





**Brighton & Hove
City Council**

Overview & Scrutiny

Title:	Environment & Community Safety Overview & Scrutiny Committee
Date:	10 November 2008
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: Morgan (Chairman) Janio (Deputy Chairman), Davey, Davis, Drake, Rufus, Smart and Wells
Contact:	Mary van Beinum Scrutiny Support Officer 01273 - 29 - 1062 mary.vanbeinum@brighton-hove.gov.uk

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AGENDA

30. PROCEDURAL BUSINESS

A. Declaration of Substitutes

Where a Member of the Commission 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 Commission. 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:-

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].

not to exercise executive functions in relation to that business and
not to seek improperly to influence a decision about that business.

(4) The circumstances in which a Member who has declared a

ENVIRONMENT & COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

prejudicial interest is permitted to remain while the item in respect of which the interest has been declared is under consideration are:-

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,

if the Member has obtained a dispensation from the Standards Committee, or

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 public inspection at Brighton and Hove Town Halls.

31. MINUTES OF THE PREVIOUS MEETING

1 - 4

32. CHAIRMAN'S COMMUNICATIONS

No letters from Councillors or Notices of Motion have been received.

33. PUBLIC QUESTIONS

No public questions have been received.

The closing date for public questions for the meeting to be held on 26 January 2009 is 16 January.

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- 34. PERFORMANCE REPORT** **5 - 10**
- Report of the Director of Strategy and Governance.
- Contact Officer:* Andy Edwards *Tel:* 01273 - 29 - 6823
Ward Affected: All Wards
- 35. STREET LIGHTING** **11 - 26**
- Report of the Director of Environment.
- Contact Officer:* Christina Liassides *Tel:* 01273 - 29 - 2036
Ward Affected: All Wards
- 36. INTEGRATED TRANSPORT**
- Report of the Director of Environment.
- Contact Officer:* Andrew Renaut *Tel:* 01273 - 29 -2477
Ward Affected: All Wards
- 37. LOCAL TRANSPORT PLAN PROGRESS REPORT 2008** **27 - 38**
- Report of the Director of Environment.
- Contact Officer:* Andrew Renaut *Tel:* 01273 - 29 -2477
Ward Affected: All Wards
- 38. OLDER PEOPLE AND COMMUNITY SAFETY - PROPOSAL FOR A SCRUTINY PANEL** **39 - 44**
- Report of the Director of Strategy and Governance.
- Contact Officer:* Mary van Beinum *Tel:* 01273 291062
Ward Affected: All Wards
- 39. ECSOSC WORK PLAN** **45 - 52**
- Report of the Director of Strategy and Governance.
- 40. ITEMS TO GO FORWARD TO CABINET, CABINET MEMBER OR COUNCIL**
- To consider items to be submitted to the next available Cabinet, Cabinet Member meeting or Council.

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

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

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Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

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

Date of Publication - Monday, 3 November 2008

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT AND COMMUNITY SAFETY
OVERVIEW AND SCRUTINY COMMITTEE

4pm, 15 SEPTEMBER 2008

HOVE TOWN HALL

DRAFT MINUTES

Present: Councillor Warren Morgan (Chairman), Councillor Tony Janio (Deputy Chairman), Councillors Ian Davey, Pat Drake, Sven Rufus, David Smart and Geoffrey Wells.

PART ONE

17 PROCEDURAL BUSINESS

17a Declarations of Substitutes

There were none.

17b Declarations of Interests

Councillor G Theobald declared a personal and prejudicial interest in item 26 and left the room during discussion of that item

17c Exclusion of Press and Public

The Committee 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 Schedule 12A, Part 5A, Section 100A(4) or 100 1 of the Local Government Act 1972 (as amended).

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

18 MINUTES

- 18.1 That the minutes of the scheduled meeting held on 16 June and the call-in meeting on 13 August be signed by the Chairman as a correct record.

19. CHAIRMAN'S COMMUNICATIONS

- 19.1 On behalf of the meeting the Chairman welcomed Councillor Geoffrey Theobald, the Environment cabinet member to discuss his portfolio.

20. PUBLIC QUESTIONS

- 20.1 There were none

21. LETTERS FROM COUNCILLORS

21.1 There were none

22. NOTICES OF MOTION REFERRED FROM COUNCIL

22.1 There were none

23. DISCUSSION WITH CABINET MEMBER FOR THE ENVIRONMENT

23.1 Councillor Theobald said he was pleased to have an opportunity to speak about the Environment service area, covering waste collection and disposal, parks and green spaces, planning, transport, and public safety plus other key areas of work. He spoke about a number of key issues including:

23.2 Opening of the state of the art waste facility at Hollingdean; bringing back in-house car parks formerly managed by NCP; encouraging people to walk, cycle or use public transport; information for blind people on bus stops;

23.3 Continuing to improve parks and open spaces; for example new facilities in Hove Park and Ditchling Road and South East in Bloom awards.

23.4 Action on the Travellers Strategy; the challenge of street drinkers and drug-takers; works at Hove Town Hall to make better use of work space; strategic planning for major projects and ongoing consultation on the local development framework.

23.5 A new enforcement manager has been appointed; two new conservation areas have been designated and gating orders introduced.

23.6 Improvements to the seafront, for example the bandstand, Madeira lift and Madeira Drive

23.7 The meeting discussed the roles of the Community Safety Forum, Local Action Teams and the ECSOSC.

23.8 The Chairman thanked Councillor Theobald for an interesting overview and for contributing positively to the relationship between decision-making and scrutiny functions.

24 STREET TREES – ACTION FOLLOWING THE SCRUTINY REVIEW

(With the agreement of the Chairman this report was considered before item 25)

24.1 The Committee considered the report of the Director of Environment on Street Trees.

24.2 The Head of Network Management and the Arboriculture Manager gave a detailed presentation and answered questions on street trees and the use of tarmac, efficiency saving through the pruning regime, the Tree Trust, veteran trees, and tree planting schemes including with developers as part of Section 106 agreements.

24.3 The Chairman said a statement from the former Councillor Joyce Edmond-Smith who had requested the scrutiny review, had been made available to the Committee and to officers. She was unable to be present at the meeting.

24.4 **RESOLVED** – 1) To note the ongoing progress made against each recommendation

from the 2007 scrutiny review, as detailed in Appendix 1.

2) To note the Tree and Woodland Strategy and the policies contained within it (Appendix 2) which will take forward a coherent action plan for the city's tree stock.

3) To agree that no further monitoring is needed on the actions of the scrutiny review.

4) To request officers to reply to Joyce Edmond-Smith's statement.

25. AIR QUALITY CHALLENGES FOR THE CITY – THE ROLE OF THE LOCAL TRANSPORT PLAN AND LOCAL DEVELOPMENT FRAMEWORK

25.1 The Committee considered a report and presentation of the Director of Environment on Air Quality Challenges for the City.

25.2 The Head of Transport Strategy and Projects and Senior Technical Officer, Air Quality gave details of Air Quality Management Areas and how the boundaries are drawn. Examples of pollutants, effects on health and ecosystems, ways to ameliorate their effects, experiences from other local authorities and future targets were also discussed.

25.3 Officers stated that there had been some encouraging trends in the monitored levels of nitrogen dioxide in certain areas of the City. Further detailed monitoring has identified that additional locations may be at risk.

25.4 In answer to questions the meeting heard that the introduction of bus lanes and other measures such as encouraging the use of public transport, cycling and walking together would help to reduce air pollution over time. Most local buses were less than 5 years old.

25.5 Monitoring will continue, and the measures identified within the Air Quality Action Plan will continue to be developed and delivered in line with the UK national Air Quality Strategy and in consultation with a wide range of partners and stakeholders.

