



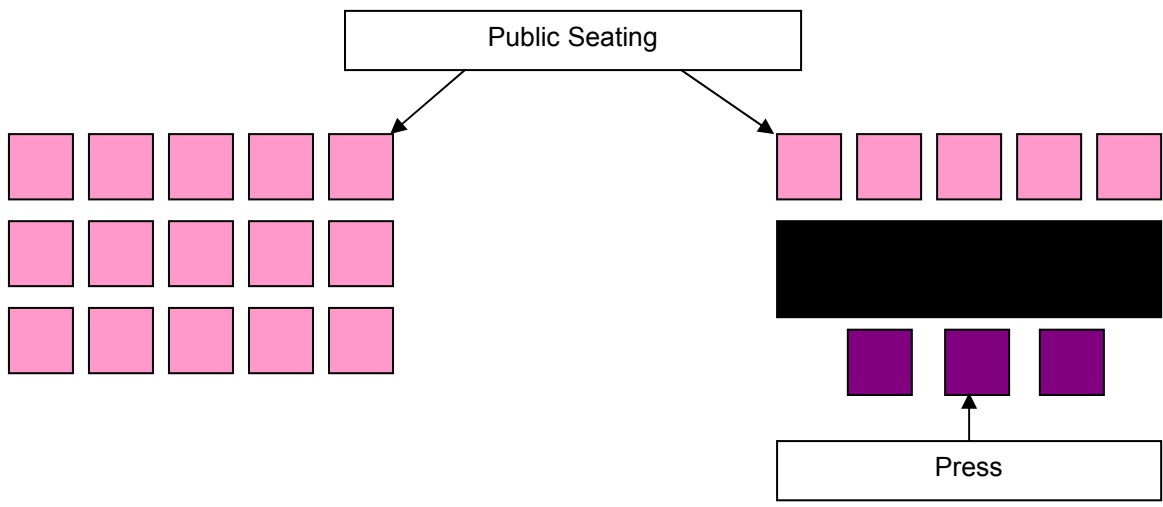
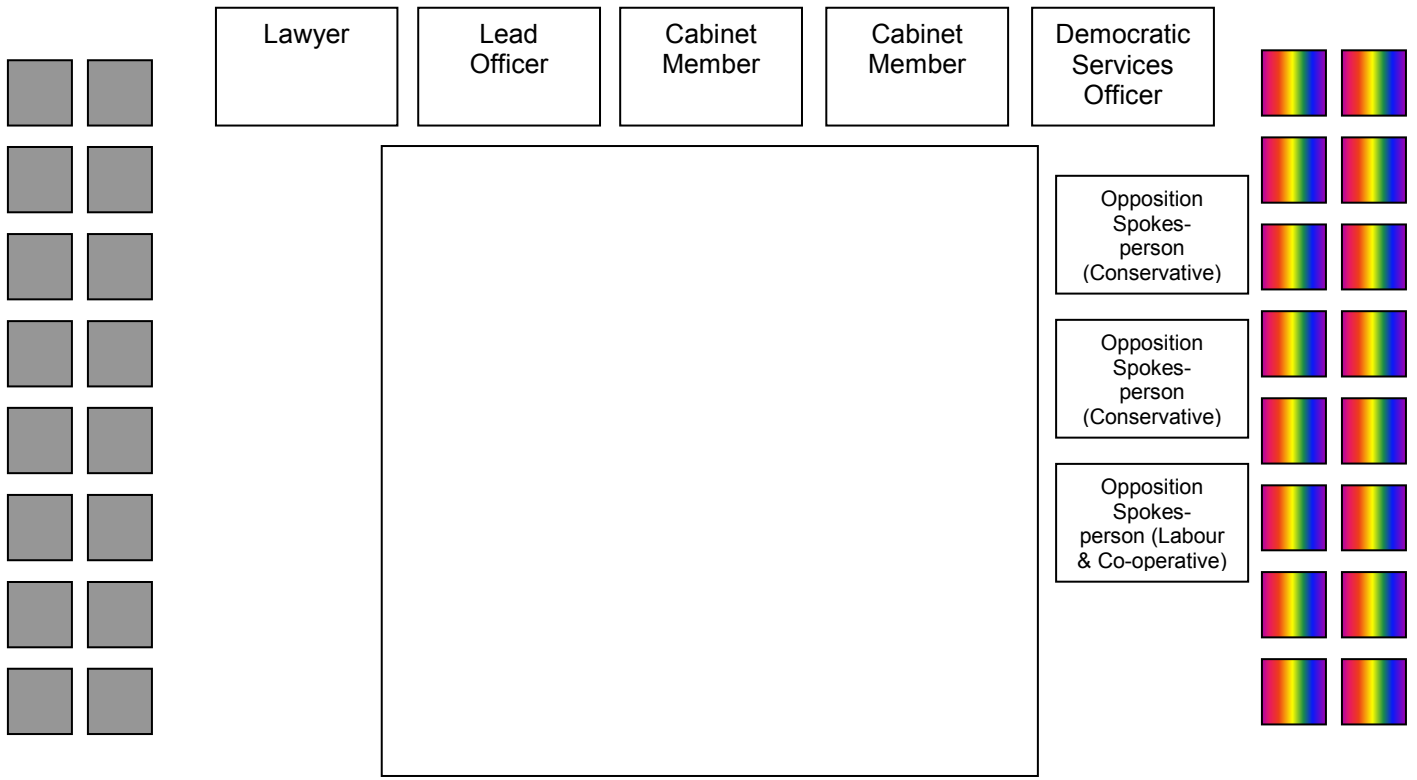
Brighton & Hove  
City Council

# Cabinet Members Meeting

Title:	<b>Environment, Transport &amp; Sustainability Cabinet Members Meeting</b>
Date:	<b>29 November 2011</b>
Time:	<b>2.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> Davey and West
Contact:	<b>John Peel</b> Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk

	The Town Hall has facilities for wheelchair users, including lifts and toilets
	An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter and infra red hearing aids are available for use during the meeting. If you require any further information or assistance, please contact the receptionist on arrival.
	<b>FIRE / EMERGENCY EVACUATION PROCEDURE</b>  If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by council staff. It is vital that you follow their instructions: <ul style="list-style-type: none"><li>• You should proceed calmly; do not run and do not use the lifts;</li><li>• Do not stop to collect personal belongings;</li><li>• Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions; and</li><li>• Do not re-enter the building until told that it is safe to do so.</li></ul>

# Democratic Services: Meeting Layout



## AGENDA

**Part One**

**Page**

---

**45. 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.*

**46. MINUTES OF THE PREVIOUS MEETING**

**1 - 14**

Minutes of the Meeting held on 4 October 2011 (copy attached).

**47. MINUTES OF THE SPECIAL MEETING, 9 NOVEMBER 2011**

**15 - 18**

Minutes of the Special Meeting held on 9 November 2011 (copy attached).

**48. CABINET MEMBERS' COMMUNICATIONS**

**49. ITEMS RESERVED FOR DISCUSSION**

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

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

**50. PETITIONS**

**19 - 22**

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

## **ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING**

### **51. PETITIONS DEBATED AT COUNCIL**

- a) **Blakers Park Road Safety** **23 - 26**
- (i) Draft extract from the proceedings of Council on 20 October 2011 (copy attached).
  - (ii) Report of the Monitoring Officer (copy attached).
- b) **Stop Ban on pavement parking on Elm Grove** **27 - 30**
- (i) Draft extract from the proceedings of Council 20 October 2011 (copy attached).
  - (ii) Report of the Monitoring Officer (copy attached).

### **52. PUBLIC QUESTIONS**

(The closing date for receipt of public questions is 12 noon on 22 November 2011)

No public questions received by date of publication.

### **53. DEPUTATIONS** **31 - 32**

(The closing date for receipt of deputations is 12 noon on 22 November 2011)

One Deputation referred from Council 20 October 2011 (copy attached).

### **54. LETTERS FROM COUNCILLORS** **33 - 36**

- (i) Letter from Councillor Mitchell- Bike Box storage scheme
- (ii) Letter from Councillor G Theobald- Work of the South Downs National Park Authority

### **55. WRITTEN QUESTIONS FROM COUNCILLORS**

No written questions have been received.

### **56. NOTICES OF MOTIONS**

No Notices of Motion have been received by the date of publication.

### **TRANSPORT & PUBLIC REALM MATTERS**

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING

### 57. TRANSPORT STRATEGY - PARKING TARIFFS REVIEW 37 - 64

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

Contact Officer: Andrew Renaut Tel: 29-2477  
Ward Affected: All Wards

### 58. POSTAL PENALTY CHARGE NOTICES 65 - 72

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

Contact Officer: Paul Nicholls Tel: 29-3287  
Ward Affected: All Wards

### 59. SAFER ROUTES TO SCHOOL SCHEME - SOUTH PORTSLADE 73 - 126

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

Contact Officer: Matthew Thompson Tel: 29-3705  
Ward Affected: South Portslade

### 60. VALLEY GARDENS 127 - 132

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

Contact Officer: Tom Campbell Tel: 29-3328  
Ward Affected: Hanover & Elm Grove;  
Queen's Park; Regency;  
St Peter's & North Laine

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 John Peel, (01273 29-1058, email [john.peel@brighton-hove.gov.uk](mailto:john.peel@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication - Monday, 21 November 2011



**BRIGHTON & HOVE CITY COUNCIL**

**ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING**

**2.00PM 4 OCTOBER 2011**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Davey (Cabinet Member) and West (Cabinet Member)

**Also in attendance:** Councillors Morgan (Opposition Spokesperson) and Peltzer Dunn (Opposition Spokesperson)

**Other Members present:** Councillors Bennett, Deane, Kennedy, Marsh and Pissaridou

**PART ONE**

**19. PROCEDURAL BUSINESS**

**19(a) Declarations of Interests**

19a.1 There were none.

**19(b) Exclusion of Press and Public**

19b.1 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Cabinet Member 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 business to be transacted or the nature of the proceedings, that if members of the press and 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).

19b.2 **RESOLVED** - That the press and public be not excluded from the meeting.

**20. MINUTES OF THE PREVIOUS MEETING**

20.1 **RESOLVED** – That the minutes of the meeting held on 5 July 2011 be approved as a correct record.

**21. MINUTES OF THE SPECIAL MEETING, 17 AUGUST 2011**

21.1 **RESOLVED** – That the minutes of the Special meeting held on 17 August 2011 be approved as a correct record.

**22. CABINET MEMBERS' COMMUNICATIONS**

22.1 There were none.

**23. ITEMS RESERVED FOR DISCUSSION**

23.1 Councillor West explained that Item 36, a report concerning the Citywide Parking Review, would be brought forward on the agenda to be considered after Item 31 and that petitions 24(i) and (vi) would be taken with Item 36.

