changes between individual years. Indeed, between the November to October period in 2004/05 and the same period in 2005/06 a 1% reduction was noted, whilst between 2005/06 and 2006/07 a 10% reduction was seen.

² Impact offences were determined to be: burglary in a dwelling (including aggravated burglary); burglary in a building other than a dwelling (including aggravated burglary); robbery of personal property; theft from the person; theft in a dwelling other than from an automatic machine or meter; theft from a vehicle and theft from a shop.

Table 2: Change in impact crimes between pre and post periods

Year of dataset	Impact offences in dataset	Change on previous year	Percentage change on previous year	Significance of change year on year
Nov 03-Oct 05	19,169	-	-	
Nov 05-Oct 07	15,805	-3,364	-18%	**

** = statistically significant at the 99% confidence interval

Anti-social behaviour was also examined across Brighton and Hove comparing one year prior to the start of Operation Reduction with one year after.³ This suggested a slight (but not statistically significant) increase of 3%.

Individual based analysis

Analysis of offences attributed to those targeted by Operation Reduction revealed that individuals' offending in the two-year period after contact with the operation was significantly lower than that in the two-year period prior to contact. Indeed, a **63% reduction in their overall offending** was seen between the pre and post periods compared to a 21% reduction in offending by those known to, but not targeted by, the Operation (the comparison group).⁴

Further, examination of the change in impact offending revealed that a **50% reduction in impact offences** was found among those targeted by the operation between the pre- and post-periods, whilst a 23% increase in such offending was found among the comparison group.⁵

The analysis above focuses on all individuals targeted by Operation Reduction. However, the operation effectively consisted of two halves; one side involving enforcement targeted at those supplying drugs (supply) and the other targeted towards those using illicit substances, encouraging them into treatment (demand). Change in offending in each of these two groups is considered below.

Demand side analysis

A **69% reduction in total offending** between the two-year pre and the two-year post period was seen when examining the offending of those targeted under the demand element of

³ Due to coverage of data provided.

⁴ The 63% decrease in offending for those targeted was statistically significant (T=-5.771, df=89, p=0.000), whilst the 21% decrease noted in the comparison group was not.

⁵ The 50% decrease in offending for those targeted was statistically significant (T=-2.798, df=48, p=0.007) whilst the 23% increase in offending noted in the comparison group was not.

Operation Reduction.⁶ Further, **impact offending also reduced by 69%** between the pre- and post-periods.⁷

Supply side analysis

A **62% reduction in total offending** between the two-year pre and the two-year post period was seen when examining the offending of those targeted under the supply element of Operation Reduction.⁸ However, impact offending reduced by just 29% between the pre- and post-periods.⁹

However, those targeted on the supply side of the operation may not be offending to support a substance misuse habit and one would not necessarily anticipate a reduction in these impact offences. Further analysis suggested that there was, however, a statistically significant decrease in their drug offences (78%¹⁰) compared to a non-statistically significant increase in the drug offences of those targeted under the demand side.¹¹

Summary

Operation reduction and the targeting of particular individuals appears to have contributed to a significant decrease in offending across Brighton and Hove, specifically in terms of a reduction in acquisitive offences associated with funding a drugs habit.

This decrease in acquisitive offences was greater in the group targeted within the demand element of the operation, whilst drug offending reduced in those targeted by the supply element of the operation.

⁶ This decrease was statistically significant (T=-2.356, df=15, p=0.032).

⁷ This decrease was statistically significant (T=-2.558, df=12, p=0.025).

⁸ This decrease was statistically significant (T=-6.603, df=68, p=0.000).

⁹ Not statistically significant.

¹⁰ T=-6.622, df=59, p=0.000).

¹¹ The increase was equivalent to just 6 offences (although this was a 300% increase denoting a rise from 2 to 8).

