





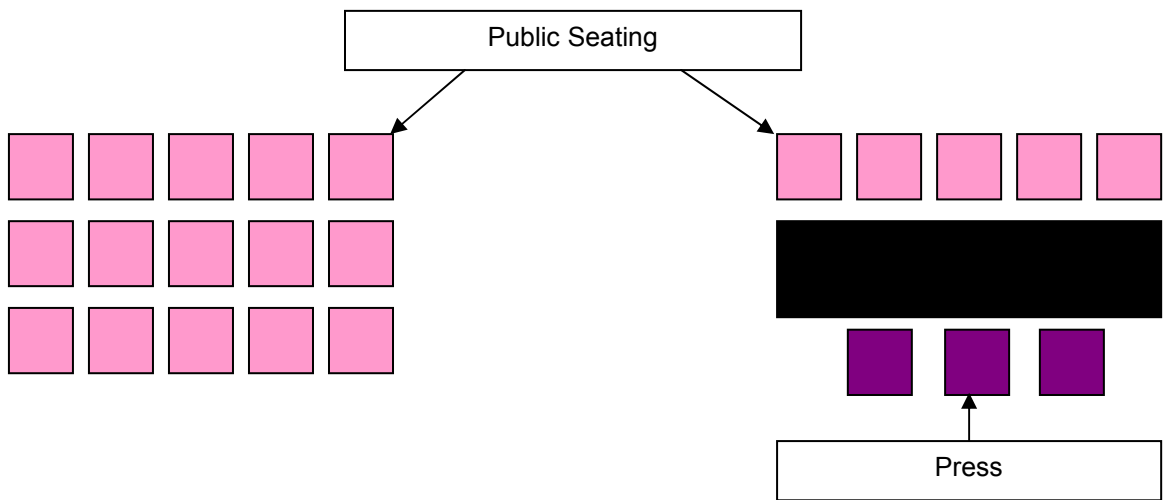
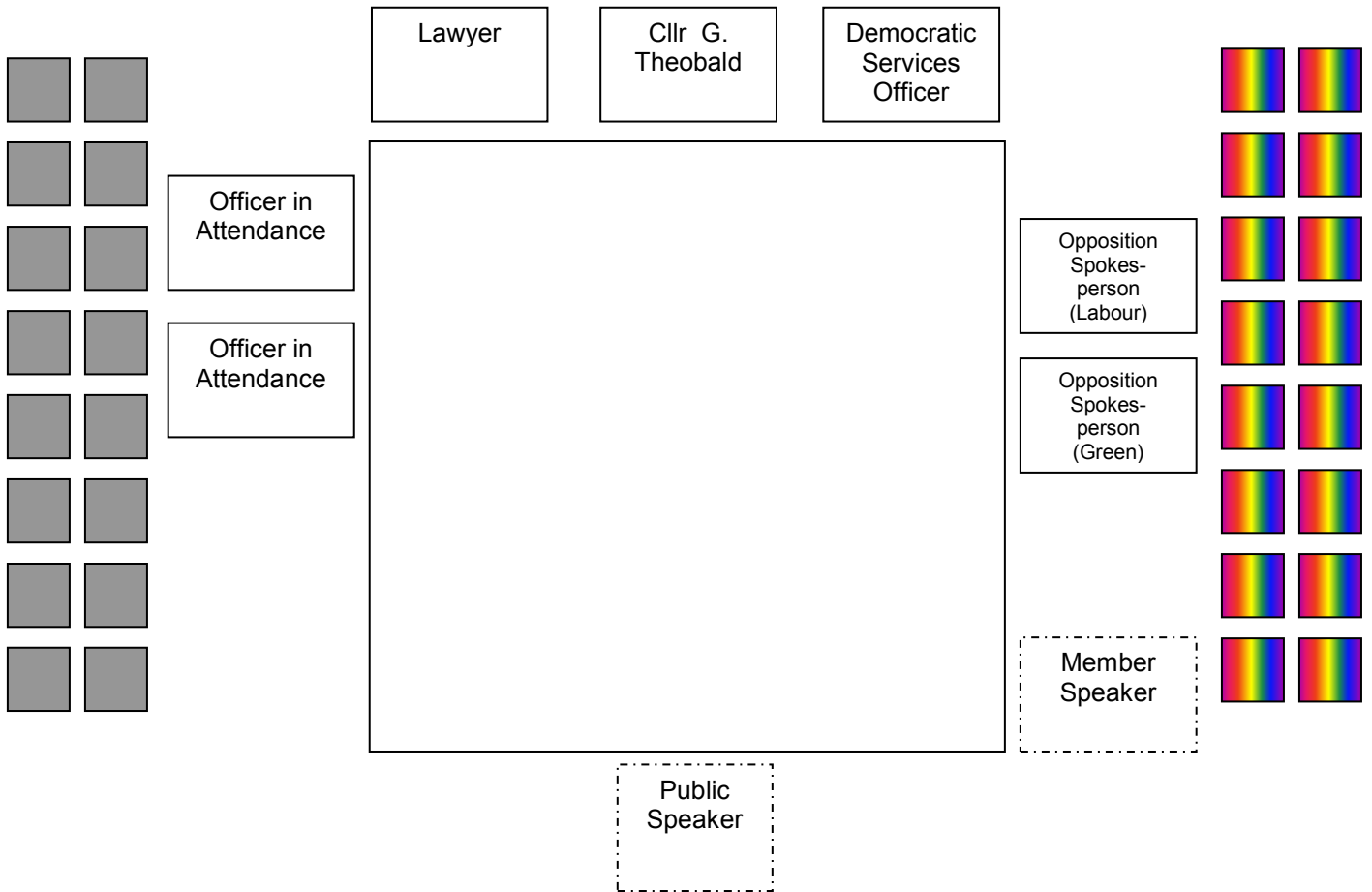
Brighton & Hove  
City Council

# Cabinet Member Meeting

Title:	<b>Environment Cabinet Member Meeting</b>
Date:	<b>3 February 2011</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillor:</b> G Theobald (Cabinet Member)
Contact:	<b>Tanya Davies</b> Acting Democratic Services Manager 01273 291227 tanya.davies@brighton-hove.gov.uk

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# Democratic Services: Meeting Layout



## AGENDA

### 82. PROCEDURAL BUSINESS

- (a) Declarations of Interest by all Members present of any personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- (b) Exclusion of Press and Public - To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

*NOTE: Any item appearing in Part 2 of the Agenda states in its heading either that it is confidential or the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

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

### 83. MINUTES OF THE PREVIOUS MEETING

1 - 10

Minutes of the meeting held on 23 December 2011.

### 84. CABINET MEMBER'S COMMUNICATIONS

### 85. ITEMS RESERVED FOR DISCUSSION

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

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

### 86. PETITIONS

11 - 12

Report of the Strategic Director, Resources (copy attached).

Contact Officer: Tanya Davies

Tel: 29-1227

Ward Affected: All Wards

## ENVIRONMENT CABINET MEMBER MEETING

### 87. PETITIONS DEBATED AT COUNCIL 13 - 18

#### (a) Eco-friendly lights for St Ann's Well Gardens.

- (i) Extract from the proceedings of Council on 16 December 2010 (copy attached).
- (ii) Report of the Monitoring Officer (copy attached).

### 88. PUBLIC QUESTIONS

(The closing date for receipt of public questions is 12 noon on 27 January 2011)

No public questions received by date of publication.

### 89. DEPUTATIONS

(The closing date for receipt of deputations is 12 noon on 27 January 2011)

No deputations received by date of publication.

### 90. LETTERS FROM COUNCILLORS 19 - 28

(a) **Tivoli Crescent North, Tivoli Road, Matlock Road and Maldon Road - extension to the Preston Park Station CPZ Zone A.** Letter from Councillor Norman and Councillor Mrs Norman (copy attached).

### 91. WRITTEN QUESTIONS FROM COUNCILLORS

No written questions have been received.

### 92. NOTICES OF MOTION

No Notices of Motion have been received.

## CITY INFRASTRUCTURE

### 93. Preston Road junction improvements 29 - 52

Report of the Strategic Director, Place (copy attached).

*Contact Officer: Abby Hone Tel: 29-3813*  
*Ward Affected: Preston Park*

## GENERAL MATTERS

### 94. Fees & Charges 2011-12 53 - 56

Report of the Strategic Director, Place (copy attached).

*Contact Officer: Austen Hunter Tel: 29-2245*  
*Christina Liassides Tel: 29-2036*  
*Ward Affected: All Wards*

## ENVIRONMENT CABINET MEMBER MEETING

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.

Agendas and minutes are published on the council's website [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk). Agendas are available to view five working days prior to the meeting date.

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

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

Date of Publication - Wednesday, 26 January 2011



### BRIGHTON & HOVE CITY COUNCIL

### ENVIRONMENT CABINET MEMBER MEETING

4.00pm 23 DECEMBER 2010

COUNCIL CHAMBER, HOVE TOWN HALL

### MINUTES

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

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

### PART ONE

#### 66. PROCEDURAL BUSINESS

##### 66a Declarations of Interests

66a.1 There were none.

##### 66b Exclusion of Press and Public

66b.2 In accordance with section 100A of the Local Government Act 1972 ('the Act'), the Cabinet Member for Environment considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press or public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100I(1) of the Act).

66b.3 **RESOLVED** – That the press and public be not excluded from the meeting.

#### 67. MINUTES OF THE PREVIOUS MEETING

67.1 **RESOLVED** – The minutes of the meeting held on 4 November 2010 were approved and signed by the Cabinet Member as a correct record.

#### 68. CABINET MEMBER'S COMMUNICATIONS

68.1 The Cabinet Member reported that the council had come first in the independently run Loo of the Year awards which were promoted by the British Toilet Association. In addition the council was also a Champions League member, the 100% and 50% member, Cemeteries and Crematoria National Category Award winner for England (Lawn memorial Cemetery) and short listed for other Awards. The Cabinet Member

thanked the Head of City Infrastructure and her team and the contractors for their hard work in maintaining the city's toilets.

68.2 The Cabinet Member also reported that the Planning team had won two Regional Planning Awards at the recent Royal Town Planning Institute Awards event. The Nature, Conservation and Development Supplementary Planning Document won the climate change award and was received by Matthew Thomas; and the planning brief for the former Royal Alexandra Hospital site received a commendation for its innovative approach and was received by Jo Thompson and Gill Thompson. The Cabinet Member thanked the Head of Planning and Public Protection and all of those who had contributed to the winning work.

68.3 Councillor Mitchell wished to place on record her thanks to the Head of City Infrastructure and the Head of Network Management and all of those involved in keeping the city moving during the recent snowfall and for keeping councillors informed.

The Cabinet Member echoed Councillor Mitchell's comments and thanked officers for going beyond the call of duty.

## **69. ITEMS RESERVED FOR DISCUSSION**

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

## **70. PETITIONS**

70.1 The Chairman advised that although there were no petitions on the agenda, Councillor Bennett had requested to present a petition signed by 664 people requesting three hourly limited parking in the lay-by on Woodlands Drive.