23.2 **RESOLVED** – That all items be reserved for discussion.

**24. PETITIONS**

**24(i) Parking Problems and Controlled Parking**

24i.1 See Item 36.

**24(ii) Bus stops at Wilson Avenue**

24ii.1 Councillor Morgan presented a petition on behalf of Councillor Mitchell signed by 311 people calling for the provision of a bus shelter and accessible bus stop at the bus stops outside City College (southbound) in Wilson Avenue, and the Sadler Way bus stop. The petition also asks for improvements to the 21 bus service.

24ii.2 Councillor Davey explained that the council's contract for the supply and maintenance of bus shelters with Clear Channel Adshel required the contractor to supply five additional shelters each year, at locations chosen by the council. The locations in Wilson Avenue were on the council's list of locations at which shelters had been requested and decisions would be taken in the autumn on the basis of the usage of the bus stop, its general surroundings, and the exposed nature of the site. The request for accessible bus stops would be considered and the decision would depend on upon available funding. A copy of the petition's covering letter had been sent to Brighton & Hove Buses from them to consider the comments about Service 21.

24ii.3 **RESOLVED** – That the petition be noted.

**24(iii) Road safety, Chesham Street**

24iii.1 Councillor Morgan presented a petition on behalf of Councillor Turton signed by 27 people calling for the Eastern Road end of Chesham Street to be blocked off for safety reasons due to the volume and speed of traffic in this small residential area.

24iii.2 Councillor Davey explained that the council took an evidence-based approach to dealing with requests for traffic calming, road closures or other measures to reduce the effects of traffic on residents. Within available resources, the council was currently looking at roads or junctions where there had been a number of injury-causing collisions in a three year period. Chesham Street was relatively short and did not extend directly to the A259; traffic flows and average speeds were therefore lower than in some neighbouring roads and no collisions had been recorded in either Chesham



Street or at the junction with Eastern Road. If Chesham Street were closed to through traffic, drivers that used it would be displaced to other streets in the neighbourhood instead, having a detrimental effect on those streets. Therefore, the council had no plans to alter the layout of Chesham Street; however, residents were encouraged to contact the Transport team or their ward councillors with suggestions that would not impact on neighbouring streets.

24iii.3 **RESOLVED** – That the petition be noted.

**24(iv) A gardener for Withdean Park**

24iv.1 Mr Stuart Derwent presented a petition on behalf of the Friends of Withdean Park signed by 435 people calling for the council to provide a gardener for Park, on a part-time basis, to carry out maintenance to protect the former National Lilac Collection.

24iv.2 Councillor West stated that the council appreciated and supported the work of the Friends of Withdean Park and advised that gardeners visited the park five times a week during the summer to carry out routine maintenance. He explained that funding to the city's parks had changed significantly over the years and that, in the current financial climate, it was not possible to dedicate additional resources to the park. He advised that the council was working to create more natural wildlife areas in parks.

24iv.3 **RESOLVED** – That the petition be noted and a written response be provided to Mr Derwent concerning the current level of support to Withdean Park.

**24(v) Student Safety! Pedestrianise Pelham Street**

24v.1 Ms Julia Horbaschk presented a petition signed by 794 people calling for safety issues in Pelham Street to be addressed using traffic calming measures and for the council to continue a dialogue with the City College to determine the best way forward.

24v.2 Councillor Davey reported that he had met with Phil Frier, Principal of City College, and students to discuss the matter, and that North Laine residents had also raised concerns. He confirmed that discussions would continue and officers would meet with staff and students to consider how to proceed.

24v.3 **RESOLVED** – That the petition be noted.

**24(vi) Residents' parking in Round Hill conservation area**

24vi.1 See Item 36.

**24(vii) Queens Place, Brighton**

24vii.1 Councillor Deane presented a petition signed by 5 people calling for the council to investigate the impact of business activities on residents on Queens Place.

24vii.2 Councillor Davey confirmed that he would ask officers to investigate the concerns.

24vii.3 **RESOLVED** – That the petition be noted.

**24(viii) Replacement of parking bay with taxi bays in The Avenue, Bevendean**

24viii.1 Councillor Marsh presented a petition signed by 705 people calling for the council to reconsider the decision to remove two parking bays and replace them with two taxi rank places in The Avenue, Bevendean, as residents were concerned about the loss of parking places.

24viii.2 The Parking Infrastructure Manager acknowledged the large number of signatures and explained that the Taxi Forum argued that it would take time for the taxi rank to become established. He stated that use of the rank would be monitored and if was not regularly used, proposals to remove it would be added to the next Amendment Traffic Order.

24viii.3 **RESOLVED** – That the petition be noted.

**25. PETITIONS DEBATED AT COUNCIL**

**25A Keep The Level a Green Open Space**

25a.1 Councillor West considered a petition that had been presented by Mr Adrian Morris and that was referred following a Full Council debate on 21 July 2011 concerning The Level and opposing plans to create a new skate park in the northern area of the park. The petition had been signed by 2,498 people.

25a.2 Councillor West advised that the petition had been debated at length at Council and explained that the decision on the Masterplan for The Level had been made at the previous Cabinet Members Meeting in July. He reported that the bid had subsequently been submitted to the Heritage Lottery Fund and that a response was anticipated in January 2012. He acknowledged the ongoing concerns of some residents in relation to the location of the skate park, but stated that the decision had been taken on the basis on the consultation results, which indicated a clear preference to move it north of the Rose Walk. He stated that the council would continue to work closely with residents and urged people to support the bid for funding.

25a.3 Councillor Morgan submitted a letter from Mr Morris to Councillor West.

25a.b **RESOLVED** – That the petition be noted.

**25B Save the Big Lemon Bus**

25b.1 Councillor Davey considered a petition that had been presented by Ms Jackie Chase and that was referred following a Full Council debate on 21 July 2011 concerning the Big Lemon Bus and calling for the council to level the playing field in the local bus industry. The petition had been signed by 2,316 people.

25b.2 Councillor Davey advised that part of the issue was the tendering process for supported bus routes; the council had sought to make it accessible to smaller operators and encouraged them to bid for the contracts. He reported that officers had met with the Big Lemon Management to specifically discuss the tendering process to ensure that, in addition to following the legal requirements, local and smaller

companies were made aware of them; the Corporate Procurement Team was also on hand to assist smaller operators. To ensure that small businesses could bid for contracts, the council tendered individual services rather than whole network services.

Councillor Davey also reported that the Office of Fair Trading would complete its Local Bus Services Market Investigation later in the year.

25b.3 **RESOLVED** – That the petition be noted.

**26. PUBLIC QUESTIONS**

26.1 There were none.

**27. DEPUTATIONS**

27.1 Councillor Davey considered a deputation from Ms Jenny Gearing opposing proposed yellow lines between Maresfield and Cowfield Roads because of the parking problems it would create for residents without driveways in which to park and suggesting that other solutions to the parking problems in Manor Hill be considered.

27.2 Councillor Morgan confirmed the problems that would be created for residents if the proposed double yellow lines were introduced.

27.3 Councillor Davey advised that the report at Item 31, which dealt with the request for double yellow lines, recommended for them not to be implemented; he hoped that residents would be happy with the decision.

27.4 **RESOLVED** – That the deputation be noted.

**28. LETTERS FROM COUNCILLORS**

28.1 There were none.

**29. WRITTEN QUESTIONS FROM COUNCILLORS**

29.1 There were none.

**30. NOTICES OF MOTION**

30.1 There were none.

**31. CITYWIDE AMENDMENT TRAFFIC ORDER: VARIOUS TRAFFIC CHANGES TO CONTROLLED PARKING ZONES (CPZ) AND AREAS OUTSIDE OF CPZ**

31.1 Councillor Davey considered a report of the Strategic Director, Place concerning comments, support and objections received to an amendment Traffic Regulation Order, which contained proposals for overall 150 roads.

- 31.2 Councillor Davey advised that the report responded to requests from residents, businesses and ward councillors and that the amendments included the provision of safety improvements and often helped to improve sustainable transport.
- 31.3 Councillor Peltzer Dunn requested that officers provide him with details of any changes within his ward, Wish. He questioned the recommendation not to proceed with double yellow lines in Roedean Road as he felt it would tackle safety issues associated with coaches parking in the road. He stated that the designated coach park on Madeira Drive had on average been only a third full and that coaches were instead parking in Roedean Road to avoid the charge; by implementing the double yellow lines, coaches would be encouraged to park on Madeira Drive and safety issues would also be addressed.
- 31.4 Councillor Davey explained there was a wider issue about coach parking in the city and that the possibility of a coach park as part of the Black Rock development was under consideration, but that funding had not yet been identified; he felt that it would be premature to implement double yellow lines in Roedean Road without a long-term strategy in place and advised that a report on coach parking would be brought to a future meeting.
- 31.5 The Head of City Infrastructure explained that she understood that provision at Madeira Drive was not sufficient and that if coaches were prevented from parking in Roedean Road they would find other roads to park in.
- 31.6 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:
- (1) That the Cabinet Member for Transport & Public Realm , having taken into account of all the duly made representations and objections, approves the Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\* 201\* and Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.\* 201\* with the following amendments:
    - a) The proposed removal of disabled parking bays in Prince’s Terrace, Stirling Place, Denton Drive and Haig Avenue, are to be removed from the Traffic Order as these bays are still required by local residents.
    - b) The proposed double yellow lines in Manor Hill are to be removed from the Traffic Order due to reasons outlined in section 3.4
    - c) The proposed motorcycle bay in Stroudley Road is to be removed from the Traffic Order due to reasons outlined in section 3.9.
    - d) The proposed double yellow lines at the junction of Brownleaf Road and Abinger Road are to be removed from the Traffic Order due to reasons outlined in section 3.10
    - e) The proposed limited waiting in Matlock Road is to be removed from the Traffic Order due to reasons outlined in section 3.11.
    - f) The proposed change to parking arrangements in Victoria Road is to be removed from the traffic order due to reasons outlined in section 3.12.
    - g) The proposed extension to double yellow lines in Friar Road are to be removed from the Traffic Order due to reasons outlined in section 3.16.

- h) The proposed motorcycle bay in Coleman Street is to be removed from the Traffic Order due to reasons outlined in section 3.17.
- i) The proposed double yellow lines in Tongdean Rise are to be removed from the Traffic Order due to reasons outlined in section 3.18.
- j) The proposed double yellow lines in the access road to Kingsmere, London Road are to be removed from the Traffic Order due to reasons outlined in section 3.19
- k) The proposed double yellow lines in Oakdene Close are to be removed from the Traffic Order due to reasons outlined in section 3.20.
- l) The proposed double yellow lines in Braybon Avenue are to be removed from the Traffic Order due to reasons outlined in section 3.21.
- m) The proposed double yellow lines on Roedean Road from the A259 to the junction of The Cliff and Roedean Crescent are to be removed from the Traffic Order due to reasons outlined in section 3.22.