Agenda Item 48

Environment and Community Safety Overview and Scrutiny Committee Draft Work Plan 2009 – 2010

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
22 June 2009		
Grass mowings; question from conservation groups	Consider question and officer briefing	Referred to 23 July Cabinet Member Meeting and then on to senior officers
Night time economy	Overview with representatives of Sussex Police, taxi and licensed trades.	Officers and Partners thanked for work in achieving Beacon Status
Draft waste management strategy	Pre-decision policy development	Comments including dealing with food waste to be forwarded for inclusion as the Committee's response to the Waste Management Strategy and Consultation Plan
SPD London Road Joint ECSOSC/CTEOSC Scrutiny Workshop	Noting comments from the workshop that were taken forward to 7 May 2009 Cabinet Member meeting	Outcomes of public consultation to be reported back to ECSOSC
Crime and Disorder Committees	Noting ECSOSC responsibilities as a Crime and Disorder Committee	Officer-led review of implementation of CDRP scrutiny; and CSF to be asked to do the same

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
ECSOSC Work Plan	For discussion and monitoring	Maintain under review
14 September 2009		
Older People and Community Safety – report of the scrutiny panel	Receiving report of findings and recommendations for endorsement. Presented by Panel Chair Councillor Mo Marsh	Scrutiny Panel Report endorsed by Committee for consideration by the Executive. Meanwhile report to go to 19 October Community Safety Forum for discussion. Monitoring outcomes added to ECSOSC work programme Additional publicity recommended. To be reported to Council 28 January 2010.
Performance reporting; Full Summary for 2008/2009. Plus questioning off-target areas	Noting last year's performance and questioning re NI 30 – Prolific and Priority Offenders	That officers consider the format of the performance reports; for example those presented to Community Safety Forum.
Refuse & Recycling Collection and Communal Bins Complaints	Opportunity to question progress	Progress noted.
Scoping report on potential issues for in-depth scrutiny: cycling, road safety, LTP	Committee to agree matter for scrutiny review.	Panel set up to investigate the road safety measures being taken by the Council and its partners, and issues

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
(local transport plan)		affecting the number of killed and seriously injured.
ECSOSC Draft Work Plan	For discussion and monitoring.	Downland Management report on agenda Environment CMM 24 Sept. Additional items requested; bus fares for young people (9 November) and policing the use of drugs (February 2010)
6 October 2009 1pm		
Two call-in requests: Pedestrian Network Phase 2 and Downland Management	ECSOSC meeting called to determine whether or not to refer back two decisions: Pedestrian Network Phase 2 (17 September Cabinet) and Downland Management (24 September Environment CMM)	On the basis of informal consultation with residents present, Pedestrian Network Phase 2 decision not referred back. Environment CMM (5 November) asked to reconsider Downland Management
9 November 2009		
Report from Community Safety Forum (CSF)	Summary by Councillor Dee Simson and questions from the Committee	Update from Councillor Simson and request for information on reported levels of hate crime

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
Draft Waste and Minerals Core Strategy for Consultation following report to 15 October Cabinet	Results of public consultation	Members noted the outcome of the consultation and were asked to comment individually
Report on roadworks	Request for report following letter from Councillor Steedman	Policies and processes were noted and officers were congratulated for their success in achieving joint working
Young people and concessionary bus fares as requested at 14 September ECSOSC	As requested at Committee	Members needing further information would contact the officer, unable to be present.
SPD London Road – outcome of consultation		Comments to be taken into consideration in the final version of the London Road Central Masterplan
ECSOSC draft work plan	For discussion and monitoring	Two Scrutiny panels set up: support services for victims of rape and sexual assault and 20mph speed zones/limits
18 December 2009 (2pm) postponed to 19 January 2010		
Budget Seminar; postponed to 19 January 2010 due to snow and ice	Opportunity to make recommendations on budget proposals for OSC 26 January to take forward to 11 February Cabinet	Comments to be taken forward to OSC and Cabinet on: subsidised bus services, seafront maintenance and alternative sources of funding, the

Issue	Overview & Scrutiny Activity	Outcome & Monitoring/Dates
		business case for a transport model and post of hate crime caseworker
8 February 2010		
Discusssion with Environment Cabinet Member		
Council's response to weather conditions		
Policing the use of drugs: Operation Reduction	As requested at 14 September Committee following magazine article	
19 April 2010		
Half-yearly report from CSF		
Health Impact Assessment of Licensing; Referral to ECSOSC from November 2009 Licensing Committee		
Performance reporting – third quarter	Outline report of different national and local indicators relating to Environment Directorate in greater detail to help clarify data. Possibly use Community Safety Forum performance reporting style more widely	