70.2 Councillor Bennett was unable to attend the meeting for personal reasons so the Cabinet Member advised that would ask officers to review the matter and respond to Councillor Bennett in writing.

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

## **71. PUBLIC QUESTIONS**

71.1 The Cabinet Member reported that 3 public questions had been received.

71.2 Mr Tom French asked the following question:

“In the agenda of the last Environment Cabinet Member Meeting officials estimated that it will cost the City Council £2200.00 to publicise the reinstatement of the dog-free area in Queens Park. What is the total projected cost to the Council of removing and then reinstating the dog-free area in Queens Park, including - but not limited to - any money, staff time and other resources that will have been spent on consulting, reconsulting, seeking any legal advice, and publicising any changes to the dog-free area?”



71.3 The Cabinet Member gave the following response:

“Thank you for your question. When we undertook the original revisions to our Dog Control Orders, they covered the whole city including our parks, beaches, golf courses and other areas of open space. The cost of the Orders, including consultation, was included in an overall figure and was not therefore disaggregated for one particular area.

In response to the majority of residents requesting a change to the dog-free area in Queens Park the resultant consultation cost £2000, slightly less than our original estimate.”

71.4 Mr French asked the following supplementary question:

“Do you think that this was a good use of money, or do you think that the money could have been better spent on other thing?”

71.5 The Cabinet Member gave the following response:

“There was considerable publicity around the original consultation, therefore I don’t know why those living around Queen’s Park didn’t make their views known at that time. However, a year later some residents asked for a review, and this was opposed another group of residents. We carried out a consultation and accepted the view of the majority. I hope that all the residents in Queen’s Park will see that we have listened to them and that most are happy with the outcome.”

71.6 Mr Chris Cooke had submitted the following question:

“The council administration's Value for Money report to cabinet in October 2010 demonstrated that £600,000 was to be cut from council supported bus routes over the next few years. Can the Cabinet Member for Environment state that the bus routes 21, 21B, 81, 81A, and 22 will be exempt from these cuts?”

71.7 Mr Cooke was unable to attend the meeting, however the Cabinet Member gave the following response, which would be forwarded to Mr Cooke:

Thank you for your question.

“The Value for Money (VFM) savings referred to in the report to Cabinet in October 2010 were previously approved by Full Council in February 2010.

The £600,000 savings to which you refer, have already been identified and will be realised over the next four years. These savings of £600,000 do not involve the services to which you refer.”

71.8 Ms Tracey Hill asked the following question:

“Several residents in the Elm Grove area, notably Franklin Road and Hartington Place, have commented on the number of large vehicles parked in their streets for long periods of time. This causes problems with parking spaces and general aesthetics,

particularly if a vehicle is right outside someone's window. As the vast majority of residents are against a residents' parking scheme, is it possible to limit the impact of these large vehicles in some other way? For example, could a time limit of four weeks be placed on any large vehicle remaining parked in the same place?"

71.9 The Cabinet Member gave the following response:

"Thank you for your question. The City Council can only enforce vehicle height and size restrictions as part of a residents' parking scheme within a Controlled Parking Zone and, as you will be aware, residents voted against this. This area is therefore uncontrolled and any vehicle is allowed to park there and, providing the vehicle is roadworthy and not abandoned, the council cannot insist that it is moved after a given period of time.

If the vehicles are lived in then the Travellers Liaison team can monitor the situation and take any necessary action. However, if there are large vehicles from a local business then the Council will consider pro-actively discussing a travel plan with the business concerned."

71.10 Ms Hill asked the following supplementary question:

"What do you consider to be the definition of 'roadworthy'?"

71.11 The Cabinet Member gave the following response:

"If the car is not abandoned and is clearly taxed then we consider it to roadworthy."

71.12 The Lead Commissioner for City Regulation & Infrastructure explained that it was difficult to prove that a car was not roadworthy. A car would be deemed roadworthy if it was taxed and insured and if its tyres and general condition were in good order.

## **72. DEPUTATIONS**

72.1 There were none.

## **73. LETTERS FROM COUNCILLORS**

73.1 A letter had been received from Councillor Mitchell concerning residents' parking in Sudeley Terrace, Brighton, accompanied by a petition signed by 24 people. Councillor Mitchell advised that residents felt that the current mix of park in the road was not working and that consideration be given to the provision of resident permit parking only on the southern side of the street.

73.2 The Cabinet Member stated that he would instruct officers to investigate current parking demands in the road.

73.3 **RESOLVED** – That the letter and petition be noted.

**74. WRITTEN QUESTIONS FROM COUNCILLORS**

74.1 Councillor Kitcat had submitted five questions, but had subsequently given his apologies and could not attend the meeting. The Chairman advised that the following questions and answers had been circulated and that they would be forwarded to Councillor Kitcat:

Question:

“Why has Brighton & Hove's municipal waste tonnage increased against a national and regional trend for waste reduction? (According to DEFRA figures at <http://www.defra.gov.uk/evidence/statistics/environment/wastats/bulletin10.htm>).”

Response:

“Municipal waste tonnage in this city has been reducing year on year. It did increase slightly in 2009/10 but was still lower than in 2006/07 and 2007/08.

Question:

“Why has this Council performed less well than the previous year, despite other councils across the UK improving performance year on year?”

Response:

“Many councils have seen recycling rates drop in recent years. Experts in the field believe this is due to the recession – for example, newspaper and magazine sales have dropped – and also because measures to reduce packaging are starting to have an effect.”

Question:

“What are the particular reasons that apply here which mean that recycling services perform much worse than the regional average (South East average is 35%)?”

Response:

“Recycling rates in cities are generally lower than they are in rural areas. Rural areas have the luxury of having plenty of space for wheelie bins for recycling and green waste, and many of them impose fortnightly refuse collections which will increase recycling rates.

This Administration is not proposing to introduce fortnightly refuse collections or artificially inflating figures by providing a garden waste collection at additional cost to the council tax payer.

East Sussex, for example, is a largely rural authority, so it is hardly surprising that our recycling rate is lower. Our recycling rate is higher than other cities such as Portsmouth (24.7%), Southampton (26.4%), Manchester (18.8%), Lewisham (16.8%), Liverpool (25.5%) and Westminster (24.4%).”

Question:

“What is Cllr Theobald going to do to make sure that next year this Council's recycling figures are at least on a par with other local authorities?”

Response:

“Our recycling rates are already better than those of many other cities.

We are extending recycling services to blocks of flats, improving ‘bring sites’ and have introduced carton recycling at many points across the city.

I am pleased to say that our early projections for this year show an increase in recycling rates and a reduction in total waste produced.”

Question:

“What is the carbon debt associated with the failure to maximise the recycling service in the city, and how do this Council intend to reduce carbon emissions from waste operations to promote a low carbon waste service?”

Response:

“This Administration is maximising recycling rates in a sustainable manner.”

## **75. NOTICES OF MOTION**

75.1 There were none.

## **76. PLANNING APPLICATION LOCAL VALIDATION REQUIREMENTS CONSULTATION**

76.1 The Cabinet Member considered a report of the Strategic Director, Place seeking approval to consult on the reviewed local validation requirements for the submission of planning applications.

76.2 The Cabinet Member explained that a validation requirement was the information needed to make a planning application valid so that it could be understood and assessed by interested residents, resident groups and planning officers. Consultation would take place to ensure that the requirements for applicants were clear, concise, necessary and easily understood. Real success had already been achieved with the approach to simplifying what is needed by using a checklist and this was the next step of the ongoing work within planning to shape the service around the customer.

76.3 Councillor Mitchell welcomed steps to make the process clearer for applicants. She queried whether there was any intention to provide Members with further information on the changes to the planning system proposed in the forthcoming Localism Bill and in particular the timetable for repealing existing planning legislation.

76.4 The Lawyer to the meeting advised that the Governance Committee had received a report prior to the publication of the Bill and that a further report would be considered at a future meeting of that Committee now that the Bill had been published.

76.5 The Head of Planning & Public Protection advised that a formal consultation on the future of the planning system had recently been launched and that reports would be considered by the Cabinet Member for Environment at future meetings.

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

- (1) That the reviewed local validation requirements for the submission of planning applications be subject to a period of 8 weeks public consultation commencing on 7 January 2011.
- (2) That the results of the public consultation be reported back to the Environment Cabinet Member Meeting for decision.

## 77. **REPLACEMENT OF BRIGHTON & HOVE SUSTAINABILITY CHECKLIST**

77.1 The Cabinet Member considered a report of the Strategic Director, Place seeking approval to make changes to the council's online sustainability checklist, which is a council requirement for all who submit residential planning applications, to make the checklist more user-friendly for applicants and improve the quality of the data used for monitoring purposes.

77.2 The Cabinet Member explained that the new online checklist would be easier to use and update. It would be hosted "in-house" by the council's own ICT service, ending the existing arrangement whereby it was provided by an outside company and saving the council money. Training would be provided for local agents, members and officers prior to the checklist going on general release.

77.3 Councillor Mitchell welcomed proposals to bring the checklist in-house and utilise the expertise available within the council to potentially make savings, providing that the requirements within the checklist were not reduced.

77.4 The Head of Planning & Public Protection confirmed that the requirements would not be affected; the focus would be on making the checklist more robust and easier to use.

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

- (1) That replacement of the currently outsourced Sustainability Checklist with a new in-house version hosted by the council's ICT services be endorsed.
- (2) That the timetable of production, testing, and implementation of the new in-house Sustainability Checklist by 1 April 2011 be agreed.
- (3) That approval be given for the in-house version of the Brighton & Hove Sustainability Checklist to be adopted, subject to any minor non-material alterations agreed by the Strategic Director of Place in consultation with the Cabinet Member for Environment.

## 78. **PATCHAM CHARACTER STATEMENT**

78.1 The Cabinet Member considered a report of the Strategic Director, Place seeking approval for the Patcham Conservation Area Character Statement, following a positive public consultation.

78.2 The Cabinet Member advised that the public had been consulted on the draft Patcham Character Statement and the responses analysed. The Character Statement had been generally well received and a number of amendments had been made in response to the representations. The report recommended that the conservation area be extended to include Coney Wood and the Patcham Recreation Ground, and that the boundary to the rear of the Black Lion Hotel be adjusted. It also proposed that an Article 4(1) Direction be made to control harmful incremental change in the area.

78.3 Councillor Mitchell welcomed the adoption of character statements in general and stated that they were an important tool in helping the council and the public to understand neighbourhoods within the city.

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

- (1) That the Patcham Conservation Area Character Statement be adopted, subject to any minor grammatical and non-material text and illustration alterations agreed with the Cabinet Member for Environment.
- (2) That an Article 4(1) Direction be made for dwellings in the area under the Town and Country Planning (General Permitted Development) Order 1995, as recommended by the Patcham Conservation Area Appraisal and detailed in annex 3.
- (3) That the proposed boundary changes, as set out in the Character Statement and illustrated in annex 4, be approved and formally designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**79. BRUNSWICK ESTATE REPAINTING- NON-COMPLIANCE WITH THE HOVE BOROUGH COUNCIL ACT 1976**

79.1 The Cabinet Member considered a report of the Strategic Director, Place advising on the current state of compliance with the Hove Borough Council Act 1976, which seeks to preserve the uniform appearance of Brunswick Square and Terrace and part of Brunswick Place, and seeking authorisation for enforcement action in respect of those properties that have not been repainted.