### 32. SPEED LIMIT REVIEW (A&B CLASS ROADS)

- 32.1 Councillor Davey considered a report of the Strategic Director, Place concerning a review of the speed limits on the A & B Class roads and resulting recommendations for reducing speed limits in identified areas.
- 32.2 Councillor Davey explained that the council was considering a large 20mph speed limit in the central area of the city, but that the recommendations in relation would be considered as part of the wider scheme at a later date.
- 32.3 In response to a question from Councillor Morgan, the Road Safety Manager explained that it would cost approximately £22,000 to implement the recommendations and that it would have little impact on implementation of other schemes.
- 32.4 In response to a question from Councillor Peltzer Dunn, the Road Safety Manager advised that consultation had taken place with the previous Administration and that the report from the review had been placed in Members' Rooms. He agreed to provide a written list of the councillors consulted.
- 32.5 Councillor Peltzer Dunn welcomed the report in general, but questioned why Holmes Avenue and Nevill Avenue had not been included as part of the 20mph limit recommended in the vicinity of Blatchington Mill School.
- 32.6 The Road Safety Manager explained that the review was focussed on A and B Class roads only as instructed by the Department for Transport. He advised that there was an error in Appendix A, and that Recommendation 2 within the appendix was recommended for a speed limit reduction straight away (see 32.7(2)).
- 32.7 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:
  - (1) That the Cabinet Member for Transport & Public Realm notes the Officer recommendations from the City Speed Limit Review as set out in Appendix A.

- (2) That the Cabinet Member for Transport & Public Realm approves the recommendations to proceed with speed limit reductions as set out in Appendix A, reference numbers 2,3,5,6,7,8 and 17, and approves the advertising of the necessary Traffic Regulations Order(s).

**33. SPEED LIMIT REVIEW 20MPH SPEED LIMITS**

- 33.1 Councillor Davey considered a report of the Strategic Director, Place concerning review of the speed limits on the city's non-A and B Class roads and the resulting recommendations.
- 33.2 Councillor Davey explained that the review undertook a pilot study in three different areas of the city to assess the effectiveness of 20mph speed limits and that it was intended that formal consultation would take place on proposals to implement speed limit reductions in the central and western areas identified in the report.
- 33.3 Councillor Morgan noted the scrutiny panel review of 20mph speed limits and advised that he was supportive an incremental approach to speed limit reductions.
- 33.4 Councillor Peltzer Dunn welcomed consultation on speed limit reductions in the areas identified.
- 33.5 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:
  - (1) That the Cabinet Member for Transport & Public Realm approves that the Central Area and Western Area schemes set out in Appendix 1 be progressed to final design and that the TRO be advertised.

**34. PARKING ANNUAL REPORT 2010/11**

- 34.1 Councillor Davey considered a report of the Strategic Director, Place concerning of the third Parking Annual Report 2010/11 on the performance of Parking Services for submission to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.
- 34.2 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:
  - (1) That the Cabinet Member for Transport & Public Realm endorses the publication of the Parking Annual Report for 2010/11 under the provisions of the Traffic Management Act 2004.
  - (2) That the Cabinet Member for Transport & Public Realm authorises the Head of City Infrastructure to produce and publish the report which will be made available on the Council's website.

**35. GEORGE STREET PETITION - CONSULTATION RESULTS**

- 35.1 Councillor Davey considered a verbal update from the Project Manager, City Regulation & Infrastructure concerning a survey undertaken following receipt of a petition requesting that George Street summer opening hours be amended.
- 35.2 The Project Manager reported that a letter had been sent to all traders and residents in George Street asking if they wanted the council to carry out formal consultation regarding opening hours for the street; this approach was taken to assess public feeling before spending resources on a formal consultation. 17 responses were received from the 100 letters sent; 7 were not in favour of further consultation, while 10 were in favour. Hove Business Association supported a formal consultation, however, officers felt that the low response rate was indicative of public interest and the decision had been made not to take the matter any further.
- 35.3 Councillor Peltzer Dunn agreed that the rate of response showed that a change to the opening hours was not strongly desired by businesses or residents.
- 35.4 **RESOLVED** – That the update be noted.

**36. CITYWIDE PARKING REVIEW**

- 36.1 Councillor Davey considered a report of the Strategic Director, Place concerning proposals to review the way the council manages parking and proposals to take immediate action to address the most urgent areas of parking demand in the city as identified by residents, ward members and other stakeholders.
- 36.2 Councillor Davey explained that he would hear from the petitioners and Councillor Pissaridou before opening up the debate to opposition spokespeople.
- 36.3 Mr Robert Rosenthal presented a petition signed by 424 people concerning parking problems in the area north of London Road Station and calling for the council to implement an urgent review and re-consult residents in relation to joining a controlled parking scheme (CPZ) to prevent the ongoing problems caused by displacement.
- 36.4 Councillor Deane presented a petition signed by 276 people concerning parking problems in the Round Hill area and calling for the council to re-consult residents on membership of the Area J Extension CPZ to tackle the problem of displacement.
- 36.5 Councillor Pissaridou, ward councillor for Wish ward, stated that the report did not propose a broad strategic review, but instead concentrated on urgent parking reviews in specific areas. She advised that it was unfair not to include areas of Wish ward for priority review and described the specific problems experienced by residents in the Wish Park area, which was a popular place for visitors to the seafront and lagoon to park and suffered from displacement from the adjoining CPZ; the level of parking resulted in significant safety issues for residents, including the elderly, disabled and children. She highlighted concerns raised by the Ombudsman in relation to a previous consultation on parking in the area and stated that residents were not properly supported by the council during the process, which she felt was flawed. She called on

the council to listen to residents and include the Wish Park area as a priority for re-consultation.

- 36.6 Mr Don Odair, resident of the Wish Park area, stated that the problems experienced by residents needed to be considered more urgently than the proposed citywide review would allow. He explained that there was significant pressure on the roads in the area from residents, visitors to the seafront and park and from vehicles left there for long periods of time. He urged the council to include the area in the priority group.
- 36.7 Councillor Davey noted the petitions and acknowledged that parking was an emotive issue in the city that required the council to balance the needs of residents. He explained the report proposed a strategic and long-term approach to parking management, as well tackling some more urgent areas. He noted that all political Groups were supportive of a review and that the timetable agreed in 2008 had been abandoned in 2010 despite consultation having already been undertaken in some areas. He recognised the problems in the Wish Park area, but advised that there was no clear solution; he felt that extending the neighbouring light touch scheme would not solve all the problems and he did not have evidence of support for a scheme up to Boundary Road. He called for ward councillors and residents to work together with officers, possibly in a working group, to enable the best solution to be identified for the whole ward; if a consensus was achieved, consultation could proceed after the initial priority areas were completed. With regard to the citywide review, he advised that officers would engage with stakeholders across the city, along with Overview & Scrutiny involvement, and that the proposals represented the responsible way forward.
- 36.8 Councillor Morgan stated that the report dealt with changes to the existing timetable for parking reviews and was vague in relation to the citywide review. He welcomed the opportunity for Overview & Scrutiny involvement in the review and advised that the Environment & Community Safety Overview & Scrutiny Committee would contribute, but did not have the resources to undertake the whole review. He reported that ward councillors for Wish and South Portslade had not been approached in relation to determining a boundary for a CPZ in the problematic area described by Councillor Pissaridou causing the area to drop off the priority list. He stated that the report raised too many questions and urged the Cabinet Member to withdraw it and bring back two separate reports; a report on the priority areas with clear reasons for proceeding with some areas and not others, and a more detailed report on proposals for the citywide parking reviews.
- 36.9 Councillor Peltzer Dunn stated that he had hoped there would be a review of all CPZs in the current year, but that the report lacked clarity as it did not state when the citywide review would begin. He questioned the length of the timetable for the review of the priority areas and noted that any action would take place under a new Administration. As ward councillor for Wish ward, he reported that the views of residents living between Saxon Road and Boundary Road were not known as they had never been consulted and that residents living Saxon Road and Boundary Road were misled would have voted differently in the previous consultation if they had known that the adjoining scheme was going to be implemented. He questioned why the Wish Park area was the only area adjacent to the seafront that did not have a CPZ, forcing residents to put up with congestion and road safety issues, when they could be



included in a light touch scheme at little cost. He urged the Cabinet Member to undertake a full citywide review before proceeding with the identified priority areas.

- 36.10 Councillor Davey stated that the budget set by the previous Administration did not provide for a full review to take place in 2011/12 and that no terms of reference for the review were set. He advised that the proposals presented a way forward, allowing people to contribute to the review and also addressed problems in specific areas.
- 36.11 In response to a question from Councillor Peltzer Dunn regarding the timetable for the citywide review, the Lead Commissioner, City Regulation & Infrastructure explained that the process for the review was being determined; it would start within the current year and be completed within one year.
- 36.12 Councillor Davey advised that he would add an additional recommendation instructing officers to review the timetable for the priority areas and accelerate it if possible within resources (see 36.13 (b)), and that the report back on the citywide review after six months would be an update on progress (see 36.13 (e)).
- 36.13 **RESOLVED** - That the Cabinet Member for Transport & Public Realm noted the petitions and, having considered the information and the reasons set out in the report, accepted the following recommendations:
- (a) Approves the urgent programme of reviews and/or consultation on extensions to parking schemes as described in Appendix A, timetabled in Appendix B and set out in the plan drawing, Appendix C;
  - (b) **Instructs officers to review the timetable in Appendix B and the resources required to implement it and, if possible, to accelerate this timetable.**
  - (c) Agrees that the programme of reviews set out in Appendices A, B and C of the report will replace the former timetable of parking reviews agreed on 24<sup>th</sup> January 2008;
  - (d) Notes the summary of requests for parking consultations and parking issues raised by residents & other stakeholders set out in appendix D.
  - (e) Instructs officers to undertake a city wide review of parking management and to report back **on progress** within six months of commencement.

### 37. OLD SHOREHAM ROAD CYCLE FACILITIES

- 37.1 Councillor Davey considered a report of the Strategic Director, Place concerning the results of consultation for Old Shoreham Road (OSR) cycle facilities and seeking permission to proceed with the implementation of the scheme, including the advertising of any necessary Traffic Regulation Orders (TROs).
- 37.2 Councillor Davey explained that the proposals would provide a high-quality segregated cycle route that would improve safety and encourage cycling. He reported that 75% of respondents were in favour the proposed scheme, which had received national and

local praise from professional cycling organisations, campaigners and cyclists, and that funding had been secured from Sustrans to proceed with the project.

37.3 Councillor Morgan welcomed the scheme, which had been part of the council's original Cycle Demonstration Town programme of work.