25.6 **RESOLVED** – that the Committee welcomes the report and associated presentation outlining the issues faced by the City in improving air quality and supports the principles of the transport and land use strategies and investment programmes in place to address them.

26. NORTH STREET MIXED PRIORITY ROUTE SAFETY SCHEME

26.1 The Committee considered a report of the Director of the Environment on the North Street Mixed Priority Route Road Safety Scheme.

26.2 Councillors questioned the consultation process and asked why the recommendation agreed at Environment Cabinet Member meeting on 4th July regarding the Ship Street/North Street junction was not one that was consulted upon.

26.3 The Assistant Director Sustainable Transport and the Project Manager described how the consultation was done and explained that consultation can generate further issues as part of the formal process. After discussions with Cabinet Members, further options came forward, such as a one-way southbound option for the Ship Street junction with North Street

- 26.4 The Road Safety Manager and Project Manager stated that road casualties had to be balanced against traffic and pedestrian movements and the agreed recommendation would achieve reduced numbers of casualties. The whole route stretched from Castle Square to Churchill Square.
- 26.5 Members asked whether a safety audit of the one-way option in Ship Street had been completed. Officers replied that it had and that it included a consideration of two-way cycling in line with the undertaking given in the CMM report.
- 26.6 The Assistant Director Sustainable Transport stated that the opportunity for future changes or alterations had not been lost and alternatives could be reconsidered when current disruptions and restrictions across the City had ended. The Director confirmed this and said the decision was the best solution at the time, and did not endanger the central government grant funding for the scheme.
- 26.7 The meeting noted that the ward members would have preferred to have been kept better informed.
- 26.8 **RESOLVED** – that the report be noted.

27. ECSOSC WORK PROGRAMME

- 27.1 The Interim Head of Scrutiny introduced the report of the Director of Strategy and Governance.
- 27.2 The Committee agreed to defer the report on the night-time economy until the March 23rd meeting, when the Cumulative Impact Policy will have been in force for one year.
- 27.3 The Director of Environment told the meeting that Councillor Theobald had brought forward the issue of the City's allotments as a matter that the Committee may wish to consider for a Scrutiny Review. The Support Officer would add this as a possible item to the Committee's Work Plan.
- 27.4 Regarding the topic of a detailed Scrutiny Review the Committee agreed that a further meeting be convened of the working group, Councillors Morgan, Janio and Davey.
- 27.5 **RESOLVED** 1) that the draft work plan be agreed subject to the above amendment
 2) that a further meeting of the working group be convened.
 3) that progress against the work plan be monitored regularly.

28. ITEMS TO GO FORWARD

- 28.1 There were none.

The meeting concluded at 6.15pm.

Signed

Chairman

Dated this

day of

2008

Environment Service Block - Data from 2007/08
This will form part of the council's 2008 CPA score

Satisfaction Survey Indicator	2007/08	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Satisfaction Survey Indicator																			
E3 Satisfaction of applicants with planning service.	68	48 -52- 56																	
E38 Satisfaction with the cleanliness of public space.	65																		
E8a Satisfaction with waste collection.	81	66 -68- 70																	
E8b Satisfaction with recycling.	71																		
E8c Satisfaction with waste disposal.	70																		
E14 Satisfaction with passenger transport information.	62																		
E15 Satisfaction with bus services.	54																		
Other Indicator																			
E44 Have we met the milestones in the Ids	No	Yes																	
E42 Proportion of planning appeals allowed	37.5																		
E43 Planning quality checklist	72.2																		
E45 Provision of kerbside recycling collection (2 recyclables).	90																		
E18 Condition of footways.	38																		
E6 Recycling and composting performance.	20																		
E21 Trading standards checklist.	50																		
E2 Time taken to determine planning apps against target.	Not PSA																		
E16 % of pedestrian crossings with facilities for disabled people	60																		
E26 Tonnage of waste per head of population.	555																		
E11 Condition of non-principal unclassified roads.	25																		
E24 Energy requirements of council housing.	falling SAP																		
E12 Reducing killed and seriously injured road casualties	165																		
E19 Intervention by the Secretary of State under TMA powers.	Yes																		
E27 Environmental health checklist.	50																		
E40 Reducing slightly injured road casualties.	1266																		
E30 Consumer satisfaction with trading standards service.	50																		
E31 Business satisfaction with trading standards service.	50																		
E32 Trading standards, visits to high risk premises.	50																		
E33 Trading standards, levels of business compliance.	50																		
E4 Cleanliness of public places.	Maj 30%																		
E1 Progress with local transport plan.	Weak																		
E23 Use of brown-field land for housing.	N/A																		
30 indicators		10.0%																	
			40.0%																

Estimated CPA score for this service block is 3 out of 4

This score is allocated as no more than 15% of PI's at or below the lower threshold (red) and 35% or more at or above the upper threshold (green)

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 34
Brighton & Hove City Council

Subject: The Environment CPA service block
Date of Meeting: 10th November 2008
REPORT OF: Director of Strategy and Governance
Contact Officer: Name: **Andy Edwards** Tel: **01273-29-6823**
E-mail: Andy.edwards@brighton-hove.gov.uk
Wards Affected: All

FOR GENERAL RELEASE/ EXEMPTIONS

1. SUMMARY AND POLICY CONTEXT:

1.1 This report updates the committee on the expected performance score that the Environment service block of the Comprehensive Performance Assessment (CPA) is likely to achieve.

1.2 The report also confirms the meeting dates when committee will receive the Q2 and Q3 performance reports.

2. RECOMMENDATIONS:

2.1 That the committee are updated on the council's performance against the Environment CPA service block and continue to monitor performance.

2.2 That the committee approve the plan to bring performance reports before them as follows:

The Q2 Performance Report – meeting of 26th January 2009

The Q3 Performance Report – meeting of 23rd March 2009

3. BACKGROUND INFORMATION

3.1 This will be the last CPA score we will receive. As from April 2008 the new local government performance framework (LGPF) came into effect and with it the new National Indicator Set (NIS) and the 2008-2011 Local Area Agreement (LAA).

3.2 Next year the CPA will be replaced by the Comprehensive Area Assessment (CAA). This represents a fundamental change in the way the council and its partners are assessed. Moving away from solely focusing on the past performance of the council to a forward looking assessment of our prospects for future success against objectives. Elements of this new approach are still subject to consultation, final guidance is expected early in 2009.

3.3 The 2008 CPA scores will provide evidence to inform initial CAA judgements from April 2009.

3.4 The service assessment scores for environment, culture, housing and benefits will be used, together with the corporate assessment score, use of resources score and other annual service assessments, to determine the overall CPA category as set out in the Audit commissions publication "CPA – the harder test framework for 2008".

3.5 The Environment Service block is made up of 30 performance indicators which each have a nationally set upper and lower threshold. Appendix 1 shows the indicators plotted against these thresholds.

3.6 The distribution of indicators around these thresholds is summarised as the percentage of indicators above, between and below the thresholds. The overall assessment of performance is determined using the table below:

Score	Distribution of PIs
4	No PIs at or below the lower threshold, and 35% or more PIs at or above the upper threshold
3	No more than 15% of PIs at or below the lower thresholds, and 25% or more PIs at or above the upper thresholds
2	Any other combination
1	35% or more PIs at or below the lower threshold

3.7 This year Environment look set to achieve a distribution of 10% at or below the lower threshold, 40% between the thresholds and 50% above the upper threshold. **This would provide a score of 3 out of 4.**

3.8 This information is issued with a cautionary note. This score is not final until further data validation exercises have been completed. Final CPA scores should be available in February 2009.