79.2 Councillor Mitchell advised that she supported the proposals within the report.

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

- (1) That authorisation be given for the issue and service of notices under Section 3 of the Hove Borough Council Act 1976 on the owners and occupiers of those properties in Brunswick Terrace, Brunswick Square and that part of Brunswick Place south of Western Road, where external decoration of the street fronts has yet to commence.

- (2) That approval be given for prosecution proceedings against owners in the event of non-compliance with the requirements of any notice served.

## 80. ELECTRIC VEHICLE CHARGING POINTS

- 80.1 The Cabinet Member considered a report of the Strategic Director, Place concerning the expansion of the installation of on-street charging points for electric vehicles in the city.
- 80.2 The Cabinet Member reported that no objections to the traffic order had been received and that the charging points would soon be installed.
- 80.3 Councillor Mitchell welcomed the expansion of the electric vehicle charging points and asked whether any data was available on usage of the existing points.
- 80.4 The Lead Commissioner for City Regulation & Infrastructure reported that take up had been encouraging with up to 12 users across the city, but that it was still quite early to expect more frequent use.
- 80.5 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:
- (1) That, having taken into account any duly made representations and objections, the Cabinet Member approves the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 amendment order no. \*20\*\* as advertised, namely:
- The provision of two on-street electric vehicle charging points to be created in Withdean Road (west side, near the entrance to the Withdean Sports Complex)
  - The provision of two on-street electric vehicle charging points to be created in Madeira Drive (south side, opposite unit two of The Terraces).

## 81. FEES AND CHARGES 2011/12

- 81.1 The Cabinet Member considered a report of the Strategic Director, Place concerning the proposed fees and charges for the Environment portfolio for 2011/12.
- 81.2 Councillor Mitchell stated that the proposed changes to parking charges aimed to meet the corporate inflation target of 2% and asked whether they would subsequently be increased to help meet the further savings the council was required to make. She also queried the difference between pest control fees for the removal of rats and mice.
- 81.3 The Cabinet Member stated that the charges in the report were what was being proposed for approval today and that it was not possible to say what might happen in the future.
- 81.4 The Head of Planning & Public Protection explained that charges for the removal of mice had been brought in during the previous year and the proposals within the report aimed to bring the charges for rats and mice closer together. He reported that there

had been no reduction in take up of the service and no complaints of dissatisfaction in relation to the price had been received.

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

- (1) That the proposed fees and charges for 2011/12, as set out in the report, be agreed.

The meeting concluded at 4.30pm

Signed

Cabinet Member

Dated this

day of



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 86

Brighton & Hove City Council

**Subject:** Petitions  
**Date of Meeting:** 3 February 2011  
**Report of:** Strategic Director, Resources  
**Contact Officer:** Name: Tanya Davies Tel: 29-1227  
E-mail: tanya.davies@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** Various

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

1.1 To receive any petitions presented at Council, any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

#### 2. RECOMMENDATIONS:

2.2 That the Cabinet Member responds to each petition and in each case gives consideration to a range of options, including the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- holding a meeting with petitioners
- referring the petition for consideration by the council's Overview and Scrutiny Committee\*
- calling a referendum
- writing to the petition organiser setting out the council's views about the request in the petition
- noting the petition

#### 3. PETITIONS

##### 86. (i) Central reservation – Brunswick Place

To receive the following petition presented at Council on 16 December 2010 by Councillor Elgood and signed by 19 people:

*I/we call on the council to address the concerns of residents regarding the dangerous kerb on the central reservation of Brunswick Place, which presents a dangerous trip hazard.*

*We call on the council to implement better lighting, warning signage or white paint to alleviate the problem.*



### EXTRACT FROM THE DRAFT PROCEEDINGS OF THE COUNCIL MEETING HELD ON THE 16 DECEMBER 2010

#### BRIGHTON & HOVE CITY COUNCIL

4.30pm 16<sup>th</sup> December 2010  
COUNCIL CHAMBER, BRIGHTON TOWN HALL

#### DRAFT MINUTES

**Present:** Councillors: Wells (Chairman), A. Norman (Deputy Chairman), Alford, Allen, Barnett, Brown, Carden, Caulfield, Cobb, Davey, Davis, Deane, Duncan, Elgood, Fallon-Khan, Fryer, Hamilton, Harmer-Strange, Hawkes, Hyde, Janio, Kemble, Kennedy, Kitcat, Lepper, Marsh, McCaffery, Meadows, Mears, Mitchell, Morgan, K. Norman, Older, Oxley, Peltzer Dunn, Phillips, Randall, Rufus, Simpson, Simson, Smith, Steedman, C. Theobald, G. Theobald, Turton, Wakefield-Jarrett, Watkins, West, Wrighton and Young.

#### PART ONE

#### 49. PETITIONS FOR COUNCIL DEBATE

#### 49. (b) Eco-Friendly Lights for St Ann's Wells Gardens

49.26 The Mayor noted that under the Council's petition scheme, if a petition contained more than 1,250 signatures it could be debated by the Full Council and such a request had been made in respect of the petition concerning eco-friendly lights in St Ann's Well Gardens.

49.27 The Mayor invited Councillor Davis to present her petition.

49.28 Councillor Davis stated that a total of 1,476 people had signed either the paper or e-petition version which read as follows:

"We the undersigned petition the council to provide financial support and help to install wildlife-friendly lighting along the main paths and entrance of St Ann's Well Gardens similar to that of Hove Park. This will make the park safer at night for everyone who uses it.

St Ann's Well Gardens is a very well used local park, many events are held there, the cafe is always busy and it is also used as a cut through by people walking to work, home and school. There is need for the paths to be safer and better lit, and for that lighting to be wild life friendly."

- 49.29 Councillor Davis stated that local residents felt very strongly about the need for lighting to improve the safety of the area and enable people to make use of the only open space in the vicinity. The request for eco-friendly lights was based on the desire to preserve the balance of remarkable wildlife that existed in the park. The petition was supported by both the Local Action Team and the local police. She therefore hoped that the Cabinet Member would give an assurance that the funding set aside as part of the Section 106 Agreement would be used to provide the lights requested.
- 49.30 Councillor Theobald noted the request and referred to a letter from a Dr. Snell which he believed had been copied to all councillors and which he felt outlined a case for using the available funding to improve the park itself rather than provide lighting. He suggested that in having regard to the current economic climate and the fact that the council had put a lot of investment into its green spaces, the use of the funding needed careful consideration. He therefore questioned whether there was a need for such lighting.
- 49.31 Councillor Davis suggested that the Section 106 Agreement had been made on the basis of providing eco-friendly lighting and therefore queried whether it would be implemented.
- 49.32 Councillor Theobald stated that he was not sure if it would prove to be the best use of the funding and that a choice would have to be made.
- 49.33 Councillor Davis stated that she wished to move an amendment to the recommendation of the report to include an additional recommendation as follows:
- “That the Cabinet Member be requested to ensure that the £10,000 already allocated to St Ann’s Well Gardens from the S106 funding attached to the Southdown House, Somerhill Avenue development will be spent on these eco-friendly lights similar to those in Hove Park). This would ensure safe night time use of the Garden’s main entrance and main paths by local residents and parents of the nearby schools.”
- 49.34 Councillor Mitchell formally seconded the amendment and stated that she believed it was clear that the Section 106 Agreement had been made on the premise that the funding would be used to provide eco-friendly lighting in St Ann’s Well Gardens.
- 49.35 Councillor Fallon-Khan stated that he understood the petition’s objective but felt that there was a need to consider the best use of the available funding to improve the area.
- 49.36 Councillor Phillips noted that there was a difference of opinion and whilst she recognised the need to improve the safety of the area, she was unsure as to the quality and sustainability of the lighting that was being sought.
- 49.37 Councillor Theobald stated that he felt there was need to give full consideration to the best use of the funding and therefore suggested that the petition be noted and the matter looked into further with a view to utilising the funding to improve the area for the benefit of all users.
- 49.38 The Mayor noted that an amendment to the report’s recommendation had been moved by Councillor Davis on behalf of the Labour Group and put it to the vote which was carried.

49.39 The Mayor then put the substantive recommendations as amended to the vote which was carried.

49.40 **RESOLVED:**

- (1) That the petition be referred to the Environment Cabinet Member Meeting for consideration; and
- (2) That the Cabinet Member for Environment be requested to ensure that the £10,000 already allocated to St Ann's Well Gardens from the S106 funding attached to the Southdown House, Somerhill Avenue development will be spent on these eco-friendly lights similar to those in Hove Park). This would ensure safe night time use of the Garden's main entrance and main paths by local residents and parents of the nearby schools.



<b>Council</b>	<b>Agenda Item 49(b)</b>
16 December 2010	Brighton & Hove City Council

<b>Subject:</b>	<b>Eco-Friendly Lights for St Ann’s Well Gardens Petition</b>		
<b>Date of Meeting:</b>	<b>16 December 2010</b>		
<b>Report of:</b>	<b>Monitoring Officer</b>		
<b>Contact Officer:</b>	<b>Name:</b> Mark Wall	<b>Tel:</b> 29-1006	
	<b>E-mail:</b> mark.wall@brighton-hove.gov.uk		
<b>Wards Affected:</b>	<b>All</b>		

**For general release**

**Note:** The subject matter of the petition is an executive function and therefore not one that Full Council can make a decision on.

**PETITION TRIGGERING A FULL COUNCIL DEBATE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Under the Council’s Petition Scheme if a petition contains more than 1,250 signatures and is not a petition requesting officer evidence, it will be debated by the Full Council.
- 1.2 A combined paper and e-petition has resulted in triggering a debate at the council meeting, having exceeded the threshold with a total of 1,263 signatures.

**2. RECOMMENDATIONS:**

- 2.1 That the petition is referred to the Cabinet for consideration.

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

**3.1 The Petition**

“We the undersigned petition the council to provide financial support and help to install wildlife-friendly lighting along the main paths and entrance of St Ann's Well Gardens similar to that of Hove Park. This will make the park safer at night for everyone who uses it.

St Ann's Well Gardens is a very well used local park, many events are held there, the cafe is always busy and it is also used as a cut through by people walking to work, home and school. There is need for the paths to be safer and better lit, and for that lighting to be wild life friendly.”

Lead Petitioner – Cllr Davies

3.2 As the subject matter of the petition relates to an executive function, the options open to the council are:

- To note the petition and take no action for reasons put forward in the debate;  
or
- To refer the petition to the relevant Cabinet Member Meeting; or
- To refer the petition to the relevant Cabinet Member Meeting with recommendations.