37.4 Councillor Peltzer Dunn welcomed the physical separation between cyclists and other road users in the route, but highlighted concerns about the shared space at the railway bridge and suggested using different coloured surfaces.

37.5 The Principal Transport Planner noted the concerns and advised that consideration would be given to the best surface treatment for the railway bridge when finalising the detailed design for the scheme.

37.6 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:

- (1) The Cabinet Member for Transport & Public Realm gives approval to proceed with detailed design of OSR cycle facilities as detailed in this report.
- (2) The Cabinet Member for Transport & Public Realm gives approval to advertise the proposed cycle facilities in a TRO and that if any objections are received they would be considered at a Special Environment, Transport & Sustainability Cabinet Members Meeting on 9 November 2011.

### **38. PERMISSION TO TENDER FOR SUPPORTED BUS NETWORK**

37.1 Councillor Davey considered a report of the Strategic Director, Place seeking approval to go out to competitive tender for supported bus network contracts to commence in September 2012.

37.2 Councillor Davey explained that the current batch of supported bus network contracts would expire in September 2012 and would be retendered and followed on from the Area Network Review in July & August 2011, which involved a full consultation process with elected members, user groups, and community groups and data assimilated from requests made by members of the public.

37.3 In response to a question from Councillor Morgan, Councillor Davey confirmed that the number and detail of the routes to be supported would be dependant upon the budget available.

37.4 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:

- (1) That the Cabinet Member for Transport & Public Realm authorises the competitive tendering process to begin based on the proposed routes contained in Appendix 2.
- (2) That a report be brought to a future Environment, Transport & Sustainability Cabinet Members Meeting for consideration once tenders from prospective

contractors have been analysed and recommendations for the future Supported Local Bus Network have been formulated.

**39. HIGHWAYS WINTER SERVICE PLAN 2011-12**

- 37.1 Councillor West considered a report of the Strategic Director, Place concerning the council's 2011-12 Highways Winter Service Plan.
- 37.2 Councillor West thanked officers for their work on the Service Plan and also for their ongoing work during adverse weather conditions. He stated that the council response had improved considerably during the last winter and that the improvements recommended by the scrutiny panel had been implemented. He reported that the new gritters had been received and would further improve the council's response to snowfall.
- 37.3 The Head of Highway Operations summarised the report and explained that the Service Plan also served as a business continuity tool. She reported that significant changes had been implemented since 2009 and that it was necessary to continue working collaboratively with partner organisations during adverse winter weather. She advised that there were no plans to increase the number of grit bins because it would not be possible to fill more than the existing amount, but there were already sufficient numbers throughout the city.
- 37.4 Councillor Peltzer Dunn congratulated officers on the improvements made and thanked the scrutiny panel, which had demonstrated the value of Overview & Scrutiny involvement in policy review and development.
- 37.5 Councillor Morgan reported that the Environment & Community Safety Overview & Scrutiny Committee had recently reviewed the Service Plan and thanked officers for their work. He highlighted the need for the area surrounding the new Whitehawk Hub to be added to the gritting list due the number of community services.
- 37.6 The Head of Highway Operations added that no new roads had been added to the list for gritting because, although the new gritters would be better, they would not be faster; however, the Whitehawk Hub area was a priority area for pavement clearing.
- 37.7 Councillor West noted the concerns about the Whitehawk Hub area and advised that the council would continue to learn from its experiences. He urged councillors to engage with their constituents during the winter to help them understand how they can help themselves during heavy snowfall.
- 37.8 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:
- (1) That the Cabinet Member for Environment & Sustainability approves the Brighton & Hove City Council Highways Winter Service Plan 2011/12 as attached at Appendix A to this report.

**40. PERMISSION TO CONSULT ON COMMUNAL RECYCLING TRIAL**

- 40.1 Councillor West considered a report of the Strategic Director, Place seeking permission to consult with residents in the area on introducing a communal recycling trial an area of Brunswick and Adelaide Ward.
- 40.2 Councillor West explained that residents in city centre locations had considerable problems with the usability of the current approach to recycling and that it had a negative impact on recycling rates. To address this, the council's waste strategy set out a commitment to trial community recycling and Brunswick and Adelaide ward was put forward for a trial through the Community Waste Forum.
- 40.3 Councillor Morgan welcomed the proposal for a pilot and requested more information about the types of bins, the impact on staffing and possible loss of parking places. He queried how the council would prevent cross-contamination.
- 40.4 Councillor West stated that cross-contamination was a concern and that educating residents was essential to the success of community recycling.
- 40.5 In response to questions from the Opposition Spokespeople, the Head of City Infrastructure made the following comments:
- The trial would last one year and the bins proposed for the trial would be the 1100 litre black bins used at recycling sites across the city.
  - Recycling rates would be measured before the trial and then during to see if there was an increase, and residents would be surveyed about ease of use.
  - Cross-contamination would also be monitored and levels evaluated against any increase in recycling rates due to improved ease of use. Cross-contamination was not a significant problem at other recycling sites in the city.
  - There would be no impact of staff.
  - The issue of lost parking spaces would be carefully considered in order to minimise impact on residents.
- 40.6 **RESOLVED** – That, having considered the information and the reasons set out in the report, the following recommendations were accepted:
- (1) That the Cabinet Member for Environment & Sustainability endorses proposals to consult with residents in the identified streets on the introduction of communal recycling.

The meeting concluded at 4.15pm

Signed

Cabinet Member

Dated this

day of

**BRIGHTON & HOVE CITY COUNCIL**

**ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING**

**2.00pm 9 NOVEMBER 2011**

**COMMITTEE ROOM 3, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Davey (Cabinet Member)

**Also in attendance:** Councillors Mitchell (Opposition Spokesperson) and Janio (Opposition Spokesperson)

**Other Members present:** Councillors Pissaridou, Peltzer-Dunn, G Theobald

**PART ONE**

**41. PROCEDURAL BUSINESS**

**41(a) Declarations of Interests**

41.1 There were none.

**41(b) Exclusion of Press and Public**

41.2 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Cabinet Member 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 business to be transacted or the nature of the proceedings, that if members of the press and 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).

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

**42. CABINET MEMBERS' COMMUNICATIONS**

42.1 The Cabinet Member confirmed that Item 44 had been withdrawn as no objections to the Traffic Regulation Order (TRO) for the Old Shoreham Road Cycle facilities had been received.

42.2 Councillor Janio commented that he had raised objections to the TRO on safety grounds at the 17 August 2011 Environment, Transport & Sustainability Cabinet Member

Meeting. He had not received a response and therefore believed that this item and his concerns were to be further debated at the current meeting.

- 42.3 The Lead Commissioner, - City Regulation and Infrastructure replied that any arising safety concerns had been addressed in discussion of the original item. In addition, a Stage One Road Safety Audit had been undertaken by an independent assessor. The Acting Assistant Head of Law added that the recommendations of the report presented to the Environment, Transport & Sustainability Cabinet Member Meeting on 4 October had given immediate approval.
- 42.4 Councillor Janio asked if his original objections could still be pursued.
- 42.5 The Cabinet Member recommended to Councillor Janio that he make contact with the relevant officer to discuss the matter.

### **43. CITY WIDE PARKING REVIEW**

- 43.1 The Cabinet Member considered a report of the Strategic Director, Place on the Citywide Parking Review that related to the decision by the Environment & Community Safety Overview and Scrutiny Committee (ESCOSC) to call-in the Cabinet Member decision of 4 October 2011.
- 43.2 The Lead Commissioner, - City Regulation and Infrastructure and the Project Manager introduced the report, provided background information to the original Cabinet Member decision and gave an overview of the timetable for the proposed Citywide Parking Review.
- 43.3 Councillor Peltzer-Dunn explained that he had a number of concerns with the advice and recommendations provided by officers and the knock-on effect this would have on any decision taken regarding parking in the Wish Park area. He expressed his belief that the consultation process had been confusing for residents and that they would have voted in favour had the potential results been clearer. Furthermore, there had been no communication about the scope for the proposed Citywide Review.  
Councillor Peltzer-Dunn referred to successive reviews from 2005 that had failed to address the matter and that Wish Park, as a special case, needed to be considered more urgently than the City Wide Parking Review would allow.  
Councillor Peltzer-Dunn requested that the Cabinet Member give consideration to the recommendations from ECSOSC but most importantly, to the concerns of residents of Wish Park.
- 43.4 Councillor Pissaridou noted her agreement with the statement made by Councillor Peltzer-Dunn. She believed that the current situation in Wish Park was comparable to the three areas identified as urgent and requested the relevant information to make that comparison. Councillor Pissaridou added that she was very concerned about the lack of clarity regarding the City Wide Parking Review timetable particularly as the review had undergone extensive delay in the past. Additionally, she expressed her fear that, such

was the level of distress felt by residents of Wish Park; a continuation of the current order may lead to incidents of anti-social behaviour.

- 43.5 The Cabinet Member responded that he was aware of the sensitivity of this subject and he had been contacted by residents across the city about parking issues. He realised there had been a lack of progress on parking issues in the past two years due to the previous administration suspending the most recent consultation. The Cabinet Member gave assurance that he was determined to find the best solutions to the parking problems in the city including the Wish Park area.
- 43.6 The Lead Commissioner, - City Regulation and Infrastructure stressed that it was very important that consultation be undertaken more widely across wards due to the need to minimise overspill to neighbouring areas. In response to Councillor Pissaridou, the Project Manager confirmed that he had visited the Wish Park area and whilst he agreed that there were potential safety concerns, these problems were more acute in the three areas recognised as needing urgent work.
- 43.7 Councillor Mitchell expressed her opinion that the Citywide Parking Review would not deliver the needs or wishes of the residents of Wish Park. The report had blurred the distinction between a citywide traffic review and an assessment of Controlled Parking Zones. She noted her confusion that a decision had been made to undergo work in three areas whilst at the same time, beginning a wholesale review. Councillor Mitchell stated her disagreement that financial constraints had necessitated the suspension of the previous review and the decision was clearly political evidenced by the fact that parking schemes are self-financing. She requested the Cabinet Member and officers to urgently devise and implement a properly designed scheme.
- 43.8 Councillor Janio noted his agreement with the requests from residents of Wish Park. He asked if the information contained within 4.8 of the report meant the Citywide Parking Review would take three years to undertake.
- 43.9 The Cabinet Member replied that the Citywide Parking Review would begin immediately after the meeting if the proposed recommendations were accepted.
- 43.10 Councillor Mitchell queried how long the review would take.
- 43.11 The Project Manager answered that the review would be undertaken for 12 months with a progress update in 6 months time. The findings of the review and a schedule of action to be undertaken would be presented to the Cabinet Member in 12 months time. The Lead Commissioner, - City Regulation and Infrastructure cautioned that the results of the review could not be pre-determined.
- 43.12 The Cabinet Member conveyed that for reasons outlined in the report he believed that the recommendations of the 4 October Environment, Sustainability and Transport Cabinet Member Meeting should stand, although with a modification to 2.1e. However he wished to emphasise that West Hove & Portslade, including the Wish Park area remained a priority of the administration and would be considered as part of the Strategic Citywide Review. He would be asking officers to begin this process immediately which would take no longer than 12 months, and that officers would give a progress report to this meeting within 6 months.