The information in this paper represents the most up to date information available and the most likely outcome.

4. CONSULTATION:

4.1 None

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 None

Legal Implications:

5.2 None – this report is for information only.

Equalities Implications:

5.3 None

Sustainability Implications:

5.4 None

Crime & Disorder Implications:

5.5 None

Risk and Opportunity Management Implications:

5.6 None

Corporate / Citywide Implications:

5.7 None

SUPPORTING DOCUMENTATION

Appendices:

1 ECSOSC - Environmental indicators positional diagram

Documents In Members' Rooms

None

Background Documents

CPA – the harder test framework for 2008 - Single tier and county councils framework for 2008. See the full document at <http://www.audit-commission.gov.uk/cpa/stcc/downloads/CPATheHarderTest20087Aug08.pdf>

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 35
Brighton & Hove City Council

Subject:	Street Lighting: Querying performance and making recommendations		
Date of Meeting:	10 November 2008		
Report of:	Jenny Rowlands, Director of Environment		
Contact Officer:	Name:	Christina Liassides	Tel: 292036
		Jeff Elliott	292468
	E-mail:	Christina.liassides@brighton-hove.gov.uk	
		Jeff.elliott@brighton-hove.gov.uk	
Wards Affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report sets out the background, context and issues within the Street Lighting service.
- 1.2 The report also sets out Brighton & Hove's current actions and future plans for improvements within the service.

2. RECOMMENDATIONS:

- 2.1 To note the contents of the report and to make recommendations arising from consideration of the report.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

Background and general information

- 3.1 Brighton and Hove's street lighting stock has been in development for over a hundred years and this means we have a large variation in the types of streetlights across the city.
- 3.2 The City's current street lighting stock is in the region of 20,000 items. (See Appendix A). This does not include all the lit bollards and signs.

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- 3.3 The City's heritage means that around 15% of the stock is in conservation areas, and we always endeavour to replace these like for like, with commissioned heritage columns. However, this does mean that the cost of replacement in conservation areas is extremely expensive, over 20 times the cost of a standard column elsewhere.

Maintenance

- 3.4 The maintenance needs of such a diverse stock have historically caused problems for Brighton and Hove, with the result that a large number of items were simply removed from the street scene or not brought back in to service because there were insufficient funds to replace them.
- 3.5 The regular maintenance regime has improved over the past few years, with the current contractor, Colas, providing a good and efficient service. This is a joint contract with East Sussex County Council. Routine maintenance ensures every item of street lighting stock undergoes routine checking and maintenance every four years. This proactive approach to maintenance ensures that every highway-maintained lamp in the city is replaced on a four year cycle, regardless of its function.
- 3.6 During this process, a basic visual inspection is also carried out and data collected to indicate the general condition of the stock. In addition to this a night time check is undertaken which looks at every lamp in the City on a two week rota, with lamps that fail before the cyclical maintenance, being replaced as required.
- 3.7 The Local Transport Plan (LTP) for 2005-2010 identified the need for a maintenance programme to tackle the backlog of street lighting problems. Over the past two years, using LTP maintenance funding, missing or out of service stock has been replaced, bringing the emergency maintenance up to date. This has been carried out in conjunction with the usual and ongoing maintenance programme

Issues

- 3.8 Repair times for faults can vary, with some very good turnaround times but also some faults that take longer to rectify. There are diverse reasons for the longer timescales, which include:
- 1) Conservation columns may need specialist parts which are not available "off the shelf" and therefore need to be ordered in.
 - 2) More complex problems are encountered such as lack of access to the column (no doors), end of life wiring, unobtainable items or outdated designs. These cause Health and Safety issues and have to be addressed regardless of the cost implications.
 - 3) Problems with tracing ownership – some lighting may belong to

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housing associations, private landowners or to our own council housing. Sustainable Transport's maintenance funding can only support street lighting on the public highway or in areas where there is a specific agreement regarding ongoing maintenance. All highway street lighting is numbered on the columns and listed in our computer inventory so such lighting can be easily identified, particularly if the member of the public reports faults using the numbering and location. However, where the lighting is not maintained by Highways, this can delay repairs whilst the responsible agent is traced.

- 4) Listed lamp columns have to be maintained and must be renovated rather than replaced. This entails using specialist Contractors to dismantle the street lights and take them away for overhaul and eventual refitting. Costs in this case are greatly increased and can be hard to forecast due to the unpredictable nature of the works.
- 5) Stock that is off the public highway but within Street Lighting's maintenance remit has also proved problematic. Redesign of lantern types and column heights is needed due to increased use of public spaces and the damage occurring to the stock from various pressures, including delivery lorries, and vandalism. This is most apparent along the very busy and popular seafront area and again is often in conservation areas.

Day burning lamps

- 3.9 This is a problem that is very difficult to rectify.
- 3.10 The Distribution Network Operator (DNO), regulated by energy regulator Ofgem distributes electricity in the city. New regulations mean that the DNO must upgrade their supply network, changing from old cables to new automated standards. This is usually done as and when faults develop in the supply system. For Brighton and Hove, EDF is the DNO.
- 3.11 Most older Brighton & Hove street lights are run on old electricity circuits, with each light linked to a power supply that runs along whole streets. In these cases, it is the power supply that tells the lights when to switch on and off rather than anything in the individual columns.
- 3.12 However, the circuitry in the existing street lights cannot work with the new supply systems. Each old circuit within each street light then simply reverts to telling the lamp to go on and stay on.
- 3.13 In order to rectify this, BHCC must fit each lamp with its own individual timer or change the whole lamp entirely to ensure they work with the new supply system.
- 3.14 Despite public perception, this does not cost the authority more in energy bills as we are on unmetered connections and are charged per column rather than how long each light is on. There is also a debate about the extent of the environmental cost, as the low pressure sodium (orange)

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- take a large amount of energy to fire up, whereas burning consumption is reasonably low.
- 3.15 We have no control over when supply systems are upgraded and therefore cannot prepare for this. EDF are not aware which lamps have the old circuits and which do not, so cannot tell in advance that their works will cause day-burning lamps. Since much of the supply system updates are done in response to faults, there is not necessarily a programme for which streets will be changed.
- 3.16 EDF have agreed to notify BHCC of any day burning lights that arise from their improvement works, but fixing the problem will remain mostly reactive once the supply work is complete.

Performance Indicators

- 3.17 There are two types of Best Value Performance Indicators relating to street lighting. The first relates to repairs where BHCC is in control, and this is the best performing, having achieved the target during almost all the quarters. The second BVPI relates to repairs where the DNO (EDF) is responsible and this has been poor. This is a nationwide issue, so much so that the government regulator, Ofgem has established new standards for electricity suppliers.
- 3.18 Local authority performance has not gone down but in the last quarter of 2007-08, the authority's figures dropped against set targets. This was due to key staff leaving the organisation, resulting in incomplete reporting. This means that figures could not be fully or exactly substantiated. Analysis of the works ordering methods and reporting systems has been productive, however, because it has raised the need to make changes in the monitoring and tracking of works completed by our street lighting contractor. These changes are being put in place and will enable automated reporting in future.