#### **4. PROCEDURE:**

4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:

- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the prayer of the petition and confirm the number of signatures;
- (ii) The Mayor will then call on the relevant Cabinet Member to respond to the petition and move a proposed response;
- (iii) The Mayor will then open the matter up for debate by councillors and call on those councillors who have indicated a desire to move an amendment or additional recommendation(s) to the recommendation listed in paragraph 2.1 of the report;
- (iv) Any councillor may move an amendment or recommendation, having regard to the recommendation in 2.1 above and any such proposal will need to be formally seconded;
- (v) After a period of 15 minutes, the Mayor will then call an end to the debate and ask the relevant Cabinet Member to reply to the points raised;
- (vi) The Mayor will then formally put:
  - (a) Any amendments in the order in which they are moved, and then
  - (b) The substantive motion as amended (if amended).



# ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 90(a)

Brighton & Hove City Council

**COUNCILLOR ANN NORMAN  
COUNCILLOR KEN NORMAN**

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

Cllr. Geoffrey Theobald  
Cabinet Member for Environment  
King's House  
Grand Avenue  
HOVE BN3 2LS

**Date:** 5 January 2011

**Our Ref:** AN/KN/

**Your Ref:**

Dear Cllr. Theobald,

As you will be aware, since the implementation of the Preston Park Station CPZ Zone A, my colleague Cllr. Ken Norman and I have been receiving many complaints from residents living in Tivoli Crescent, Tivoli Road, Maldon Road, Matlock Road and Tivoli Crescent North who are experiencing difficulties finding parking spaces near to their homes, many reporting difficulty parking in the same road as their home. A number have also reported damage to their vehicles caused by other vehicles driving around the area, attempting to find somewhere to park.

I presented a petition to council on April 30 2009 from residents of Tivoli Crescent North requesting re consultation, your decision at the subsequent CMM for Environment being to not uphold the request partly because many houses in Tivoli Crescent North had off-road parking and partly because if agreed, this would possibly present further knock on parking problems to nearby roads, including Tivoli Road, Maldon Road and Matlock Road.

It has recently been agreed that residents of Tivoli Crescent will be consulted on whether they wish to be included as an extension to Zone A.

Since this has been announced, we have received many more requests from residents in Tivoli Crescent North, Tivoli Road, Matlock Road and Maldon Road, all concerned at the possibility of further knock on effects and all asking to be re consulted.

In an attempt to find out how much support there would be to ask the council to re consult, Withdean Councillors circulated a survey to residents living in Tivoli Crescent North, Tivoli Road, Matlock Road and Maldon Road in October 2010 and a copy of the collated responses received is attached to this letter.

We ask that consideration be given to the information received in the responses submitted by residents and also ask what steps can be taken to review the currently underused parking scheme in Woodside Avenue.

Yours sincerely



Councillor Ann Norman



Councillor Ken Norman

Telephone/Fax: (01273) 291182

Email: [ann.norman@brighton-hove.gov.uk](mailto:ann.norman@brighton-hove.gov.uk) / [ken.norman@brighton-hove.gov.uk](mailto:ken.norman@brighton-hove.gov.uk)

Conservative Members for Withdean Ward



Dear Resident,

We have been contacted by a number of residents since the implementation of the Preston Park Station Controlled Parking Zone (CPZ). We do fully understand that you may now be affected by displaced traffic and we also supported the request of residents of Tivoli Crescent North who asked if they could be considered as an extension to Zone A of the CPZ.

This extension was not allowed because of the possible knock on problems to residents in Maldon and Tivoli Roads. We also accept that residents in Matlock Road are now suffering inconvenience from displaced traffic.

Because of increased requests to ask the council to re consult, we feel that it is now necessary to ask if you would like your road to be re consulted on being included in an extension to the residents controlled parking zone A.

We would be grateful if you could complete the form attached below or contact us by email to let us know your views on whether you would like the council to re consult you as a resident to find out if you would like to be included in an extension to the existing resident parking scheme.

We are grateful for your help as we know that there are mixed feelings on whether the current CPZ should be extended to include your road and your responses will help us understand if there is a majority who support re-consultation in this area of Withdean Ward.

We emphasise that this is a preliminary consultation which will help advise us as ward Councillors on whether or not you as residents of Withdean Ward would like us to ask the council to re-consult on a possible extension to the Preston Park Station CPZ Zone A.

Yours sincerely,

Pat Drake

Ann Norman

Ken Norman

---

I am a resident of Matlock Road [ ] Maldon Road [ ] Tivoli Road [ ] Tivoli Crescent North [ ]

I/WE SUPPORT [ ]

I/WE DO NOT SUPPORT [ ]

Brighton and Hove City Council formally re consulting on whether we as residents would like to be included as an extension to Zone A of the Preston Park Station Controlled Parking Zone

Please return to: Councillor Ann Norman, King's House, Brighton and Hove City Council, Grand Avenue, Hove BN3 2LS

or by email to:

Cllr. Ann Norman: [ann.norman@brighton-hove.gov.uk](mailto:ann.norman@brighton-hove.gov.uk)



## Item 90(a) Appendix 2

Road	Support	Comments
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	Do not have a problem with parking in Maldon Road. They moved out of central Brighton to get away from permit parking. Maldon Road has not been affected by parking displacement therefore doesn't need a CPZ. Stop trying to push residents into accepting a CPZ just to make money.
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	Parking not a serious problem
Maldon Road	No	Against CPZ in principle. Just a money making exercise. Would support a light touch scheme
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	Object in principle to having to pay to park outside house. Why go back on result of original consultation - waste of time and money.
Maldon Road	No	
Maldon Road	No	
Maldon Road	No	
Maldon Road	Yes	Support consultation but not controlled zone
Maldon Road	Yes	
Maldon Road	Yes	
Maldon Road	Yes	
Maldon Road	Yes	
Maldon Road	Yes	
Maldon Road	Yes	
Maldon Road	Yes	With reservations. Would like more info. Permit bays are empty
Maldon Road	Yes	
Maldon Road	Yes	Huge strain from other users being put on our road. Accident waiting to happen. Having a real negative impact on residents.

**Item 90(a) Appendix 2**

<b>Road</b>	<b>Support</b>	<b>Comments</b>
Maldon Road	Yes	
Maldon Road	Yes	
Maldon Road	Yes	
Maldon Road	Yes	Were against initially but the displacement of Zone A has been terrible. Now very difficult to park.
Maldon Road	Yes	Excessively long double yellow line at top of Maldon Road doesn't help
Maldon Road	Yes	Due to the inevitable impact of extending CPZ to TCN
<b>Yes %</b>	<b>48.48</b>	
<b>No %</b>	<b>51.52</b>	
Matlock Road	No	
Matlock Road	No	
Matlock Road	No	Survey last year said the majority were against.
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	Needs to be addressed as CPZ roads are virtually empty whilst there is double parking on Matlock and Maldon Roads
Matlock Road	Yes	Have real difficulties parking if coming home after 10pm . Commuters park in the street too.
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	Presenting a petition to CMM. Scheme should be introduced in Matlock Road at the same time as Tivoli Cresecent or else delay this one.
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	

## Item 90(a) Appendix 2

Road	Support	Comments
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	
Matlock Road	Yes	Since preston park station restrictions were introduced, displacement parking has been terrible.
Matlock Road	Yes	
Matlock Road	Yes	Previous parking restrictions - e.g. Around Booth Museum - have displaced parking to our road
Matlock Road	Yes	Wants to be included as she has heard that CPZ will be extended to TCN. Would like the two disabled bays on Matlock road to be available for general use outside of surgery hours
Matlock Road	Yes	
<b>Yes %</b>	<b>90</b>	
<b>No %</b>	<b>10</b>	
Tivoli Crescent North	No	Do not support further parking restrictions
Tivoli Crescent North	No	
Tivoli Crescent North	No	
Tivoli Crescent North	No	
Tivoli Crescent North	No	CPZ solves nothing - just shifts the problem. Revenue raising exercise for council.
Tivoli Crescent North	No	Charges would detrimentally affect businesses. Would support light touch scheme.
Tivoli Crescent North	No	Reduce the length of double yellow lines on the corner of TCN and Maldon Rd.
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	supports consultation as parking has got worse. Existing conditions in zone A should be reviewed to get more people to use metered parking in the zone - especially Woodside Ave. It is often over half empty through the day. Reduce charges to maximise use of bays. charges should not apply at weekends.
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	Zone A is a mess and unused causing major problems in T C North.Lorries are having to back down the blind bend at the junction.
Tivoli Crescent North	Yes	Original zone is flawed. Majority of TCN residents support extension

**Item 90(a) Appendix 2**

<b>Road</b>	<b>Support</b>	<b>Comments</b>
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	No problem prior to Zone A implementation - now big problem!
Tivoli Crescent North	Yes	
Tivoli Crescent North	Yes	Spaces in Zone A are empty whilst TCN is packed. Major issue for elections - my vote will go to whoever can sort this mess out.
Tivoli Crescent North	Yes	Original zone is flawed. Loads of unused spaces.
Tivoli Crescent North	Yes	Have a driveway but frequently get blocked in by commuters.
<b>Yes %</b>	<b>73.08</b>	
<b>No %</b>	<b>26.92</b>	
Tivoli Road	No	
Tivoli Road	No	
Tivoli Road	No	
Tivoli Road	No	
Tivoli Road	No	
Tivoli Road	No	You don't mention the charges!
Tivoli Road	No	No problems parking in the road
Tivoli Road	No	
Tivoli Road	Yes	Didn't support in the original consultation and warned of displacement.
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	Reduce the charges outside the Station and commuters would then park there. Parking is a nightmare where we are. Parking on grass verge is ruining it.
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	
Tivoli Road	Yes	Two young children and very difficult to park near our house.
Tivoli Road	Yes	
<b>Yes %</b>	<b>63.64</b>	



**Item 90(a) Appendix 2**

**No %**

**36.36**

**Item 90(a) Appendix 2**

<b>Road</b>	<b>Support</b>	<b>Comments</b>
not given	Yes	
not given	Yes	

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 93

Brighton & Hove City Council

<b>Subject:</b>	<b>Preston Road junction improvements</b>		
<b>Date of Meeting:</b>	<b>3 February 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Abby Hone</b>	<b>Tel: 29-0390</b>
	<b>E-mail:</b>	<b>abby.hone@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>Preston Park</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT

- 1.1 To inform the Cabinet Member for Environment of the results of the public consultation carried out on the Preston Road junction improvements and to commence detailed design and preparation of the Traffic Regulation Orders and begin implementation
- 1.2 The results of the public consultation indicate a majority support for the proposals. Respondents agreed that the junctions of Ditchling Rise, Argyle Road, Springfield Road, and Dyke Road Drive where they meet Preston Road all need improvement (Dyke Road Drive 83% in favour, Springfield Road 87%, Argyle Road 84%, Ditchling Rise 84%) and 79% of respondents agreeing to a new toucan (shared by cycles and pedestrians) crossing at Springfield Road/Dyke Road Drive.
- 1.3 Construction of the Preston Road junction improvements will contribute towards achieving several of the Council's corporate priorities including 'keeping our City moving', 'preserving and improving our natural environments', and 'improving the health of our residents'. The scheme will also contribute towards achieving several targets in the second Local Transport Plan (LTP2) 2006/7-2010/11 and other Council objectives and requirements to meet our Cycling Town commitments.
- 1.4 The scheme proposes surface treated junctions and a formalised toucan crossing facility primarily to improve access to the railway station, local shops and residential areas. The scheme also proposes removal of street 'clutter' such as unnecessary guardrail and bins, and will enhance pavement areas while also improving a key cycle facility in the current cycle network. The scheme will result in improved safety for all users including vehicles, cycle users and pedestrians whilst current vehicle capacity will remain unchanged.