43.13 **RESOLVED-** That the Cabinet Member for Transport & Public Realm, in accordance with Part 6, paragraph 16.10 of the Council's constitution, and having considered the resolution of ECSOSC on 14 October and the additional information provided to ECSOSC and in this paper:

- (a) Confirms the Cabinet Members decision 2.1 a, b, c & d of 4 October 2011 in relation to the Citywide Parking Review.
- (b) Clarifies and confirms that in recommendation 2.1e the proposed start date for external consultation in respect of the strategic citywide parking review is immediately following a decision at this meeting and to take approximately 12 months with a report on progress to be made to the Cabinet Member for Transport & Public Realm within 6 months.

The meeting concluded at 2.54pm

Signed

Cabinet Member

Dated this

day of



**Subject:** Petitions  
**Date of Meeting:** 29 November 2011  
**Report of:** Strategic Director, Resources  
**Contact Officer:** Name: John Peel Tel: 29-1058  
E-mail: John.peel@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 the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give 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

**3. PETITIONS**

**3. (i) Sackville Rd Pedestrian Crossing at Clarendon Road Hove**

To receive the following e-Petition presented at Council on 20 October 2011 by Ms Valerie Paynter and signed by 14 people:

*"We the undersigned petition the council to relocate the existing pedestrian crossing close to the bridge across Sackville Road 100 yds further south – to the Clarendon Rd/Sackville Rd junction."*

**3. (ii) Dropped curbs for the disabled**

To receive the following e-Petition and accompanying paper petition presented at Council on 20 October 2011 by Mr Chris Kift and signed by 563 people:

*“We the undersigned petition the council to put disabled citizens first in making our city safe for wheelchair and mobility scooters. The dropped curbs are dangerous and need to be relaid to stop more accidents. Millions are spent on cycle tracks, but we are told there is no money for dropped curbs. This must change and we ask BHCC to take this forward as a priority. This work needs to be done now and disabled people should be involved in planning this.”*

**3. (iii) Clean up Hanover's Streets**

To receive the following e-Petition and accompanying paper petition presented at Council on 20 October 2011 by Councillor Lepper and signed by 59 people:

*“We the undersigned petition the council to recognise that there is a particular problem with rubbish in Hanover’s streets, and that these unacceptable amounts of refuse are unsightly, causing hygiene problems and blocking the narrow pavements. We call on the council to put in place measures which will keep rubbish off Hanover’s streets, and to publicise fully what these measures are.”*

**3. (iv) Save Our Roses - Dyke Road Park**

To receive the following e-Petition petition submitted by Ms Fiona Goffe and signed by 18 people:

*“We the undersigned petition the council to not remove the roses from the ROSE GARDEN in Dyke Road Park. The Rose Garden is the most distinctive part of the park and the only facility that is particularly appreciated by older people. A survey done early this year identified that the roses were the thing people most often commented on as liking about the park. It is A ROSE GARDEN and the Friends of group are prepared to helping with maintenance. The formal nature of the hedging does not lend itself well to bedding plant. The variety, colour and scent of these roses are stunning despite years of neglect and they are very much loved.”*

**3. (v) Visitor Parking, Lorna Road**

To receive the following paper petition presented at Council on 20 October 2011 by Councillor Phillips and signed by 38 people:

*“We call on the council to restrict visitors parking to 2 hours, including Sundays, on Lorna Road.”*

**3. (vi) Open Up B&H Bus Lanes**

To receive the following paper petition presented at Council on 20 October 2011 by Councillor Janio and signed by 1028 people:

*"In a world of increasing regulation & conformity motorcycling represents one of the last bastions of individuality and diversity. This freedom of expression & individuality is not a 'given'; it has to be protected and fought for. This is why MAG is focussed on promoting motorcycling & to represent, protect & defend the interests of all riders.*

*In September last year Bedford Borough opened up its bus lanes to motorbikes as way to reduce congestion around the town centre. Bristol has operated permanent motorcycle access since 1996, with Reading following suit in 1999. Motorcycle access to bus lanes has also been made permanent in Birmingham, Colchester, Bath & Hull.*

*None of the above towns & cities has reported any safety issues attributed to the above & in fact accidents amongst riders in the above town have reduced.*

*This being the case we would welcome your signature to support our proposal to B & H Council to open up the A259 Ovingdean/Newhaven and A23 Bus Lane to bikers, with a view to extend this citywide subject to positive outcomes."*

**3. (vii) Save Our Buses**

To receive the following paper petition presented at Council on 20 October 2011 by Councillor Janio and signed by 607 people:

*"We the undersigned, support Councillors Dawn Barnett and Tony Janio in their campaign to preserve our 3 local bus services - 16, 56 & 66. They are vital to the residents of Hangleton & Knoll - both young and old - and must not be axed!"*

**3. (viii) Duke Street, lorry access**

To receive the following paper petition presented at Council on 20 October 2011 by Councillor Jason Kitcat and signed by 23 people:

*"We as the traders of Duke Street are in support of measures being taken to restrict access, of lorries to Duke Street during trading hours. This is due to fact that these lorries pose a danger to this pedestrianised street and constantly are a source of disturbance and nuisance to our businesses and the general public."*

**3. (ix) Proposed Traffic order- Newlands Road**

To receive the following paper petition presented at Council on 20 October 2011 by Ocean Reach Residents Limited and signed by 12 people:

*"We the undersigned are the directors and members of Ocean Reach Residents Limited. With regard to our request for double yellow lines at the entrance to our car park. We would ask the Environment Cabinet Member*

*when they consider the above proposal, to view our request as a separate issue to the Limited Waiting proposal for Newlands Road. We feel that drivers safety is significantly compromised with the entrance as it is at present”.*

<b>Subject:</b>	<b>Extract from the Proceedings of the Council Meeting held on the 20<sup>th</sup> October 2011</b>		
<b>Date of Meeting:</b>	<b>29 November 2011</b>		
<b>Report of:</b>	<b>Strategic Director: Resources</b>		
<b>Cabinet Member Responsible:</b>	<b>Councillor Davey, Cabinet Member for Transport &amp; Public Realm</b>		
<b>Contact Officer:</b>	<b>Name: Mark Wall</b>	<b>Tel: 29-1006</b>	
	<b>E-mail: mark.wall@brighton-hove.gov.uk</b>		
<b>Wards Affected:</b>	<b>All</b>		

**BRIGHTON & HOVE CITY COUNCIL**

**4.30pm 20<sup>th</sup> October 2011  
COUNCIL CHAMBER, HOVE TOWN HALL**

**DRAFT MINUTES**

**Present:** Councillors: Meadows (Chair); Wells (Deputy Chair), Barnett, Bowden, Brown, Buckley, Carden, Davey, Deane, Duncan, Farrow, Follett, Gilbey, Hamilton, Hawtree, Janio, Jarrett, Jones, Kennedy, J Kitcat, Lepper, Littman, MacCafferty, Marsh, Mears, Mitchell, A. Norman, K. Norman, Oxley, Peltzer Dunn, Phillips, Pidgeon, Pissaridou, Powell, Randall, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls and West.

**PART ONE**

**23(B). BLAKERS PARK ROAD SAFETY**

- 23.14 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of an e-petition concerning Blakers Park Road Safety.
- 23.15 The Mayor invited Mr. C. Bull to present the petition on behalf of Ms. O'Riordan Booth.
- 23.16 Mr. Bull thanked the Mayor and stated that a total of 1,880 people had signed the combined paper and e-petition which read as follows:

"We the undersigned petition the council to improve the safety of pedestrians and cyclists on the roads surrounding Blakers Park; to introduce traffic calming measures and to put the safety of people before the car. Clearly marked pedestrian or raised paving crossings at Preston Drove, Cleveland Road and Southdown Road, a blanket 20mph limit extending to surrounding roads and the narrowing of Cleveland Road at

the Southern (Stanford Avenue) end are necessary to improve the safety of our park's visitors. Please sign if you wish to make your view known."

- 23.17 Mr. Bull stated that he hoped the council would take account of the number of people who had signed the petition and agree to undertaken the action requested.
- 23.18 Councillor Davey noted the petition and thanked Mr. Bull for putting forward the arguments. He stated that there was a need to review the priority areas for such improvements, including pedestrian crossings and he hoped to receive a report in the New Year.
- 23.19 Councillor Jones stated that he supported the request for improvements to be made for the safety of all users of the park; however he did have concerns over the need for an island crossing and felt that a pelican one may be a more suitable alternative.
- 23.20 The Mayor congratulated Councillor Jones on his maiden speech.
- 23.21 Councillor Davey noted the comments and stated that road safety was an important issue and he would ensure it was given full consideration.
- 23.22 The Mayor then put the recommendation to the vote which was carried.
- 23.23 **RESOLVED:** That the petition be referred to the Environment, Transport & Sustainability Cabinet Member Meeting for consideration.

<b>Council</b>	<b>Agenda Item 23(b)</b>
20 October 2011	Brighton & Hove City Council

<b>Subject:</b>	<b>Blakers Park Road Safety</b>		
<b>Date of Meeting:</b>	<b>20 October 2011</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 1,880 signatures.

**2. RECOMMENDATIONS:**

- 2.1 That the petition is referred to the Environment, Transport and Sustainability Cabinet Member Meeting for consideration.

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

**3.1 The Petition**

"We the undersigned petition the council to improve the safety of pedestrians and cyclists on the roads surrounding Blakers Park; to introduce traffic calming measures and to put the safety of people before the car. Clearly marked pedestrian or raised paving crossings at Preston Drove, Cleveland Road and Southdown Road, a blanket 20 mph limit extending to surrounding roads and the narrowing of Cleveland Road at the Southern (Stanford Ave) end are necessary to improve the safety of our park's visitors. Please sign if you wish to make your view known."

Lead Petitioner – Noelle O’Riordan Booth

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 recommendation(s) as amended (if amended).