BHCC Measures to Improve Future Performance

- 3.19 The Street Lighting service has been restructured and has moved into a new section where business processes will be amended in line with modern practices and standards. Following the departure of 2 out of the 3 permanent staff, staff structures are being reviewed in order to strengthen processes that will enhance the work of the team. This restructure concentrates on improving staff management and support, lighting design, contract management, system management and administrative support.
- 3.20 IT systems and reporting tools were in need of significant upgrade. This system is now being upgraded by Mayrise, the software supplier, and the key information is in the process of being checked and validated to enable better identification of maintenance needs and in the longer term, ensure

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- the authority is in a position to respond to government requirements in asset management and bids for capital funding. New methods of monitoring faults have been introduced which will improve performance monitoring and reporting when taken in conjunction with proposed improvements to the Term Contractor's working practices.
- 3.21 During the next period, we will run a more proactive programme with regard to essential maintenance. This requires a survey to clearly identify areas where replacement works are needed, and to draw up a programme based on priority need. This will include consideration of the oldest stock and the problematic stock such as those without doors. (See Appendix B).
- 3.22 A programme will also be developed to address urgent needs on feeder pillars citywide. These are on-street electrical connection points for street lighting items and are located within small posts. An example of the type of problem with feeder pillars is along Western Road in Brighton where many lighting units are bolted to the sides of buildings rather being on columns. The electrical supply to these lamps is run up the sides of buildings and therefore subject to the changes of fascia that shops often have. When a fault develops our Contractor will attempt to address this but often cannot locate the fuse box to disconnect the electrical supply to the lamp because the fuse box has disappeared underneath a new shop front. To access the fuse box would entail removal of the shop front and is expensive as well as time consuming. A better solution is to disconnect and install a new feeder pillar on the public highway which is always accessible and therefore under constant council control.
- 3.23 Corrosion inspection is an essential process in a city such as ours because we have a high number of items of plant in corrosive environments (by the sea). There has not been a regular proactive inspection regime in recent years, due to pressure from the emergency maintenance needs. It is intended to instigate a new regime for corrosion inspection once a schedule for testing has been created. Expert knowledge will be required and the current team management has interviewed local specialists in the street lighting field. Once this specialist is on board the inventory of existing stock can be examined and a programme of works created for the structural surveys. It is not known if current funds will be able to address the needs of the stock but once a full survey is completed, a report will be produced which will outline the size of the problem and also give the council an indication of the costs. These surveys need to be in place within a short timescale and must continue year on year to ensure stock safety and prevent issues arising from column failures.
- 3.24 Housing land has many lighting units and there is also a large amount of stock off the public highway where problems occur. Highways Street Lighting does not have the resources or responsibility to maintain these items and can only assist other teams with advice. Again specialist

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consultants are the best answer to this issue, due to their immediate ability to give support and to meet all requirements. This is being explored currently. Our Term Contractor, Colas, has agreed to be called upon by other council sections for maintenance issues, particularly housing.

- 3.25 The Street Lighting team administrator will be working with the Standards & Complaints team to set up a system that will monitor complaints and their responses, and will provide better records with regard to the reasons for the problems. This will enable us to identify solutions and improvements where possible, and will properly reflect elements that are out of BHCC's control.
- 3.16 The street lighting team will continue to explore ways of saving energy resources, where funds permit. Much of this would require a "spend to save" investment, as there will be considerable outlay in adapting or changing our stock to more sustainable measures such as white lights rather than the old orange lights. However, where project funding is available, such as through the Local Transport Plan or new developments, we will trial innovative and sustainable lighting.

4. CONSULTATION

- 4.1 East Sussex County Council, West Sussex County Council (Halcrow) for comparative information and structures
- 4.2 Our current Term Contract Colas are specialists in the field of lighting maintenance and EDF have also been contracting in this function for many years so have a wealth of knowledge.

5. FINANCIAL & OTHER IMPLICATIONS:

5.1 Financial Implications:

Capital: There is LTP funding of £334,000 in 2008-9 which has been identified for Street Lighting.

Revenue: Lighting has its own designated revenue funding; with specific budgets set aside for general maintenance, £585,570 and corrosion inspection £234,960. Any changes to the maintenance regime will need to be managed within these constraints.

It is expected that the measures outlined in the report to improve performance will be contained within existing budgets.

The energy budget for the street lighting stock in 2008/09 is £672,000. The contract is jointly held with East Sussex County Council and is currently being retendered for one year. Due to the continuing rise in energy prices it is

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expected that there will be a substantial rise in the contract price.

Finance Officer Consulted: Karen Brookshaw Date: 01/10/2008

5.2 Legal Implications:

The Committee is asked to note the report and to make recommendations in light of the content. The Committee has the following options:

- (i) to appoint an Ad Hoc Overview & Scrutiny Panel to carry out a short, sharply focused piece of scrutiny, and report its findings to the Cabinet Member for Environment, including any recommendations requiring an executive decision;
- (ii) to propose to the Overview & Scrutiny Commission a Select Committee review to carry out a more in-depth investigation. Such a proposal would need to be supported by recommended terms of reference, membership, scrutiny brief and resource requirement.
- (iii) to keep a watching brief on the issue and review any need for involvement when the next set of performance indicators are published

Lawyer Consulted: Oliver Dixon

Date: 22 September 2008

Equalities Implications:

- 5.3 There are no direct equalities implications although street lighting can enhance the quality of life for people using the public highway, especially those with visual impairment.

Sustainability Implications:

- 5.4 Street Lighting is part of the council's carbon management programme and new methods of conserving or reducing energy use will be explored. Any new lighting is installed with more energy-efficient lamps and longer lasting columns that require less maintenance (galvanised steel).

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Crime & Disorder Implications:

5.5 Adequate lighting can reduce the perception and fear of crime.

Risk & Opportunity Management Implications:

5.6 There are continuing pressures on the budget because of the maintenance needs of the Street Lighting stock. Funds must be closely directed to minimise the risk of inadequate or dangerous columns.

5.7 Under new management, there is an opportunity for Street Lighting to develop further the proactive maintenance programme, supported by good management and IT systems.

Corporate / Citywide Implications:

5.8 Street Lighting is an important part of the city's cultural heritage as well as providing a public highway amenity.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 This report suggests various improvements that are underway or planned for the Street Lighting regime. An alternative option would be to make no changes, but this would not address the requirements of the service.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 At the request of the Scrutiny Committee, the report outlines the current and proposed position for highway street lighting, in order for ECSOC to make recommendations on improving performance.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – information on Street Lighting stock
2. Appendix B - Street Lighting stock maintenance needs
3. Appendix C – BVPI statistics

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4. Appendix D – Complaints statistics

Documents In Members' Rooms

1. None

Background Documents

1. None

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APPENDIX A

INFORMATION ON STREET LIGHTING STOCK

The age range of our street lighting stock can be broken down in to the figures below:

- 0 - 20 years of age - 34%
- 21 - 30 years of age – 34%
- 31 - 40 years of age – 8%
- Over 40 years old – 24%

This means that a significant proportion of the columns are over 40 years old.

The stock can again be sub divided in to column material as shown below:

- Aluminium columns represent 6% of the City's stock
- Cast iron columns represent 25% of the City's stock
- Concrete columns represent 12% of the City's stock
- Galvanised steel Columns represent 37% of the City's stock
- Steel columns represent 20% of the City's stock

Interestingly, the Hove area has more cast iron columns than Brighton and citywide 95% of these columns are over 40 years old.

The Brighton area has more columns which have no access doors in the base, which causes significant problems with repairs and maintenance.