#### 2. RECOMMENDATIONS:

- 2.1 That the consultation results, which indicate an overall support for the scheme as consulted, be noted.

- 2.2 That Officers be instructed to implement the scheme (as shown on the Plan in Appendix 1), to include advertising any associated Traffic Regulation Orders and Notices under the Road Traffic Act 1984 and associated shared footway areas.(see Appendix 3).

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

- 3.1 The aim of the Preston Road junction improvements is to enhance accessibility and safety for all road users and create a more pleasant street environment. There is significant potential to improve access to local shops and schools by providing another crossing point along a heavily trafficked road. Preston Road also forms part of the National Cycle Route (NCR 20) and implementation of the scheme improves the link to the South Downs National Park along the A23, thereby improving access to open space and recreation opportunities.
- 3.2 The junction improvements have been developed to ensure that there is no impact on capacity and general traffic while improving conditions for all users. The proposal consists of surface treated junctions at Ditchling Rise, Argyle Road, Springfield Road and Dyke Road Drive, as well as a new formalised toucan crossing facility which will enhance cycle & pedestrian movement while also improving traffic flow for vehicles exiting Springfield Road and exiting and entering Dyke Road Drive.. There will be some reconfiguration to the overall streetscape, including removal of unnecessary guardrail, improved pavement areas to enhance visibility, and removal of street 'clutter'. The cycle facility currently existing on the pavement along Argyle Road will be removed and relocated to the carriageway. (See Appendix 1)
- 3.3 The indicative cost of the scheme is £70k. This includes the surface junction treatments, drainage improvement, removal of street 'clutter', and a traffic light controlled toucan crossing. The improvements will be funded from the Cycling Town work programme and developer contributions via the Section 106 process.

### **4. CONSULTATION**

- 4.1 Approval to consult on the Preston Road Junction Improvement proposals was given in November 2010. A public consultation was then undertaken involving local residents, key stakeholders and businesses during which approximately 350 leaflets and questionnaires were distributed to properties within a specified distance of the proposals. In addition, a staffed public exhibition was held at City College Brighton & Hove where large scale plans were on display and members of the public were able to discuss the scheme proposals with staff from the Transport Planning team. Additional questionnaires were available for attendees to record any comments. All consultation documents were also available on the city council website.
- 4.2 120 questionnaires were returned giving a response rate of 46%. The results of the public consultation indicate a majority support for the proposals. Respondents agreed that the junctions of Ditchling Rise, Argyle Road, Springfield Road, and Dyke Road Drive where they meet Preston Road all need improvement (Dyke Road Drive 83% in favour, Springfield Road 87%, Argyle Road 84%, Ditchling Rise 84%) and 79% of respondents agreeing to a new crossing at Springfield Road/Dyke Road Drive.

- 4.3 A more detailed breakdown of the consultation results is included at Appendix 2. All comments received through the consultation process have been carefully considered and where possible incorporated into the revised scheme designs included in Appendix 1. The original consultation period was extended from 21<sup>st</sup> December 2010 to 5<sup>th</sup> January on account of heavy snow. Inclement weather conditions resulted in the public exhibition being cancelled from 2<sup>nd</sup> and 4<sup>th</sup> December and held on 11<sup>th</sup> and 18<sup>th</sup> December instead.
- 4.4 Ward councillors have commented on proposals: Councillor Kennedy is in full support of the proposals. Councillor Allen supports the proposal and welcomes the new crossing facility which he states would be of great benefit to the area. Councillor McCaffery noted the suggestion for an additional crossing and if favoured through consultation would like post-implementation monitoring of traffic flow and the impact on safety of all users. Councillor McCaffery was more concerned about Dyke Road Drive exit, the narrowness of the cycle lane under the viaduct by the tree and particularly welcomed the cycle facility on Argyle Road being moved to the carriageway to improve conditions for pedestrians & cycles.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 *Capital:*  
There is a budget of £35,000 in 2010/11 from the Cycling Town work programme and £33,000 is available in 2011/12 from Section 106 contributions for walking & cycling measures in the vicinity of the Wellend Villas development.
- 5.2 *Revenue:*  
There are no current revenue implications for this scheme. However, any future maintenance of the junction areas, crossing and cycle facilities will have to be covered from maintenance budgets. Given that this scheme also seeks to reduce and/or remove unnecessary street furniture and clutter it is anticipated that any future maintenance costs will balance out in light of reduced street furniture requiring maintenance.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 14/12/10*

### Legal Implications:

- 5.3 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to

the Traffic Orders, then the matter is required to return to Environment CMM for a decision.

*Lawyer Consulted: Elizabeth Culbert*

*Date: 13/12/10*

Equalities Implications:

- 5.5 The scheme will increase accessibility for residents and visitors. Improving awareness and provision for all users (on foot, by bike, by motor vehicle) will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.6 Creating a better street environment for all at Preston Road junctions between Ditchling Rise and Dyke Road Drive will encourage people to consider sustainable transport options as feasible instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

Crime & Disorder Implications:

- 5.7 There are no crime and disorder implications associated with the construction stage.

Risk and Opportunity Management Implications:

- 5.8 All Cycling Town spend must be accounted for by 31<sup>st</sup> March 2011 and S.106 spend by November 2011. Implementation of the project needs to coincide with these financial constraints.

Corporate / Citywide Implications:

- 5.9 The Preston Road junction improvement area provides a key link/node into the city centre. Improving transport choice for both commuters and visitors to the area will result in increased accessibility and a likely reduction in congestion for all traffic.

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

- 6.1 The Preston Road junction improvement area provides a key link in the cycle network for National Cycle Route (NCR) 20 and the recently improved cycle facilities on the A23 reaching the city boundary. Of particular note are the high figures of cycle users counted near the viaduct each day, on average 1200 cycles per day. It should therefore be considered as a priority area for improvements. There are currently no viable alternative options that would provide such a direct and continuous link to the city centre.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 This report informs the Cabinet Member for Environment of the results of the consultation exercise carried out for Preston Road junction improvements. The results indicate a majority support for the proposals and it is therefore

recommended that Cabinet grant permission to formally advertise any TROs required and proceed to construction of the junction improvements. Should any objections to the TRO elements of the improvement be received then Members will be informed of the nature of these at a future Cabinet Meeting.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Preston Road junction improvement drawings
2. Detailed breakdown of consultation responses
3. Shared footway areas