<b>Subject:</b>	<b>Extract from the Proceedings of the Council Meeting held on the 20<sup>th</sup> October 2011</b>		
<b>Date of Meeting:</b>	<b>29 November 2011</b>		
<b>Report of:</b>	<b>Strategic Director: Resources</b>		
<b>Cabinet Member Responsible:</b>	<b>Councillor Davey, Cabinet Member for Transport &amp; Public Realm</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Mark Wall</b>	<b>Tel: 29-1006</b>
	<b>E-mail:</b>	<b>mark.wall@brighton-hove.gov.uk</b>	
<b>Wards Affected:</b>	<b>All</b>		

**BRIGHTON & HOVE CITY COUNCIL**

**4.30pm 20<sup>th</sup> October 2011  
COUNCIL CHAMBER, HOVE TOWN HALL**

**DRAFT MINUTES**

**Present:** Councillors: Meadows (Chair); Wells (Deputy Chair), Barnett, Bowden, Brown, Buckley, Carden, Davey, Deane, Duncan, Farrow, Follett, Gilbey, Hamilton, Hawtree, Janio, Jarrett, Jones, Kennedy, J Kitcat, Lepper, Littman, MacCafferty, Marsh, Mears, Mitchell, A. Norman, K. Norman, Oxley, Peltzer Dunn, Phillips, Pidgeon, Pissaridou, Powell, Randall, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls and West.

**PART ONE**

**23(C). STOP THE BAN ON PAVEMENT PARKING IN ELM GROVE**

23.24 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of an e-petition concerning Stop the Ban on Pavement Parking in Elm Grove.

23.25 The Mayor invited Ms. T. Richardson to present her petition.

23.26 Ms. Richardson thanked the Mayor and stated that a total of 1,713 people had signed the combined paper and e-petition which read as follows:

"We the undersigned petition the council to postpone the ban on pavement parking on Elm Grove which has been introduced without local community consent. We wish to open a dialogue with councillors to find a lasting solution to parking issues on Elm Grove and in the surrounding area."

- 23.27 Ms. Richardson stated that the introduction of the ban without formal consultation with residents had led to the loss of a significant number of parking places and had contributed to the disbursement of cars into neighbouring areas. She stated that a Facebook page in support of removing the ban now had over a 100 members. The local community sought a proper consultation and dialogue with the council over this issue and hoped that level of feeling indicated by the petition would be taken into account.
- 23.28 Councillor Davey noted the petition and thanked Ms. Richardson for putting forward the arguments. He stated that he was aware a working group had recently been established to look into the matter and he felt it would be helpful to await the outcome of the group's findings.
- 23.29 The Mayor then put the recommendation to the vote which was carried.
- 23.30 **RESOLVED:** That the petition be referred to the Environment, Transport & Sustainability Cabinet Member Meeting for consideration.

<b>Council</b>	<b>Agenda Item 23(c)</b>
20 October 2011	Brighton & Hove City Council

<b>Subject:</b>	<b>Stop the Ban on Pavement Parking in Elm Grove</b>		
<b>Date of Meeting:</b>	<b>20 October 2011</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 1,280 signatures.

**2. RECOMMENDATIONS:**

- 2.1 That the petition is referred to the Environment, Transport & Sustainability Cabinet Member Meeting for consideration.

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

**3.1 The Petition**

"We the undersigned petition the council to postpone the ban on pavement parking on Elm Grove which has been introduced without local community consent. We wish to open a dialogue with councillors to find a lasting solution to parking issues on Elm Grove and in the surrounding area."

Lead Petitioner – Ms. Tanya Richardson

- 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 recommendation(s) as amended (if amended).

**DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

One deputation has been referred from Council on 20 October 2011. The Cabinet Member will note the response given at that meeting and provide an update where appropriate.

**(a) Deputation to allow Motorcycles, Scooters (Powered 2 Wheelers) legal access to the Brighton and Hove controlled bus lanes– Mr Simon Frampton (Spokesperson)**

“The Motorcycle Action Group or, MAG as we are widely known, is an association of Motorcyclist’s and Scooter riders who lobby; Members of Parliament, Members of the European Parliament, Local Councillors, County Councils, Transport Associations, on matters that, directly or indirectly affect motorised 2 and 3 wheel transport. MAG would like to help Brighton and Hove on its path to ‘Sustainable’ status by helping to ease congestion on the City Centre routes.

If, Motorcycles, Scooters and all powered two wheelers were allowed to use the bus lanes this would remove them from the normal flow of traffic, help the users and owners to get into the City Centre quicker therefore reducing emissions. We can supply evidence to support this.

Extensive studies have been done showing time saved, reduced emissions and accident rates. Stakeholders will need to be consulted in this process, Cyclists, Buses, Taxis, and Pedestrians. We are happy to supply historic evidence for these consultations that have been untaken before. Generally the outcome of these consultations is positive but we still have stakeholders that are not in favour. Slowly the majority of these are being won over with the passage of time. Cost; the cost to a council is generally £100 per traffic order along with the placing of the Motorcycle profile to the bus lane signs. Opening 1 x bus lane equates to 1 x traffic order. The Motorcycle decal is now readily available so signs do not need replacing.

Advantages; help with reducing emissions in and around the City centres, safer faster travel for motorcycles and scooters, reduction of cars entering and parking in the City Centres. If 8 car drivers are encouraged on to Motorcycles and / Scooters you could fit those 8 into 1 car bay! Code of Conduct; there is an established code of conduct issued to every motorcyclist and scooter rider for them to adhere to.”

**Response from Councillor Davey at the Council meeting of 20 October 2011**

“I’m glad you followed up on my suggestion to engage with the Local Authority. I am also pleased that MAG is now represented on the Transport Partnership and I know your colleagues have given an effective voice to power two wheeler users. This is clearly a complex road safety issue and there will

be many different views on it as we've already heard so I think we're in the start of the process.

As I've already said to some of your colleagues, I remember you saying you'd looked at the Local Transport Plan and you didn't think you could spot the word motorcycle that is something we want to change. I do see powered two wheelers as being part of the transport solutions in the city but this isn't something we can just rush into. It would also involve working with East Sussex because, clearly, the A259 Bus lane runs/starts/ends in East Sussex depending on which way you are going.

I think it would be very helpful, if you haven't already done so, to share the information that you have with Council officers and what I'll ask for is that they can provide a report that will summarise the issues, look at the evidence elsewhere and then we can look at that in the new year and take that forward as part of the continuing dialogue on this one."

## Environment, Transport & Sustainability CMM Agenda Item 54(i)

Ms Tanya Davies  
Senior Democratic Services Officer  
Democratic Services  
Brighton & Hove City Council

8<sup>th</sup> November 2011

Dear Tanya,

### **Bike box storage scheme**

I would be pleased if this letter could be placed on the agenda of the next Environment, Transport and Sustainability Cabinet Member's Meeting.

I would request that the Cabinet Members for Transport and Sustainability give consideration to supporting this scheme that is popular in Holland and has now been taken up for the first time on a trial basis in Lambeth.

The boxes have been introduced to tackle the fear of theft that discourages many residents from owning and using a bike, particularly for people living in flats who do not have the room for safe or convenient storage.

Residents who want to take advantage of the scheme are charged £5 a month to hire a dedicated space in one of the units.

Cycle theft is a continuing problem in Brighton and Hove and as a Cycle Demonstration Town I believe that we should be looking at new ways to address that problem as well as making it easier for people to cycle and help cut pollution and congestion.

Please could consideration be given to implementing the scheme in suitable areas in Brighton and Hove.

Yours sincerely,

Councillor Gill Mitchell  
Leader of the Labour and Co-operative Group  
Brighton & Hove City Council



Picture of a 'Bike Box' in the London Borough of Lambeth



## Environment, Transport & Sustainability CMM Agenda Item 54(ii)

Mr John Barradell – Chief Executive  
Brighton & Hove City Council

16<sup>th</sup> November 2011

Dear John,

### **Work of the South Downs National Park Authority (SDNPA)**

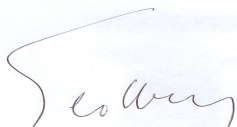
I would be grateful if you could include this letter on the agenda of the 29<sup>th</sup> November Environment, Transport and Sustainability Cabinet Member meeting under Council Procedure Rule 23.3.

As you are no doubt aware, the SDNPA has been in existence now for 6 months, following a full shadow year. This Council unanimously supported its formation and residents and businesses were rightly very enthusiastic about its potential, both in terms of the new opportunities for tourism it brings to the city and also the new protections it affords to areas of great natural beauty and nature conservation importance.

I was, therefore, very pleased to receive a commitment from the Leader of the Council at the last Full Council meeting on 20<sup>th</sup> October about keeping members informed of the work of the SDNPA. Therefore, as a result of this commitment, I am writing to propose that you bring an initial update report to this Cabinet Member Meeting. Furthermore, given the importance of the work carried out by the SDNPA and the fact that upwards of 40% of Brighton & Hove City Council's administrative area falls within the Park, I would suggest that this becomes a regular 6 monthly report which is also referred to Full Council for information.

As the Council's sole representative on the SDNPA, I hope that Cllr. West agrees that it is vitally important to keep the residents of this city and the Council members who represent them, fully informed of what specific actions are being taken by the SDNPA on their behalf and to give them confidence that it will achieve all that it was set up to do.

With all good wishes



Cllr. Geoffrey Theobald OBE  
Leader of the Official Opposition and Conservative Group



**ENVIRONMENT, TRANSPORT &  
SUSTAINABILITY CABINET  
MEMBERS MEETING**

**Agenda Item 57**

Brighton & Hove City Council

<b>Subject:</b>	<b>Transport Strategy – Parking Tariffs Review</b>		
<b>Date of Meeting:</b>	<b>29 November 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut, Austen Hunter</b>	<b>Tel: 29-2477 29-2245</b>
	<b>Email:</b>	<b>Andrew.Renaut@brighton-hove.gov.uk Austen.Hunter@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 This report proposes changes in city council parking tariffs. The proposals are set within the context of the objectives set out in the Local Transport Plan [LTP3]. It embraces 5 strategic goals: economic growth; carbon reduction; quality of life; equality of opportunity; safety, security and health. Parking tariffs are one of the levers for influencing travel patterns and fulfilling the council's ambition to create a safer, cleaner and more sustainable city.
- 1.2 Our parking tariff structure has developed over time and has been subject to periodic reviews. It is recognised that there is a degree of complexity in the existing charges and these have been reviewed to improve the understanding for residents, workers, businesses and visitors who drive into and around the city.

**2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member for Transport & Public Realm agrees the proposed parking tariffs for 2012/13 set out in the report as the basis for the advertisement of the necessary traffic orders.