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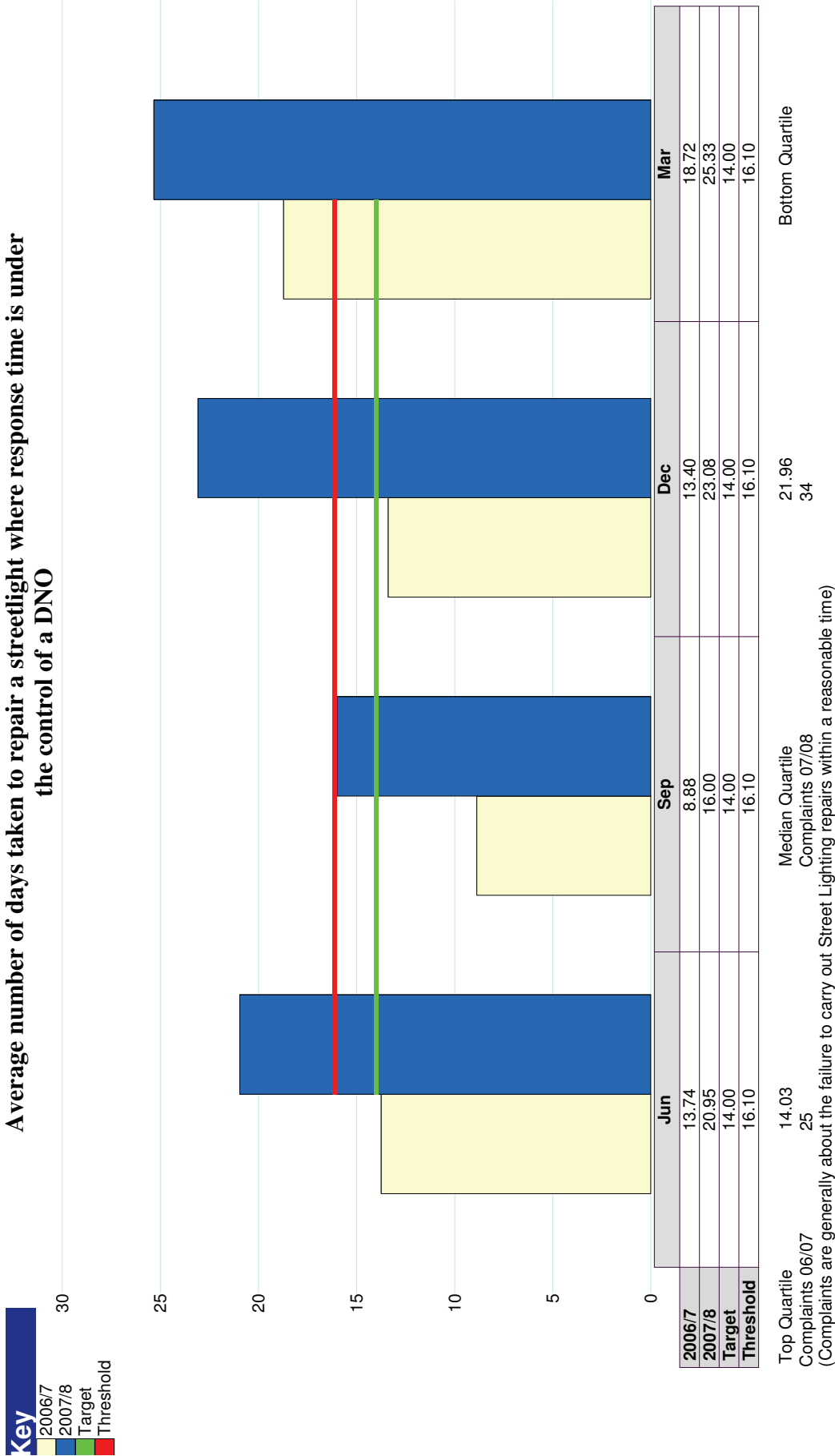
APPENDIX B

STREET LIGHTING STOCK MAINTENANCE NEEDS

These are the type of problems that need to be analysed and programmed into a priority maintenance regime:

- Concrete columns, of which 65% are over 40 years old
- Steel columns, 80% of which are between 21 and 30 years old.
- Cast iron columns without doors. These number nearly 300, representing 6% of the cast iron stock. The likelihood is that all these columns will have to be replaced on a like for like basis whenever a fault occurs, as we are unable to work on these columns in their current format.

Average number of days taken to repair a streetlight where response time is under the control of a DNO



Council Officers have met with EDF energy and expressed their concerns over response times for repairing streetlight faults to highway lighting units and the effect this is having on the PI. However, a local authority has no direct control over how a distribution Network Provider (DNO) such as EDF performs. Currently EDF has no charter in place which specifies response times for street lighting faults. They are currently working with the regulating body (Ofgem) and their own internal operations to provide such standard response times. Our lighting team will continue to monitor EDF's performance on a weekly basis the outcomes of which will be discussed with them at regular monthly meetings. It is hoped this will result in performance levels reaching an acceptable level. There is not yet an agreed target and we are awaiting Edf Energy to confirm that the target to be set will be in accordance with ofgem's decision announced at the end of October.

Street Lighting Stage One Complaints 01 April 2006 – 20 Sept 2008

Period	EDF fault	BHCC fault	Other/ Other contractor
06/07	4	14	15
07/08	11	18	10
08/09 (to 20 Sept 08)	4	4	0

Observations

- Total complaints in the period described was 66.
- Out of the total of 66 founded complaints:
 - BHCC was at fault in 36 complaints,
 - EDF was at fault in 19 complaints, and
 - Other contractors were at fault in 25 complaints
- There are 13 complaints in which fault is shared between BHCC and EDF. There may be some discrepancies in the figures as the contractor is not named in all cases entered on the database. Therefore the number of EDF faults could be higher than the data reflects.
- The main issue of complaints is delay in the repair of faulty lights.
- Many complainants express dissatisfaction with service and response times when faults are not remedied within timescales suggested by advisors or which fail to meet our published target repair times.
- Where contractors are not complying with repair target times customers' perception is that the fault is with BHCC where in fact responsibility may lie with the contractors.
- It is recommended that in future Service Managers responding to complaints provide information to Standards and Complaints Team so that the contractor responsible

can be recorded within the complaint issues. This will make monitoring of progress in bringing service improvement easier to track and analyse.

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 37

Brighton & Hove City Council

Subject:	Local Transport Plan Progress Report 2008		
Date of Meeting:	10 November 2008		
Report of:	Director of Environment		
Contact Officer:	Name:	Andrew Renaut	Tel: 29-2477
	E-mail:	andrew.renaut@brighton-hove.gov.uk	
Wards Affected:	All		

FOR GENERAL RELEASE.

1. SUMMARY AND POLICY CONTEXT:

1.1 Local highway authorities have a statutory requirement to submit a Local Transport Plan [LTP] to the government. The LTP sets out a 5-year delivery programme of integrated transport and maintenance measures to improve local transport conditions and contribute towards meeting wider objectives and priorities, which include those of the government, the city council, it's partners, and stakeholders.

1.2 The approach adopted in developing the city council's second LTP [LTP2] was shaped significantly by the guidance issued by the government's Department for Transport [DfT]. This was focused on the 4 shared transport priorities for accessibility, air quality, congestion and safety that have been agreed between the DfT and the Local Government Association [LGA]. These form the basis for assessing the contribution that local measures in LTP2s will make towards national objectives and targets.

1.3 The significant contribution that transport can make to improving the city is also recognised in the Sustainable Community Strategy under the priority of 'promoting sustainable transport'. Working in partnership is key to addressing transport issues and many organisations in the city such as transport operators, businesses, schools, health service providers and local communities are important stakeholders who can contribute towards meeting wider objectives.

2. RECOMMENDATIONS:

2.1 That the Committee makes comments on the headline progress that is being made towards targets during the first two years of the second Local Transport Plan that should be reported to, and taken into account by, the Environment Cabinet Member.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 The current LTP covers the period 2006/07 to 2010/11. It is the second such document, and is often referred to as LTP2. It was approved by the council's Policy & Resources Committee, and submitted to the government, in March 2006. The LTP

contains the council's short- to medium-term plans to achieve longer-term objectives, with reference to the overall approach to delivery, the progress made in fulfilling government requirements and responding to GOSE advice, and how this has influenced the proposed 5-year programme of capital investment in transport infrastructure. The investment programme includes measures to promote and provide for the continued increased use of more sustainable forms of transport for some journeys, as well as important programmes of maintenance.