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

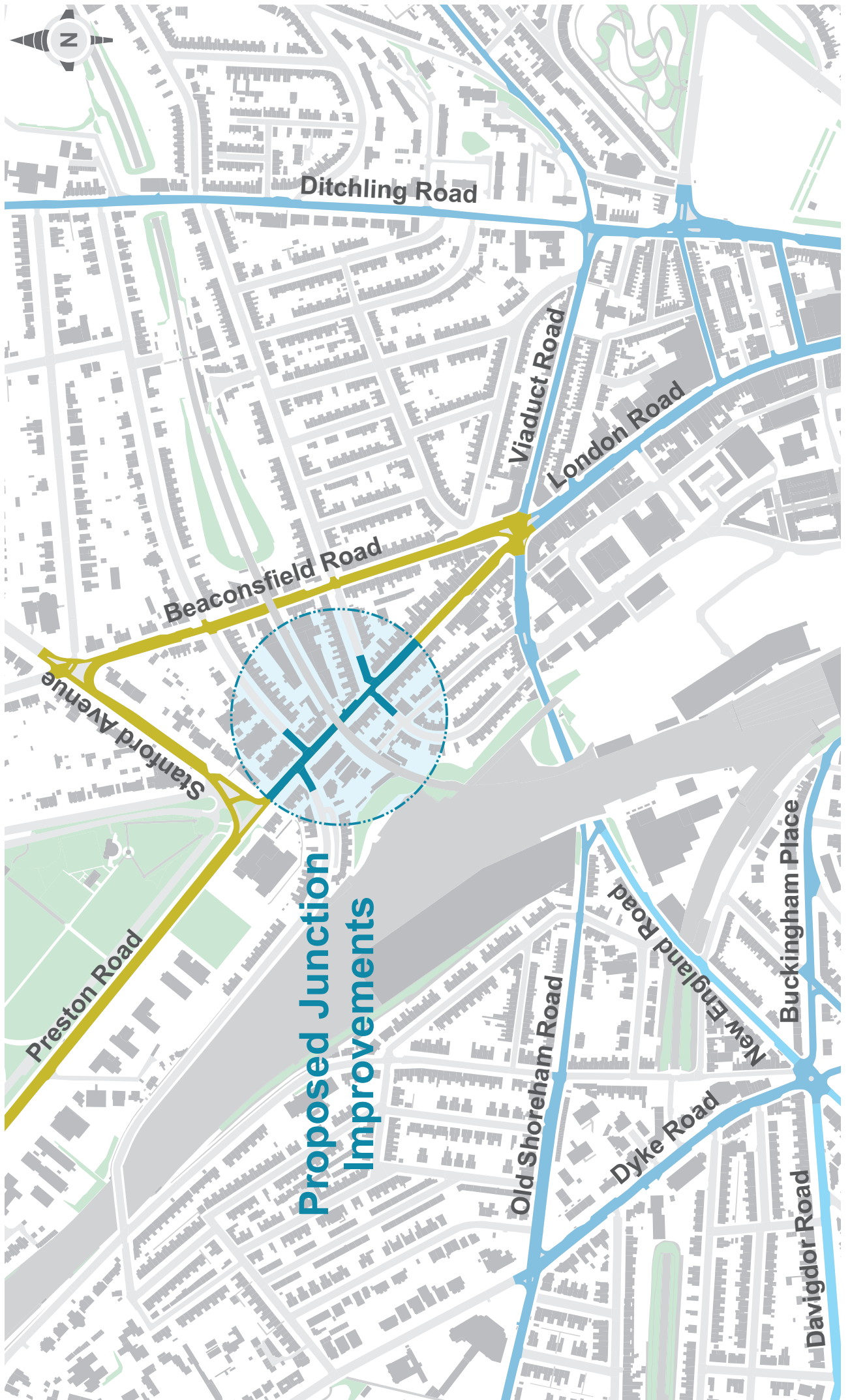
None

#### **Background Documents**

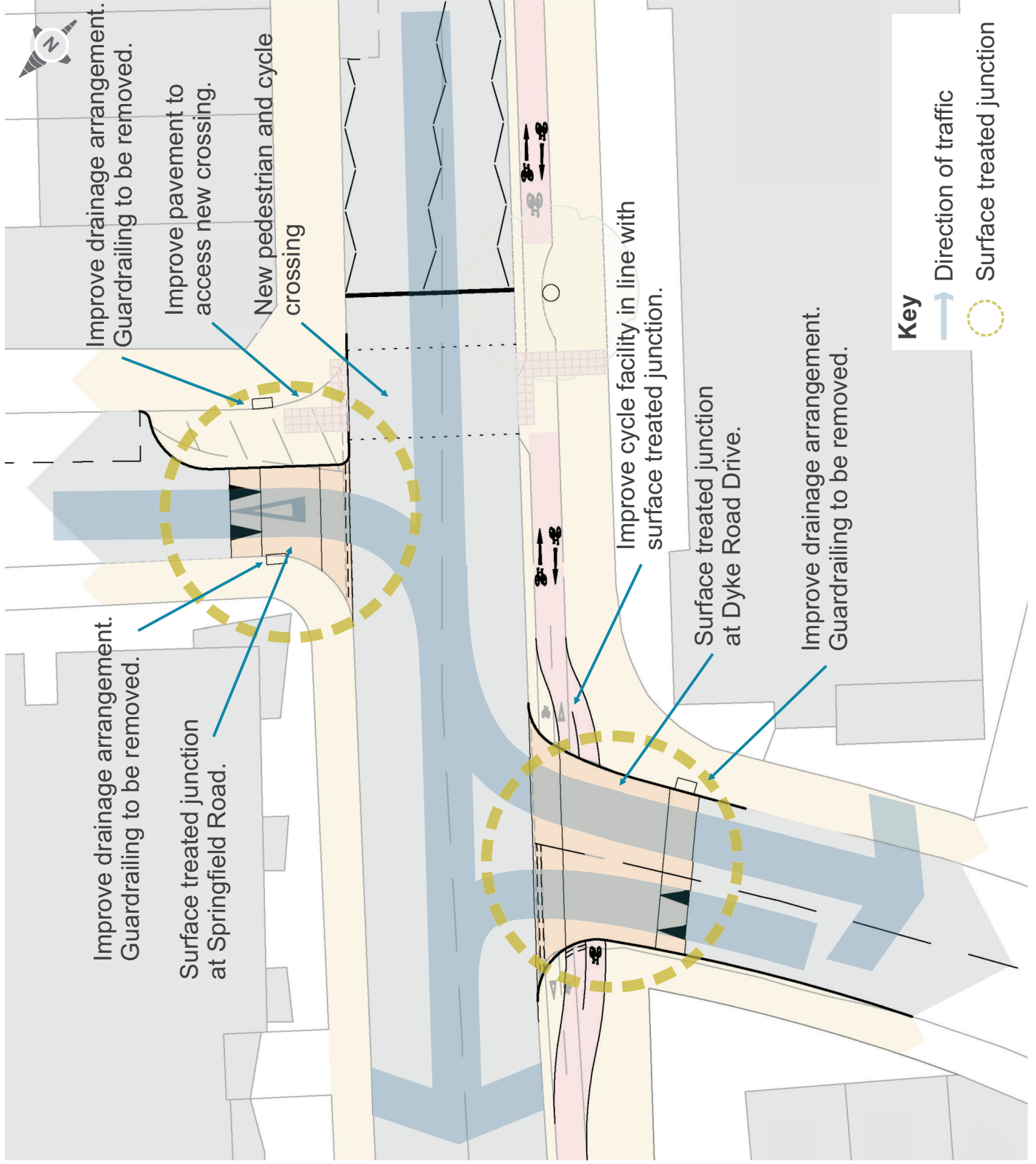
None



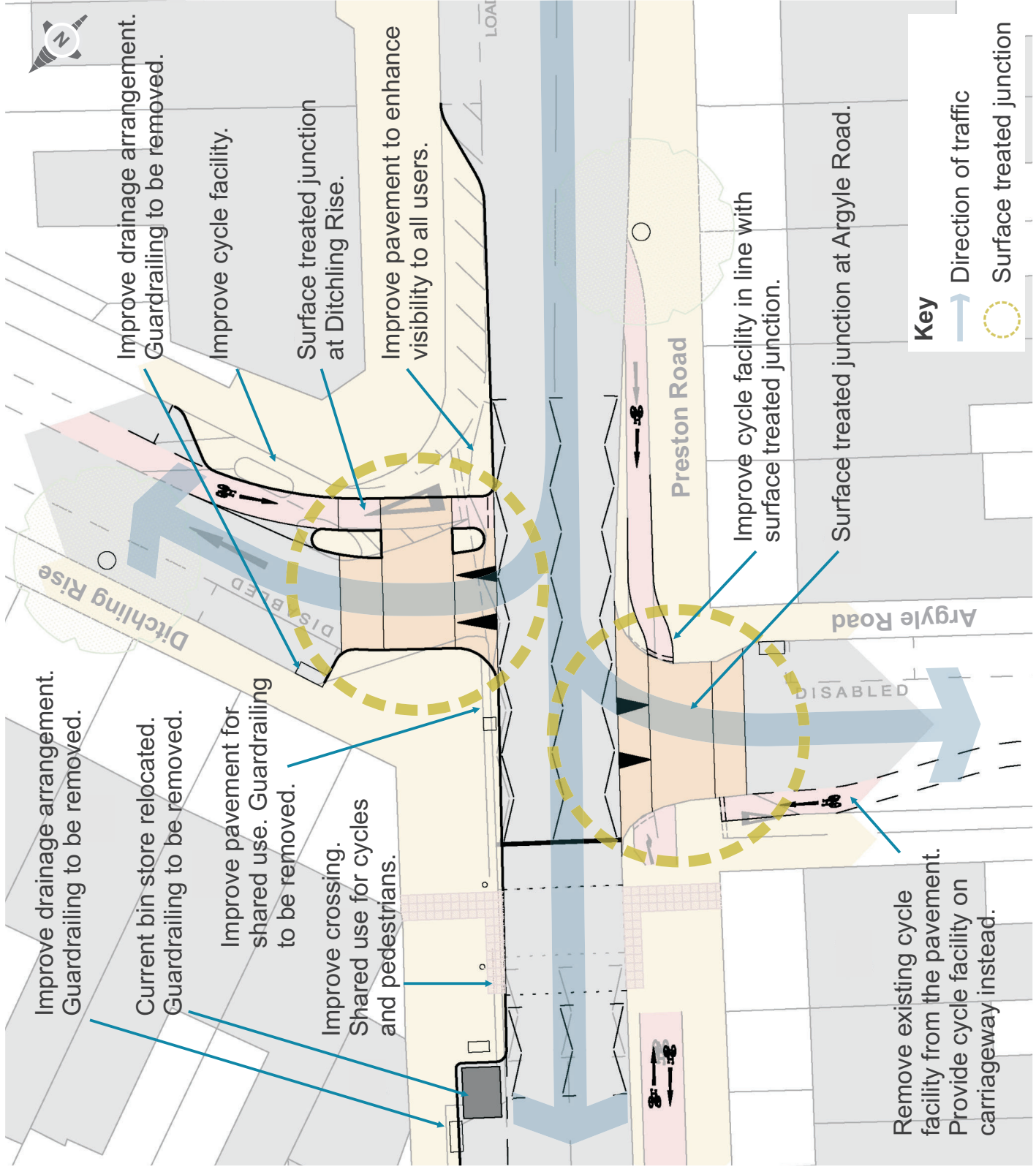




# Preston Road / Springfield Road / Dyke Road Drive



# Preston Road / Ditchling Rise / Argyle Road





## **Preston Road Junction Analysis Report January 2011**

### **Introduction**

Preston Road is a local centre and neighbourhood hub providing facilities and services to both the local community and the wider city area. Improvements to junctions at Dyke Road Drive /Springfield Road and Ditchling Rise / Argyle Road, where they meet Preston Road, are proposed. These improvements have been suggested due to a concern for the safety of all users in this section of Preston Road, particularly when dealing with a very busy one-way traffic system. A consultation took place to determine levels of support for the proposals from local residents and stakeholder groups.

### **Methodology**

At the end of November 2010 an information leaflet was sent to 302 addresses in the local area surrounding the proposed junction improvements. The leaflet gave details of the proposals plus an invitation to attend a public exhibition to review the plans and discuss any issues with staff from the city council's transport planning team. The exhibitions were scheduled to be held in the exhibition rooms at City College in Pelham Street, Brighton on:

Thursday 2 December 2010 from 3pm to 7pm  
&  
Saturday 4 December 2010 from 10am to 1pm.

A questionnaire was also enclosed with a prepaid envelope for its return.

The consultation was scheduled to run for three weeks between **Wednesday 1 December 2010 and Tuesday 21 December 2010**. The closing date for comments was Tuesday 21 December 2010.

Due to bad weather the exhibition was rescheduled to take place on 16 and 17 December and the return date for comments extended until 5 January, 2011.

The consultation was also advertised on the council's website and in the local press where links were given to direct the public towards an on-line version of the consultation information and survey.

Consultation materials were also sent to 39 statutory consultees and interested groups.

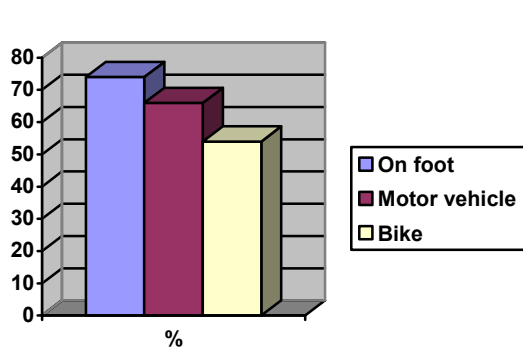
### **Results**

120 responses to the consultation survey were received, which is a good response to a local scheme. 40 responses were received by post and 80 on-line responses were received (33% by mail and 67% on-line).

There were also four responses from interested groups and a summary of these responses are given in Appendix A.