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

- 3.1 There is strong evidence that effective parking controls can have a positive influence on promoting more sustainable travel choices. The introduction of Civil Parking Enforcement (CPE) in 2001 contributed significantly to improving road safety and traffic flow along important corridors, particularly on bus routes and at bus stops. It has also provided greater priority for residents to park their vehicles and increased motorcycle parking.
- 3.2 Recent surveys have shown increases in sustainable transport use. This includes a steady rise in bus passengers journeys from 30 million to 41 million between

2001 and 2010, and 27% more cycling trips between 2006 and 2009. By comparison, the average number of car trips entering and leaving the city every day has reduced by 12,000 between 2007 and 2009. This has helped to stem the growth in traffic congestion, reduce a deterioration in air quality and minimise growing carbon emissions. **The new Sussex Low Emission Strategy aims to continue this trend through the development control and the planning process.**

- 3.3 The last significant, strategic review of on-street parking schemes took place in 2004, and a number of improvements were made, such as introducing the practice that all on-street parking within Residents' Parking Schemes should be charged for, and that payment for non-permit on-street parking should be by Pay & Display machines. A number of differences in the operation of some on-street parking schemes still exist across the city.
- 3.4 Pay and display parking charges are still considered to be fairly complex, with 24 different parking charges across the city. Off-street car parking charges also need to be reviewed in the light of local market conditions. Significant variations in charges or areas of the city can result in confusion amongst both drivers and those who are enforcing the controls. Greater simplification of the approach to parking charges and payment will make the system easier to understand and create a more effective operation

#### Review of parking demand

- 3.5 An assessment of the demand for parking has been undertaken which also provides an indication of traffic levels in areas of the city. It has demonstrated that current parking charges do not always reflect pressure from demand in some areas. The Parking "Heat Maps" in Appendix 1 give an indication of different levels across the city.

#### Setting time bands and levels of parking charges

- 3.6 To ensure that parking charging levels are consistent with the council's transport objectives and targets, the council has undertaken to:
- Reduce the different number of charging levels and time bands that exist across the city to make the system easier to understand and enforce. Existing and proposed new charges are shown in Appendix 5.
  - Redress some of the imbalances that have existed in the cost of using the city's transport system, which are a disincentive to use public transport for some journeys. For example, the difference between the costs of using the car compared to public transport has previously been reduced by increasing parking charges. The price of a bus Saver ticket (now £4.00 from a driver and £3.20 online) compares far more favourably with the cost of parking all day in most central parts of the city.
  - Adopt the principle of a simple "high" or "low" charging structure whereby charges reduce in areas and during times of the year when demand for parking is lower. This reflects the premium status of high pressure areas, as well as the availability and choice of public transport and off-street car parks.

- Set off-street charges slightly lower than on-street to reduce traffic levels and parked vehicles on-street, to enhance the environment and provide more priority for residents in shared parking spaces.

#### Off-street car parks

- 3.7 Car parks which are owned and operated in the city centre by the city council and where it can set parking charges include The Lanes and London Road, Norton Road, Haddington Street, King Alfred and two sites in Rottingdean. The changes that are proposed are set out in Appendices 2 and 5.
- 3.8 The likely effects upon parking volumes in council operated car parks of changes made by private operators have been taken into account in assessing the overall financial implications of the proposed changes to charges.

#### On-street parking

- 3.9 The broad principles of the proposed new charging levels for on-street parking can be summarised as follows:
- Simplified (combined) charging bands
  - Demand increases, including weekend tariffs (this is off street not On street – needs to be changed)
  - Extended charging hours
  - Resident reduced rates (this is off street not On street – needs to be changed)
  - Overnight reduced rates (to assist local businesses) (this is off street not On street – needs to be changed)

These are explained in more detail in Appendices 3 and 5.

#### Parking permits

- 3.10 Charges such as business and traders permits are brought up to date following research across other local authorities. Increases in the following permits or dispensations are proposed:
- Traders
  - Residents
  - Business
  - Visitor
  - Suspension of parking bays
  - Hotel guests
  - Schools
  - Waivers

These are explained in more detail in Appendices 4 and 5.

### Supporting community events

- 3.11 It is proposed that £80,000 be set aside from the parking budgets to support local community events to make events easy and affordable for residents and community groups. This will not include provision for events organised by large commercial operations, which will be expected to pay for any required parking suspensions.

## **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Consultation undertaken as part of the development of the council's LTP3 indicated that over 75% of people agreed that well-managed car parks were important for the city and over 70% of people agreed that the demand for on-street parking should be managed. Setting appropriate parking tariff levels will help to achieve both of these approaches.
- 4.2 The introduction, amendment, or deletion of tariffs must be implemented by way of a number of Traffic Regulation Orders (TRO). The changes must be advertised and a period of 21 days allowed for comments and objections. Any unresolved objections must be presented in a report to an Environment / Transport Cabinet Member Meeting. Changes to prices within the existing tariff structure do not normally require a TRO. However, there are a large number of such changes and it is considered that it is more straightforward and transparent to advertise these as part of the amending TROs.
- 4.3 Subject to the approval of the officer recommendation in this report, the intended changes to parking charges requiring a TRO would then be advertised. If approved then the TRO will be sealed and advertised alongside the notice of intended changes to existing charges. Changes can then be introduced to become operational no later than the 1<sup>st</sup> May 2012.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 The costs associated with implementing the proposed changes to parking tariffs, such as advertising, altering signs and literature, and reprogramming the machines would be met from the additional parking revenue received.
- 5.2 The reduction in demand for spaces and subsequent effects on revenue following the tariff review have been taken into account. It is estimated that following the implementation of the new parking tariffs, there will be an increase in income of approximately £1.3 million.
- 5.3 Surplus revenue received from parking charges is used to subsidise environmental and transport services to both residents and visitors. In the past, this surplus has been used to help provide free transport for senior citizens, to support bus services, to pay the borrowing costs for capital projects such as the installation of cycle lanes, walking networks improvements and traffic management schemes.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 26/10/11*

### Legal Implications:

- 5.4 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 including cyclists and pedestrians. 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
- 5.5 The Council has to follow the rules on consultation issued by the government and the courts. The council needs to ensure that any consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are conscientiously taken into account in finalising the proposals.
- 5.7 The surplus revenue raised from Civil Parking Enforcement (which includes income from on-street parking charges, resident and business permits, and penalty charge notices) may only be used in accordance with the conditions set out in section 55 of the Road Traffic Regulation Act 1984. There are no Human Rights Act implications arising from this report.
- 5.8 Under section 55, any surplus may only be used for the following purposes:
  - Making good any deficits on Civil Parking Enforcement for the preceding four financial years;
  - Offset the costs of providing and maintaining Council off street parking;

- Offset the costs of providing and maintaining non-Council off street parking; or if it appears to the council that the provision of further off-street parking accommodation in its area is unnecessary or undesirable
- Meeting costs of the operation of or facilities for public transport;
- For the purposes of a highway or road improvement project; or
- For the purposes of environmental improvement in the council's area

5.9 The procedural requirements relating to Traffic Regulation Orders are considered in the body of the report.

*Lawyer Consulted:*

*Carl Hearsom*

*Date: 27/10/11*

Equalities Implications:

5.10 A more consistent approach to parking management will provide greater access to spaces. Re-investing income in sustainable transport will benefit those without access to a car.

Sustainability Implications:

5.11 The proposed changes to charges will be taken into account in the decisions people take when travelling into the city. Any reductions in the levels of car traffic that result will improve the city's environment and people's health, and help to deliver a more reliable and attractive public transport system.

5.12 To encourage the take up of low emissions vehicles in Brighton and Hove the council offers a 50% discount on the cost of residents permits to low emissions vehicles in tax band a or b. Electric vehicle permits are issued for free and this also allows the vehicle to charge up for free. The parking surplus has been used to provide free bus passes for the elderly and disabled to help reduce congestion and carbon emissions. A number of bus routes are subsidised through the parking surplus to provide alternatives to travelling to the city centre by car.

Crime & Disorder Implications:

5.13 There are no direct implications although a more efficient operation will help to reduce the likelihood of illegal parking.

Risk and Opportunity Management Implications:

5.14 As mentioned under 3.6 and 5.2, the risks to parking budgets of reducing car usage as well as the availability of alternative (private) parking options has been considered and assessed as part of these proposals.

Public Health Implications:

5.15 Measures or changes that will contribute towards reducing the impact of cars in the city, and therefore the effect on public health in terms of harmful pollutants (and injuries sustained in collisions) will be beneficial to public health. Nitrogen dioxide, principally emanating from vehicles, is a respiratory irritant which is known to exacerbate asthma. There is a 3.5% increase in mortality for a



100ug/m<sup>3</sup> increase in ambient NO<sub>2</sub>. There is a 5% increase in hospital asthma conditions for the same increase in NO<sub>2</sub>.

- 5.16 **The majority of locally derived pollution comes from either diesel engines or older petrol vehicles. Generally vehicles are more polluting to the local environment if they are heavier, older or run on diesel. Therefore promoting travel choice has to be part of a much more comprehensive air quality action plan. Parking controls are a positive contribution.**

Corporate / Citywide Implications:

- 5.17 Changes in parking tariffs as part of the overall management of parking will contribute towards a number of citywide objectives, especially those set out in the Local Transport Plan. These include reductions in congestion and therefore an improved business and visitor environment, better access to local housing, and improvements to people's quality of life.

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

Do nothing

- 6.1 This alternative was considered and discounted since the stated transport strategy objectives, linked to the needs to manage air pollution levels and the consequent affect on the public health, would not be achieved.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To support the citywide Transport Strategy, to maintain trends in modal shift, improve the environment for residents, businesses and visitors, and relieve parts of the city that are subject to high pressure from parking demand.
- 7.2 To simplify parking in the city making it easier and fairer for residents, visitors and businesses.
- 7.3 To support community events making them simpler to organise and less costly for organisers.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. (i) Current Tariff Zones  
(ii) Proposed Tariff Zones
2. Summary of Proposals: Off-street car parks
3. Summary of Proposals: On-street pay & display
4. Summary of Proposals: Parking permits
5. Full list of Parking Tariff Proposals