3.2 In 2008, the government requires Local Authorities to review their progress in implementing LTP2s and to publish concise progress reports. This should focus on the progress made in meeting objectives and targets in the first two years of the plan and to consider any opportunities or threats to the delivery of the LTP in the remaining years.

3.3 When published, the LTP2 contained 20 targets that were to be used as the basis for monitoring how well the council was doing. These targets included a combination of 7 mandatory government targets, 9 Best Value Performance Indicators [BVPIs], and 4 Local Targets. These include :-

- Road and footway conditions
- Fatal, serious and slight road traffic casualties
- Bus patronage and passenger satisfaction and punctuality
- Cycling trips
- Journeys to school
- Road traffic mileage and peak hour traffic flows

3.4 The introduction of new Local Area Agreements in 2008 has placed a further focus on the importance of transport in local authorities. The LAA for the city includes 3 transport indicators from the National Indicator Set – congestion, access to services and fatal and serious road traffic casualties.

3.5 The monitoring of targets occurs on a variety of different frequencies, time periods and baselines and relies on a number of different monitoring methodologies or sources of information. A summary of current progress is included at Appendix A, using a DfT-recommended scale for identifying potential risks. Of the 20 LTP2 targets, the progress made against 17 of these can be assessed. Of these, 10 are on target (green), 6 are making good progress towards targets (amber) and 1 is not on target (red).

3.6 Sufficient data are not currently available to enable progress to be reported for the remaining 3 targets at this time, primarily because:-

- a number of new baselines have been set during 2007 to reflect required changes in monitoring methodologies e.g cycling;
- survey methodologies are being reviewed e.g walking
- new monitoring software is not performing as expected e.g bus punctuality

3.7 The highest level of risk (red) where a target may not be met by 2010/11 relates to road safety. The target is to achieve a 40% reduction by 2010 in the total number of people killed or seriously injured [KSI] (when compared to a baseline of data averaged over 5 years – 1994-1998). Works, measures and initiatives that have been undertaken since 2000 to assist in reducing casualties include road safety engineering, safer routes to school schemes, and road safety education, training and publicity campaigns.

3.8 The LTP1 (2001/02-2005/06) Delivery Report published in 2006 identified that the number of people KSI did not appear to be reducing in line with the target trajectory. In order to address this, a more targeted approach to capital investment in treating the

highest risk casualty sites and a restructured Road Safety Team were implemented in 2006. These changes have occurred relatively close to the 2010 target date and therefore their effects would be expected to take some time to deliver more positive change.

3.9 There are a number of factors that may have contributed to the current level of progress. These include the significant amount of essential roadworks and other LTP improvement schemes that have been taking place in the city centre, where the majority of higher risk sites are located because of the greater levels of movement that occur and subsequent increased likelihood of conflict and collision. This has meant that it has not been possible to treat a number of those sites because of the disruptive effects of the roadworks on those locations or the effects that associated traffic management schemes or construction works have had on sites or adjacent routes.

3.10 Alternatively, the contributory factors that can cause collisions and casualties can be complex and may not be resolved simply through an engineering scheme or education and training. These can include errors of judgements, weather conditions, irrational behaviour due to drink or drugs, or lack of familiarity with surroundings (for example, the city is visited by 8 million people per year). The severity of casualties can often reflect the vulnerability of those involved, such as children and older people, or pedestrians, cyclists or motorcyclists. Although local research has indicated that there is no direct relationship between child casualties and areas of deprivation in the city, a popular and successful programme of Child Pedestrian Training has been introduced in these areas.

3.11 In order to understand these relationships better and identify any gaps in knowledge, officers have begun to review a number of possible means by which improvements in casualty reduction could be achieved. A constructive and positive working arrangement has been set up with the Sussex Safer Roads Partnership and its Data Intelligence Group. This has provided increased resource to enable a more robust and in-depth analysis of collision data to ascertain the severity ratio and trends in contributory factors to collisions, and therefore develop more tailored solutions to reducing casualties in particular locations.

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

3.13The final draft of the 2008 Progress Report will be considered at the December Environment Cabinet Member Meeting prior to its submission to the Government Office for the South East by the end of this year. The views expressed by this Committee and the LSP will be taken into account.

4. CONSULTATION

4.1 There has been no formal consultation undertaken on this report. The LTP was the subject of consultation prior to its approval in 2006, and the DfT strongly recommends that the opportunity is taken to engage with key stakeholders on the 2008 Progress Report, such as the Local Strategic Partnership [LSP]. A presentation is being arranged for the LSP in mid-November.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 There are no direct financial implications associated with this report. The DfT has already confirmed the three-year local transport capital settlement for 2008/09 to 2010/11. The allocation of the 2008/09 Local Transport Plan was approved at Environment Committee on 20 March 2008.

5.2 The DfT have indicated that when considering the level of future funding allocations to be made available for LTP3, it will review any areas where current investment in integrated transport has not matched the transport capital allocation.

Finance Officer Consulted: Karen Brookshaw

Date: 8/10/08

Legal Implications:

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

Lawyer Consulted: Oliver Dixon

Date: 7/10/08

Equalities Implications:

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

Sustainability Implications:

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

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

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

SUPPORTING DOCUMENTATION

Appendices:

Appendix A – Summary of progress towards LTP2 targets

Documents In Members' Rooms:

None.

Background Documents:

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

SUMMARY OF PROGRESS TOWARDS LTP2 TARGETS

Indicator	Ref.	Description	Progress	Comments
BVPI	223	Condition of Principal Roads	Amber	The methodology has changed, following guidance from the DfT, from one based on visual inspection to the use of SCANNER (vehicle based) technology. A baseline was set of 15%, with a target of 12% for 2010/11. Actual results have been 17% in 2006/07 and 11% in 2007/08. However, the DfT revised guidance for 2007/08 has meant that this figure has been calculated differently. Wheel track cracking has been excluded for this year. Had this been included the result would have been 17%.
	224a	Condition of Non-Principal Roads	Amber	The methodology has changed, following guidance from the DfT, from one based on visual inspection to the use of SCANNER technology. A baseline was set of 18%, with a target of 14% for 2010/11. Actual results have been 18% in 2006/07 and 17% in 2007/08, which are in line with the trajectory.
	224b	Condition of Unclassified Roads	Amber	The basis of the survey technique for this indicator is still visual inspection. The LTP2 trajectory is to reduce the percentage of unclassified roads requiring structural maintenance from 5% in 2006/07 to 3.5% in 2009/10. Actual results have been 5% in 2006/07 and 5% in 2007/08, which narrowly fell short of the target of 4.5% for

Indicator	Ref.	Description	Progress	Comments
				the year.
	187	Footway Condition	Amber	The data are now collected for the footway network over two years; with a random 50% in each year. The baseline was set at 37.2% in 2003/04 with a target of 12% to be achieved in 2010/11. Results are 2005/06 – 19.4%, 2006/07 – 27.53%, 2007/08 – 28%.
	99x	Number of deaths and serious injuries	Red	The recorded numbers of deaths and seriously injured casualties over the last five years are as follows: 2003 – 166, 2004 – 123, 2005 – 161, 2006 – 171, 2007 – 164. Further detailed explanations of progress against this target are given in the main report.
	99y	Number of children killed or seriously injured	Amber	The recorded numbers of deaths and seriously injured child casualties over the last five years are as follows: 2003 – 9, 2004 – 14, 2005 – 17, 2006 – 17, 2007 – 15.
	99z	Total slight casualties per million vehicle km	Green	The target set for this indicator is to reduce the number of slight injuries per 100 million vehicle kilometres from 80.92 in 2003 to 78.5 in 2009. This data is supplied by the DfT, and shows a figure for 2007 of 77.48 against a trajectory figure of 79.3, and so we are on track to achieve the target.
	102	Bus patronage	Green	Starting from a baseline of 34.2 million passenger journeys in 2003/04 the target is 40.2 million journeys in 2010/11. The latest reported figure is 39.4 million, and this is on track to achieve our target.