The responses to the public consultation questions were as follows:

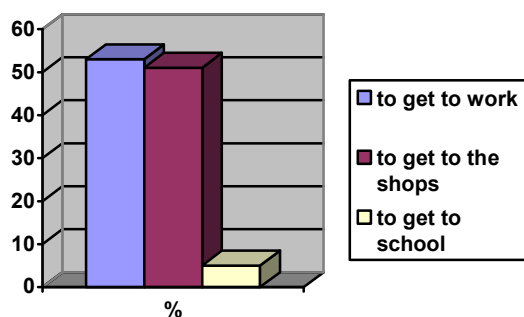
**How do you use this section of Preston Road? (people could choose more than one mode)**



89 (74%) on foot  
79 (66%) by motor vehicle  
64 (54%) by bike

4 also said by bus, 1 by skateboard, 1 on a motorcycle

**Why do you use Preston Road?**



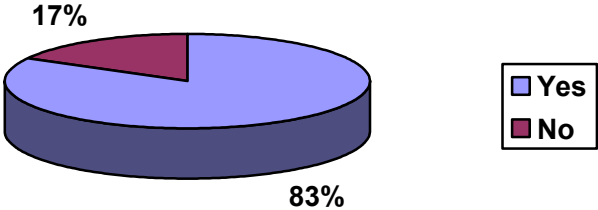
64 (53%) to get to work  
61 (51%) to get to shops  
6 (5%) to get to school

Comments about other use of the area include:

	No.	%
I live here	10	26
I am just passing through/ walking	9	25
Leisure	7	18
Going to Preston Park	4	10.5
Visiting people	4	10.5
I own a property in the area	1	2.5
Walking the dog	1	2.5
Going to my car	1	2.5
Going to Florence Road surgery	1	2.5
<b>Total comments</b>	<b>38</b>	<b>100</b>

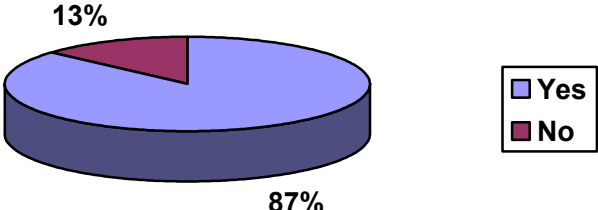
**Do you support proposals at Dyke Road Drive?**

Yes = 99, No = 20



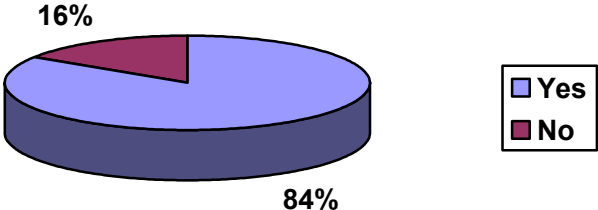
**Do you support proposals at Springfield Road?**

Yes = 103, No = 16



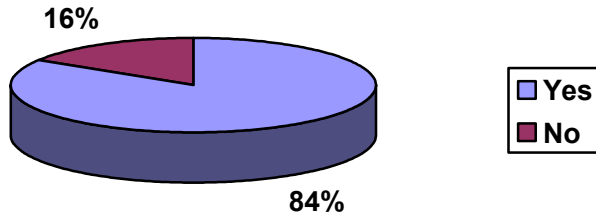
**Do you support proposals at Argyle Road?**

Yes = 100, No = 19



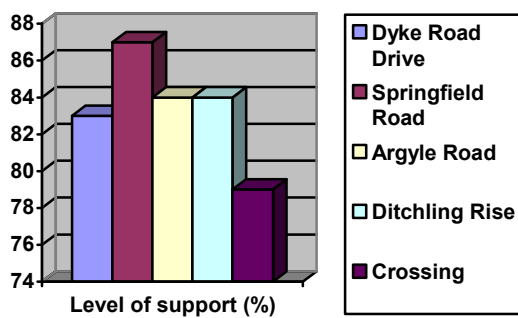
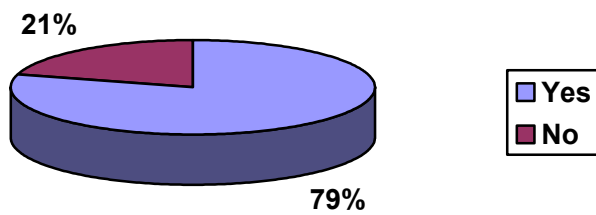
**Do you support proposals at Ditchling Rise?**

Yes = 99, No = 19



**Do you support proposals for the crossing?**

Yes = 93, No = 24



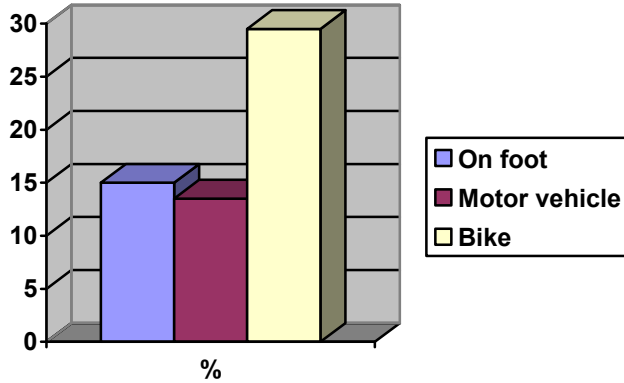
Highest levels of support are for changes at Springfield Road as shown in the graph above.

From the first question we see that most people use this section of Preston road on foot, yet the graph below shows that the highest support for other improvements are for cycling.



**Are there any other improvements you would like to see?**

Yes on foot	18 (15%)
Yes by bike	35 (29.5)
Yes by motor vehicle	16 (13.5%)



**Comments**

A number of comments were made which have been grouped together under headings below:

**General**

- 4 respondents said the proposals are a good thing (1 of these noted that it must be kept within budget)
- 3 respondent questioned the need for the scheme: 1 of these asked if it could be done as an integral part of a larger piece of work and two mentioned the need for savings to be made by the council

**Dyke Road Drive Junction**

- 10 respondents commented about the potential for car and cycle clashes at this junction, particularly cars pulling out at the junction without noticing cyclists coming from the north or cyclists not being aware that car drivers may not have noticed them. 9 of these were also concerned about the potential for accidents at this site, one specifically requesting a barrier across the cycle lane to prevent accidents. 4 out of the 10 respondents also commented on a lack of clear signage and instruction as to who has right of way at the junction.
- 2 respondents mentioned the speed of traffic along this stretch
- 1 respondent was concerned that the cycle route is not continuous along this stretch of road.
- 1 respondent wants Preston Road reinstated as 2-way.

### **Springfield Road Junction**

- 7 respondents commented about the difficulty with visibility turning right out of Springfield Road onto Preston Road due to cars parked on double yellow-lines outside the shops, especially high-sided vehicles. One respondent requested that illegal parking on the zig-zags for the new crossing should be enforced in order to avoid visibility problems.
- 3 respondents requested that cycles be allowed to travel in two directions along the bottom section of Springfield Road.
- 1 respondent requested that all traffic be allowed to travel in two directions along the bottom section of Springfield Road.
- One respondent requested the road narrowing at the end of Springfield Road be removed in order to make it safer for cars and cyclists.
- One with respondent with young children requested the guard rails be kept to prevent accidents.

### **Argyle Road Junction**

- 4 respondents are concerned about clashes between pedestrians and cyclists: 2 of these at the Toucan crossing and 2 on the shared surface on Argyle Road.
- 2 respondents are concerned about clarity: 1 requiring better signposting of the cycle lane into Argyle Road and the other wants cycle lane along Campbell Road painted to make it clearer.
- 2 people commented about unnecessary lengths of cycle lane: 1 on Preston Road (just south of Argyle Road) and the other wants the cycle lane removed from the pavement section of Argyle Road.
- 1 respondent wants safety improved for cyclists entering Argyle Road from the north (to avoid pedestrian clashes)
- 1 person said the removal of guard railings from the pavement in Argyle Road is a good thing.
- 1 person wants the junction narrowed

### **Ditchling Rise Junction**

- 4 respondents complained about visibility for traffic turning into this junction, 1 of these stated that the proposed narrowing would make this worse
- One person felt that the right turn into Beaconsfield Road can be difficult due to motor traffic flow at commute hours. Routing a right turn bike lane on the corner of Ditchling Rise onto the west side of Beaconsfield Road would mitigate this.
- One respondent felt that the cycle path going west on Ditchling Rise would be better on the North side. This makes it easier to join when going south from Beaconsfield Rd. and avoids having to cross traffic at the junction with Preston Rd.

- One person questioned whether there is a cycle route on Ditchling Rise and where does it go to and from?
- One respondent commented that the contra-flow cycle lane in Ditchling Rise is dangerous to all road users.

### **Springfield Road/ Dyke Road Drive Crossing**

- 7 respondents don't want another crossing, 2 of these cited traffic congestion would get worse, 2 cited that there would be 3 crossings in close proximity and 1 said that this new crossing should replace one of the others
- 2 respondents thought another crossing is a good idea
- 2 respondents felt that another crossing would lead to pedestrian and cyclist clashes.
- 2 person wanted a "conical awareness system" (silent) rather than beeping used on old-style crossings.
- 1 person thought that the crossing might help improve the visibility for traffic turning at the Springfield Road and Ditchling Rise junctions.
- 1 person wanted the crossing moved closer to town.
- 1 respondent does not want the crossing to be shared use
- 1 person thought the crossing wouldn't stop speeding at night.
- 1 respondent wants to allow diagonal crossing across the junction.
- 1 respondent wants the position of the proposed crossing moved 10 metres south to prevent people parking there.

### **Comments about the local area (but not directly related to proposed junction improvements):**

- 5 respondents want the traffic slowed down on Preston Road
- 3 respondents note the difficulty to cycle north from Preston Circus up Preston road: 1 of these wants cycle lane extended – Preston circus to Argyle Road
- The lights should be sequenced with the Preston Circus lights to allow the free flow of traffic out of town.
- There is a large tree obstructing the cycle lane on Preston Road
- Proposal is good start but forces cyclists onto the pavement
- The main problem is the one-way system of Preston Road. If this were two-way, I believe that not only speeds and noise would be reduced, but also the junctions made safer.
- Cyclists should not have to give way at the junctions
- It is dangerous to have a two-way cycle lane there
- Tree roots on Preston Road cause problems on pavements
- Preston Circus is a dangerous junction for cyclists
- Loading bay outside Barclays Bank at Preston Circus floods regularly
- Want a yellow box on Beaconsfield Road between two halves of Springfield Road to keep it clear
- Viaduct Road area is an appalling welcome to visitors to the city
- Repaint the zebra crossings at the junction of Preston Road and Stanford Avenue

## Item 93 Appendix 2

- Repaint the indications on the island at the junction of Preston Road and Stanford Avenue re bicycles
- Make a paved way from the park road (parallel to Preston Road) to the pedestrian crossing as this is a popular cycle route.
- There are pedestrian/ cyclist clashes on the cycle track especially for those walking towards the Amex/ BT Buildings to the north of these junctions
- could the bus stop be moved to be nearer the proposed junction improvement
- 1 respondent has commented about the bin store at Preston Road/ Ditchling Road/ Argyle Road which is subject to regular fly-tipping
- 1 respondent does not see the area as a problem and wants money spent elsewhere

There were 15 other one-off comments which are not related to these proposals but can be seen in Appendix B.