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

Indicator	Ref.	Description	Progress	Comments
	LTP4	Share of journeys to school	Green	The target is to reduce the children's share of journeys to school by car from 34.5% in 2004/05 to 28.5% in 2010/11. The actual figure from 2006/07 was 35%, and in 2007/08 was 31%, compared to the trajectory of 32.5% and 31.5% respectively. These figures now include both local authority and independent/private schools.
	LTP5	Bus punctuality	N/A	The baseline set in 2006/07 was 84%, with a target of 95% punctuality for 2010/11. Due to a problem with new software, it has not been possible to establish the 2007/08 figure and therefore determine likely progress.
	LTP6	Changes in peak hour traffic flows	Green	A new and comprehensive city centre survey cordon using automated monitoring equipment has been established during 2006/07 to monitor vehicle flows. Therefore, new morning and evening peak hour baselines are being established for 2007. Initial indications for 2008 are that the current target of achieving a 5% reduction in both peak hour traffic flows by 2010/11 remains achievable. Further data will provide more robust basis for assessing progress.
	LTP8	Air quality – Nitrogen Dioxide [NO ₂] emissions	Amber	This LTP2 target is currently monitored using data from 3 key sites within the Air Quality Management Area. Progress to date indicates that overall levels of NO ₂ have been decreasing from a peak in 2003/04, although some remain above the current exceedance threshold for this pollutant.

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

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

KEY:

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

Amber – good progress (but major challenges encountered)

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

N/A – information not yet available

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 38

Brighton & Hove City Council

Subject: **Older People and Community Safety:
Proposal for Scrutiny Panel**

Date of Meeting: **10 November 2008**

Report of: **The Director of Strategy and Governance**

Contact Officer: Name: Mary van Beinum Tel: 29-1062
E-mail: Mary.vanbeinum@brighton-hove.gov.uk

Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report sets out proposals for a scrutiny panel to investigate and make recommendations on Older People and Community Safety.

2. RECOMMENDATIONS:

- 2.1 That a cross-party scrutiny panel on Older People and Community Safety be established.
- 2.2 That the Panel comprise four elected BHCC Councillors plus one non-voting co-optee member of the Older People's Council.
- 2.3 That the remit of the Panel as set out in Appendix 1 be agreed.
- 2.4 That Members suggest additional consultees to be contacted for initial views on the scope and desired outcomes of the scrutiny review, for consideration at the Panels' first scoping meeting.

3. BACKGROUND INFORMATION

- 3.1 The 15 October ECSOSC meeting agreed that the working group comprising Councillors Morgan, Janio and Davey would meet to discuss a topic suitable for scrutiny review to be set up by the parent committee ECSOSC.
- 3.2 The working group on 7 October supported by the Acting Head of Scrutiny, Scrutiny Link Officer and Assistant Director, Public Safety considered a range of suggestions.
- 3.3 The subject of Older People and Community Safety had been raised at the Community Safety Forum meeting on 6 October. The working group felt that a scrutiny panel would provide a good opportunity to investigate the views of older people in this regard and to make positive recommendations based on particular concerns that may emerge.
- 3.4 To help shape the scope of the scrutiny, initial consultees will be contacted prior to the scoping meeting for their written comments on the main concerns of elderly people regarding community safety and the desired outcomes for the review.
- 3.5 The Committee is asked to suggest further initial consultees to add to the list below:
- 1) Cabinet Member and all Councillors
 - 2) Police
 - 3) Age Concern
 - 4) Pensioners' Association
 - 5) Partnership Community Safety Team
 - 6) BME, LGBT, other minority elder groups
 - 7) Council Officers: Adult Social Care, Sheltered Housing
 - 8) Other
- 3.6 An extract from the Constitution on Scrutiny Reviews forms Appendix 2 to this report.

4. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 4.1 None directly in relation to this report.

Legal Implications:

- 4.2 The proposed formation and composition of the Panel complies with the arrangements for Ad Hoc Overview and Scrutiny Panels set out in Part 6.1 of the Constitution.

Lawyer consulted: Oliver Dixon

Date: 27 October 2008

Equalities Implications:

4.3 None directly in relation to this report.

Sustainability Implications:

4.4 None directly in relation to this report.

Crime & Disorder Implications:

4.5 None directly in relation to this report

Risk and Opportunity Management Implications:

4.6 None directly in relation to this report

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix 1: Suggested remit of scrutiny Panel
2. Appendix 2: Extract from the Constitution re: scrutiny reviews

APPENDIX 1

<p>Subject for scrutiny/ reason</p>	<p>What are the effects of crime on older people and what can be done to help older people feel safer in the community?</p> <p>To help maintain older peoples' independence and reduce where possible the need for support services.</p> <p>Issue raised at 6 October 2008 Community Safety Forum.</p>
<p>Size of Panel</p>	<p>Four elected Members of BHCC plus Older People's Council co-optee (non-voting) if wished.</p>
<p>Suggested scope</p>	<p>To what extent are the views of older people known, regarding community safety?</p> <p>Do older people have specific concerns about safety in the community?</p> <p>How can older people be helped to feel safer in the community?</p>
<p>Initial background information required</p> <p>Research</p>	<p>Demographic information</p> <p>Work of the Local Area Teams (LATs)</p> <p>Initial information on Older People's concerns</p> <p>Other Local Authorities</p>
<p>Initial Witnesses/ Evidence from</p>	<p>See para 3.5</p>
<p>Meetings</p>	<p>Three meetings in public:</p> <ol style="list-style-type: none"> 1) Setting the scene - background information/data etc 2) Gathering further written and verbal evidence and engaging with witnesses, groups and older people 3) Agreeing report/recommendations
<p>Expected outcomes</p>	<p>Recommendations to maximise opportunities to enable older people to feel safer in the community</p>
<p>Reporting route</p>	<p>Environment Cabinet Member Meeting</p>

EXTRACT FROM PART 6.2 OF THE COUNCIL'S CONSTITUTION

Code of Practice for Scrutiny Reviews

- 2.1 Overview and Scrutiny Committees will adopt a cross-party approach and attempt to reach a consensus where possible on their findings.
- 2.2 Where an Overview and Scrutiny Committee conducts an investigation or review, it may ask people to attend to give evidence at meetings which are to be conducted in accordance with the following principles:
 - (a) the investigation should be conducted fairly and all Members of the Committee be given the opportunity to ask questions of attendees, and to contribute and speak;
 - (b) as far as possible the process should be a positive experience for all concerned. Questioning should not be adversarial and those assisting the Committee by giving evidence should be treated with respect and courtesy;
 - (c) witnesses may be provided with a briefing note on the format and conduct of the meeting;
 - (d) the investigation should be conducted so as to maximise the efficiency of the investigation or analysis. This may include providing outline questions and details of any documents required to witnesses in advance.
 - (e) notwithstanding the provisions of the Access to Information Rules, witnesses may if they wish give their evidence privately or in writing.
 - (f) at the end of questioning witnesses should be invited to revisit any points raised or make any general comments. They should also be provided with a copy of any report to which their evidence has contributed.

3. Members and officers giving account

- 3.1 An Overview and Scrutiny Committee may scrutinise and review decisions made or actions taken in connection with the discharge of any Council functions. As well as reviewing documentation, in fulfilling the Scrutiny role, it may require any Member and/or any senior officer to attend before it to explain in relation to matters within their remit:
 - (a) any particular decision or series of decisions;
 - (b) the extent to which the actions taken implement Council policy; and/or
 - (c) their performance;and it is the duty of those persons to attend if so required.
- 3.2 The provision at 3.1 above shall apply only to a Member or to a senior officer to whom powers are specifically delegated in the Council's Scheme of Delegation to Officers at part 7 of this constitution.
- 3.3 Any Member or officer who is required to attend before an Overview and Scrutiny Committee shall be given reasonable notice of the date of their attendance. Where, in exceptional circumstances, the Member or

officer is unable to attend on the required date, then the Overview and Scrutiny Committee shall after consultation with the Member or officer arrange an alternative date for attendance.

3.4 Where an officer appears before an Overview and Scrutiny Committee to answer questions, their evidence should as far as possible be confined to questions of fact and explanation relating to policies and decisions. Officers may explain what the policies are, the justification and objectives of those policies as the decision makers see them, the extent to which those objectives may have been met, and how administrative factors may have affected both the choice of policy measures and the manner of their implementation. Officers may be asked to explain and justify advice they have given to Members prior to decisions being taken.

3.5 As far as possible officers should avoid being drawn into discussion of the merits of alternative policies where this is politically contentious. Any comment by officers on the Council's policies and decision makers' actions should always be consistent with the requirement for officers to be politically impartial.

4. Attendance by others

4.1 An Overview and Scrutiny Committee may invite people other than Members or officers of the Authority to address it, discuss issues of local concern and/or answer questions. It may for example wish to hear from residents, stakeholders and representatives from other parts of the public sector. Attendance by such persons is optional.

5. Public involvement/transparency of the process

5.1 Overview and Scrutiny Committees meet in public in accordance with the Access to Information Rules in Part 8 of this constitution. They will seek to foster consultation and involvement by local communities and where appropriate will consider when beginning a review how best the public and stakeholders can be invited to contribute - for example as service users, witnesses, expert advisers, local community representatives or co-opted members.

6. Liaison with Executive Members

6.1 The Overview and Scrutiny function is able to work independently of the Executive. However, this does not mean that the relationship should be adversarial. Rather Overview and Scrutiny should act as a 'critical friend' and work with the Cabinet Members in pursuit of the Council's aims and to ensure the effective operation and planning of its business.

AGENDA ITEM 39

Amendments to the ECSOSC Work Plan:

Since the previous meeting of ECSOSC on 15 September the following items have been added to the Committee's Work Plan:

- Performance Monitoring: Report for Quarters 2 and 3 to be presented to the Committee on 26 January 2009 and 23 March
- Officer report on allotments as suggested by the Cabinet Member to be requested to the Committee on 26 January 2009
- Joint workshop ECSOSC/CTEOSC on London Road Supplementary Planning Document arranged for 7 January 2009, for comments from Scrutiny to be considered by Cabinet Member meeting on 22 January.
- An additional matter – the availability of toilets in Brighton and Hove - has been referred to ECSOSC from the Older People's Council via the Health Overview and Scrutiny Committee. ECSOSC may wish to consider an officer report at a future meeting.

ENVIRONMENT AND COMMUNITY SAFETY OSC WORK PLAN 2008 - 2009

Issue	Date	Overview & Scrutiny Activity	Progress And Date	Outcome And Monitoring /Dates
Developing Environment and Community Safety Overview & Scrutiny				
Establishing working relationships between Cabinet and Overview and Scrutiny	From 15 May 2008, new Leader and Cabinet Constitution	Joint discussions, agreed priorities, shared information, invitations to relevant meetings	Cllr G Theobald invited to Sept 15 ECSOSC. Positive discussions and suggestion for scrutiny action	Suggestion added as potential item to the work plan
ECSOSC Work Plan with built-in flexibility.	Every meeting	To check progress against Outline Work Plan		
Performance Monitoring				
Performance Monitoring	10 November 2008	Receiving Comprehensive Performance Assessment (CPA) Score for Environment		
Performance report Quarter 2	26 January 2009			
Performance report Quarter 3	23 March 2009			
<i>Other internal/external inspections assessments</i>				

ENVIRONMENT AND COMMUNITY SAFETY OSC WORK PLAN 2008 - 2009

Issue	Date	Overview & Scrutiny Activity	Progress And Date	Outcome And Monitoring /Dates
Holding to Account: Overview and Scrutiny Of Functions Of Environment				
Impact of LTP and LDF on addressing the City's air quality challenges including traffic	15 September 2008	Update on air quality monitoring and improvement	Report welcomed	
Integrated transport	10 November 2008	Short presentation then further details to subsequent meetings		
Second Local Transport Plan Progress Report	10 November 2008	Commenting on report to Cabinet Member Meeting		
Community Safety and Crime and Disorder Reduction	26 January 2009	Update		
Allotments (as suggested by Cabinet Member)	26 January 2009	Officer report		
Controlled Parking and Parking Enforcement	23 March 2009	Monitoring strategic performance		

ENVIRONMENT AND COMMUNITY SAFETY OSC WORK PLAN 2008 - 2009

Issue	Date	Overview & Scrutiny Activity	Progress And Date	Outcome And Monitoring /Dates
Street Lighting	10 November 08	Investigating performance and making recommendations		
Night-time economy - steps being taken by the Council and its Partners to manage the night-time economy.	23 March 2009	Overview with external agencies		
Scrutiny Reviews/Requests				
Mixed Priority Route North Street	15 September 2008	Investigating part of a decision made at July CMM	Report received	
Street Trees	15 September 2008	Receiving feedback following recommendations of former scrutiny review.	No further monitoring needed.	
Proposal for Scrutiny review of Older People and Community Safety	10 November	To agree topic for scrutiny review		

ENVIRONMENT AND COMMUNITY SAFETY OSC WORK PLAN 2008 - 2009

Issue	Date	Overview & Scrutiny Activity	Progress And Date	Outcome And Monitoring /Dates
Matters referred from Community Safety Forum, Cabinet, Council				
Policy Development and Review - Overview and Scrutiny of Budget and Policy Framework (Plans and Strategies)				
Development Plan Documents 20 – year Framework		Commenting on Core Strategy		
Supplementary Planning Document London Road	Joint workshop CTEOSC/ECSOSC 7 January	To comment on draft before being considered by CMM 22 January 2009		
Food Law Enforcement Plan Annual Plan approved before 1 April each year	early 2009	Commenting on Food Law Enforcement Plan		
Health and Safety Annual Service Plan Annual Plan to be approved as above	early 2009	Commenting on Health and Safety Annual Service Plan		

ENVIRONMENT AND COMMUNITY SAFETY OSC WORK PLAN 2008 - 2009

Issue	Date	Overview & Scrutiny Activity	Progress And Date	Outcome And Monitoring /Dates
Other strategic items				
Accommodation needs of Gypsies and Travellers	13 August 2008	Call-in of decision made by Special Cabinet on 31 July	Recommendations made to Cabinet 18 September	Cabinet 18 September approved ECSOSC recommendations

Existing Plans and Strategies:

Local Transport Plan

Next 5 year plan due in 2011.

Statement of Licensing Policy

3-year plan runs from 2008 – 2011

Statement of Gambling Policy

3-year plan runs from 2007 – 2010

Crime and Disorder Reduction Strategy

3 year plan from 1 April 2008 – 31 March 2011