## Demographic Information

<b>Gender</b>	<b>No.</b>	<b>%</b>
Male	67	60
Female	45	40
<b>Total</b>	<b>112</b>	<b>100</b>

<b>Age</b>	<b>No.</b>	<b>%</b>
18-24	3	3
25-34	20	20
35-44	33	32
45-54	25	25
55-64	14	14
65-74	5	5
75+	1	1
<b>Total</b>	<b>101</b>	<b>100</b>

<b>Disability</b>	<b>No.</b>	<b>%</b>
Yes	10	10
No	92	90
<b>Total</b>	<b>102</b>	<b>100</b>

<b>Ethnicity</b>	<b>No.</b>	<b>%</b>
White British	93	89
Other White Background	10	10
Other mixed background	1	1
<b>Total</b>	<b>104</b>	<b>100</b>

<b>Religion</b>	<b>No.</b>	<b>%</b>
None	67	63
Christian	33	32
Jewish	1	1
Hindu	1	1
Muslim	1	1
Buddhist	1	1
Other	1	1
<b>Total</b>	<b>105</b>	<b>100</b>

<b>Sexuality</b>	<b>No.</b>	<b>%</b>
Heterosexual	69	74
Bisexual	3	4
Gay	15	16
Lesbian	6	6
<b>Total</b>	<b>93</b>	<b>100</b>

## Stakeholder Responses

Consultation information was sent to 39 statutory consultees and interested groups. Three replies were received, from Bricycles, BHCC's Road Safety Team and Public Transport Team. A further comment was received from Len Holloway, Public Transport Officer following discussions about whether an extra bus stop could be located along this stretch of Preston Road.

### Summary of response from Bricycles

The response from Bricycles was submitted by Becky Reynolds.

Bricycles strongly agree with BHCC's concerns about this road and in particular welcome the decision to move the cycle lane on Argyle Road onto the carriageway, the plans for two pedestrian-cycle crossings and the junction treatments.

Specific concerns are that they would like BHCC to consider:

- That cyclists should not have to give way at every junction
- radically altering the character of this road.
- ensuring that continuous 2-way cycling is instated in all one-way streets and no one-way streets are created
- Taking out the dangerous one-way system in Preston Road
- Maximum 20 mph speed limit across the city and in particular along this section of road which is very fast moving with large vehicles leaving the city (eg buses, coaches and lorries).
- That the problems with Preston Road are caused by the one-way northbound exit at Preston Circus
- That there are two dangerous build outs just north of Preston Circus:
  - at the crossing at Preston Road (Barclays Bank) also added to by motorists pulling in to park in the loading bays to use the cash machine
  - a triangular obstruction at the southern end of the north bound bus stop at Preston Road
- effective enforcement of no parking on cycle lanes – especially on the proposed piece of cycle lane along Argyle Road (Bricycles would like assurances that this will happen)
- a solution to the trees on the two-way cycle lane along Preston Road
- Ditchling Rise – that all facilities should be wide enough for tricycles and trailers.
- That Preston Road should be redesigned to reduce speed and crashes and to de-prioritise motor vehicles.
- Council consultations offer more opportunities for expressing a view
- Effective enforcement of parking on cycle lanes
- That information was not brought to the Cycle Forum

### **Summary of response from Road Safety Team, BHCC**

A response was submitted by Matthew Thompson from BHCC's Road Safety team.

The Road Safety team had received a complaint about a pedestrian cyclist clash on the cycle lane on Argyle Road. The cyclist concerned was a member of the council's child pedestrian training team who was in uniform. The two pedestrians involved were a disabled man and his carer who were standing on the pavement waiting to a cross. The cyclist concerned was oblivious to the fact that a pedestrian was almost hit.

The road safety team feel that cyclists don't use the safer route through Providence Place and Campbell Road because of the current method of crossing over New England Road.

### **Summary of Response from Len Holloway, Road Safety Officer, BHCC**

The cycle facility between Dyke Road Drive and Argyle Road is made shared-use (white line delineator removed) by peds & cycles to facilitate bus users' access/egress

### **Public Transport Team, BHCC**

People living in the Springfield Road/Dyke Road Drive area have mentioned to us the disparity in access to their local bus service - between buses towards the city centre and buses from the city centre.

Towards town passengers have the stop at the parade of shops in Beaconsfield Road. But on the way home their nearest 5 and 5A bus stop is quite some distance north of Stanford Avenue, on Preston Road: there is no northbound 'counterpart' to the Beaconsfield Road stop. The distance between the previous stop (Preston Circus) and the Stanford Avenue stop is also greater than normal.

The distance is the main obstacle, especially for older and mobility-impaired people, but people have also expressed that the nearest bus stop's isolated location (by railings to a vacant site, opposite the park) is very off-putting after dark.

An extra bus stop near Springfield Road would be a great asset to the local community. It would also assist with easier access to Preston Park surgery and London Road Station – another issue which has been mentioned to us.

Appendix B

**Other comments from the public consultation not related to proposed scheme**

**Cycling issues:**

- Bike lanes please
- Enforce cycling restrictions
- The whole of the cyclists' route to the seafront needs improving – it's not safe
- Keep cycling in mind for all development proposals.
- remove permit parking from road behind the park
- Ensure that vehicles are prevented from parking on the cyclepath! This is a significant problem elsewhere (e.g. Lewes Road).
- Realise this is slightly outside the area but cycle ways through the North Laine could do with improving. Because of the one way system and the weekend pedestrianisation of Sydney Street it's tortuous trying to cycle north/ south through North Laine

**General comments:**

- resurface and get all existing roads and pavements throughout the town into proper repair before tinkering around with all these other schemes
- safer and more joined up cycle routes in and out of town. Along the Level / Steine and Steine and through the North Laine, You are continually having to dismount to cross roads or being forced uphill or around to get through the Laine.
- Please remove as many guard rails as you can, they are very restricting
- put in park and ride. plant more trees
- more available parking, less parking restrictions
- resurface and get all existing roads and pavements throughout the town into proper repair before tinkering around with all these other schemes remove 'A' boards and unnecessary signage which is making it very difficult to get around this town on foot
- remove sleeping policemen as this causes noise
- Pedestrian crossings favour cars not pedestrians who only have 7 seconds to cross – especially Preston Circus



**LENGTHS OF NEW SHARED FOOTWAY.**Dyke Road Drive / Springfield Road Junctions

Springfield Road - South Side	From its junction with A23 Preston Road eastwards for a distance of 11 metres.
A23 Preston Road - East Side	From its junction with Springfield Road south for a distance of 8 metres.
A23 Preston Road - West Side	From a point 15 metres south of the southern kerbline of Dyke Road Drive southwards for a distance of 12 metres.

Argyle Road / Ditchling Rise Junctions

Ditchling Rise - North Side	From its junction with the A23 Preston Road eastwards for a distance of 10 metres.
A23 Preston Road - East Side	From its junction with Ditchling Rise northwards for a distance of 18 metres,
A23 Preston Road - West Side	From its junction with Argyle Road northwards for a distance of 11 metres.
A23 Preston Road - West Side	From its junction with Argyle Road southwards for a distance of 12 metres.
Argyle Road - North Side	From its junction with A23 Preston Road westwards for a distance of 12 metres.

Note: this does not include for any revocations that will be required for removing lengths of segregated cycle track.



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 94

Brighton & Hove City Council

**Subject:** Fees & Charges 2011-12  
**Date of Meeting:** 3 February 2011  
**Report of:** Strategic Director, Place  
**Contact Officer:** Name: Christina Liassides Tel: 29-2036  
Austen Hunter 29-2245  
E-mail: christina.liassides@brighton-hove.gov.uk  
austen.hunter@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** All

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report sets out fees and charges for 2011-12 which were not presented in the December 2010 report.

#### 2. RECOMMENDATIONS:

- 2.1 That the additional fees and charges for 2011- 12, as set out in the report, be agreed.

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

- 3.1 On reviewing the fees and charges that were agreed by Environment Cabinet Member on 23 December 2010, additional charges have been identified which should be included in the Council's Schedule of Fees and Charges. This report sets out the proposed additional fees.
- 3.2 The highways fees and charges proposed here are either a new charge or require a rise greater than the inflationary element for 2011-12.
- 3.3 The parking fees relate to three corrections in relation to the overall on street inflationary rise and in relation to times of operation.

#### **New licence fee for 1 day skips**

- 3.4 The Highway Act 1980 requires the local authority to licence skips and scaffolds on the public highway. We already charge for 7-day licences and 28 day licences. However we have never charged for 1 day licences even though the licence needs to be processed in exactly the same way as licences for longer periods.

- 3.5 The numbers of 1 day skips are increasing. In 2008-09 we licensed 196. In 2009-10 we licensed 285. To date 364 have been issued this financial year.
- 3.6 If this trend continues we are looking at licensing over 750 next year. A small administration fee would help offset the costs to this department for processing such licences.
- 3.7 Calculating the time taken and the relative costs of 7 day and 28 day licences, a charge of £5 would be sufficient to cover our costs.

### **Increase Section 50 Road Opening Charge**

- 3.8 This charge is for developers or individuals who wish to dig up the public highway for construction or other works. These requests are processed and the works overseen by the council's Streetworks team. The process relates to Section 50 of the New Roads and Streetworks Act 1991.
- 3.9 The proposal is to increase the fees from £195 to £300 for existing plant/road openings and to increase the fee from £302 to £400 for new plant/road openings.
- 3.10 The increase will better reflect officers' time spent approving and overseeing these works and is comparable with other authorities.

### **Parking fees**

- 3.11 The 1 hour tariff in controlled parking zone C to change from £1.60 to £1.70, as part of the overall on street inflationary increase.
- 3.12 The proposed introduction of a 12hr tariff band in all areas would not fit with enforcement hours. It is therefore proposed that the 11 hours tariff be retained. To meet the overall inflationary increase it is proposed to change the 11 hour tariff band in all areas from £4.50 to £4.70.
- 3.13 School permits quarterly fee (currently £25) to be changed to £33, in line with change to the annual fee.

## **4. CONSULTATION**

- 4.1 No specific consultation was undertaken in relation to this report, however the Budget Update and Budget Strategies Report presented to Cabinet on 10<sup>th</sup> December 2010 did anticipate these fees and charges.

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

### Financial Implications:

- 5.1 The effect of the additional fees and charges mentioned above was incorporated in the Budget Update and Budget Strategies Report which was presented to Cabinet on 10<sup>th</sup> December 2010.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 18/01/11*

Legal Implications:

- 5.2 Fees must be set in accordance with the requirements of the legislation under which they are charged. Council fees and charges should generally be set at a level reasonably expected to cover the cost of providing the service and should not be used to raise revenue.

*Lawyer consulted: Elizabeth Culbert*

*Date: 18/01/11*

Equalities Implications:

- 5.3 An objective of the proposals is to ensure a fair and consistent citywide approach.

Sustainability Implications:

- 5.4 There are no direct sustainability implications arising from this report.

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 no direct risk and opportunity management implications arising from this report.

Corporate / Citywide Implications:

- 5.7 The council's financial position impacts on levels of council tax and service levels and therefore has citywide implications.

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

- 6.1 The alternative is not to introduce these fees and charges but this would mean that the council will not offset costs directly incurred in providing a highway service or achieve consistency in parking charges.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To regularise the fees and charges for 2011-12 as proposed in this report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

None

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

None

### **Background Documents**

None