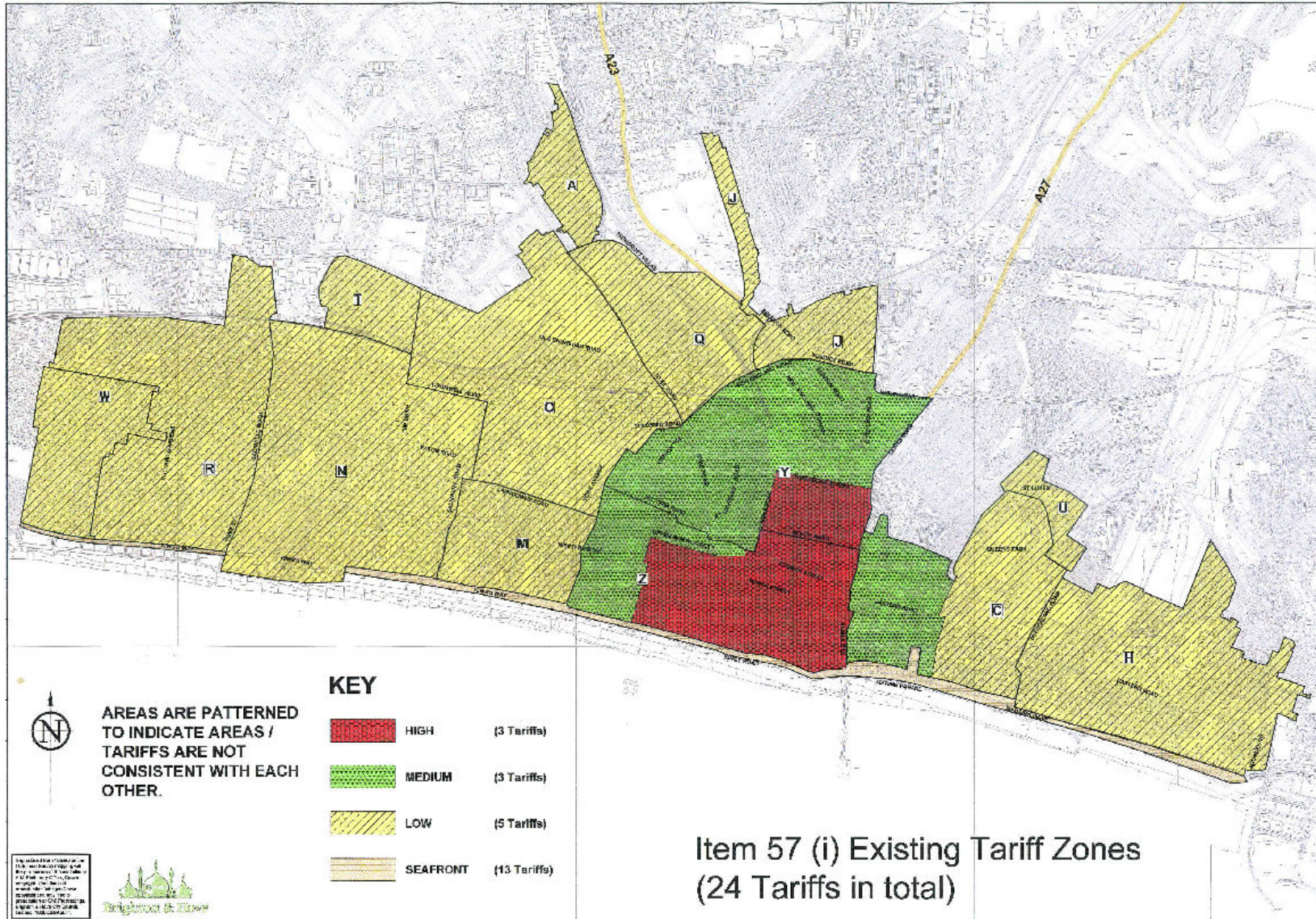
### **Documents in Members' Rooms**

None

### **Background Documents**

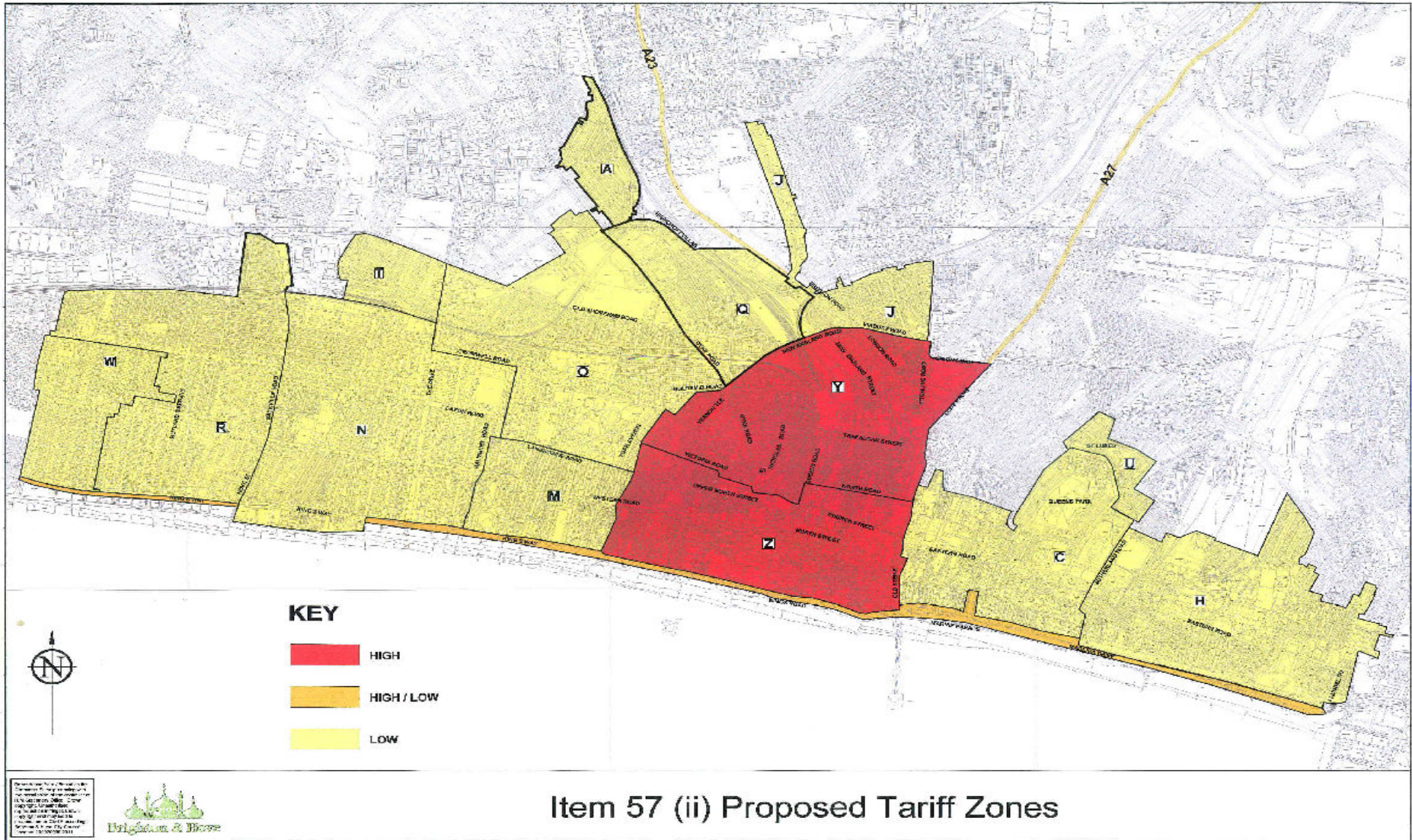
LTP3

**(i) Current Tariff Zones**



45

**(ii) Proposed Tariff Zones**



Item 57 (ii) Proposed Tariff Zones

**Summary of proposals: Off-street car parks**

Full details can be found in Appendix 5.

<b>Item</b>
<p><b>1. Simplified (combined) tariff bands</b></p> <p>Create a simplified and more consistent tariff structure across car parks.</p> <p><i>Car parks included: The Lanes, London Road, Carlton Hill, Oxford Court, High Street</i></p>
<p><b>2. Inflation plus increases</b></p> <p>Adjustments to manage increasing demand and meet inflation increases.</p> <p><i>Car parks included: The Lanes, London Road, Carlton Hill, Oxford Court, High Street, Norton Road</i></p>
<p><b>3. Weekend tariff</b></p> <p>Where demand is known to exceed capacity at weekends, a higher rate is proposed.</p> <p><i>Car parks included: The Lanes, London Road</i></p>
<p><b>4. Extended charging hours</b></p> <p>The proposal is to extend charging for parking at King Alfred from 9am-6pm to 9am-11pm. At present, the car park receives its highest demand after 6pm.</p> <p><i>Car parks included: King Alfred</i></p>
<p><b>5. Resident reduced offer</b></p> <p>This tariff is aimed at residents to help reduce the waiting list in these high pressure areas.</p> <p><i>Car parks included: The Lanes, London Road; Regency Square; Trafalgar Street</i></p>
<p><b>6. Lost ticket administration fees</b></p> <p>To reflect the cost to the Council of providing a replacement parking ticket at the 4 car parks serviced by the Control Centre.</p> <p><i>Car parks included: The Lanes; London Road; Regency Square; Trafalgar Street</i></p>

**7. Overnight rate**

This tariff is aimed at visitors staying at hotels and B&Bs, to provide them with secure off-street parking at a discounted rate. Where occupancy profiles show that capacity exceeds demand overnight, a reduced rate is proposed for parking between 4pm and 11am the following day.

*Car parks included: The Lanes; London Road; Regency Square; Trafalgar Street*

**8. Price match (evenings and 1hr)**

NCP has reduced its rates for evenings (£4.50) and their 1hr band (£1). To maintain value for customers in these categories we propose to match those rates.

*Car parks included: The Lanes; London Road; Regency Square; Trafalgar Street*

**Summary of proposals: On-street Pay & Display**

Full details can be found in Appendix 5.

**1. Inflation plus increases**

Adjustments proposed to manage increasing demand and meet inflation increases.

**2. Simplify tariff structure**

To introduce a simplified two zone tariff structure: a high zone (based on the current Central Brighton tariff) and a low zone (based on the current 'outer' zone tariffs). The high zone will cover Central Brighton and parts of the Seafront throughout the year or during the period 1<sup>st</sup> April – 30<sup>th</sup> September. The low zone will cover the remaining chargeable areas and parts of the Seafront during the winter. The proposals include changing the hours of operation on the seafront from 9am-6pm to 9am-8pm.

**3. Extend days of operation to include Sundays in exclusive Pay and Display areas currently controlled Monday to Saturday**

To introduce consistency and simplify regulations in areas where there are anomalies.

**Summary of proposals: Parking permits**

<b><u>Item</u></b>	<b><u>Current Tariff</u></b>	<b><u>Proposed Tariff</u></b>
<p><b>1. Trader permits</b></p> <p>The current price of £350 p.a. for a trader permit represents exceptionally good value for money at less than £1 per day for unlimited parking in P&amp;D bays and resident bays until 4pm. The proposal would be to increase this to a price that more accurately reflects its commercial value and allow more to be issued to traders on the waiting list.</p> <p>Comparable rates in London boroughs:</p> <p>Islington: £1,560  Richmond: ~£1,000  Haringey: £500  Hillingdon: £480  Newham: £480</p> <p>It is expected that the reduction in Pay &amp; Display income will negate any net added income.</p>	£350 (annual)	£750 (annual)
<p><b>2. Resident permits</b></p> <p>There are waiting lists in 4 of the 14 parking zones and parking schemes are operating at more than 90% of capacity in a further 6 parking zones.</p>	£108 (annual)	£115 (annual)
<p><b>3. Business permits</b></p> <p>Increase the cost of a business permit to closer reflect actual value.</p> <p>Comparable rates in London boroughs:</p> <p>Islington: £1,000  Haringey: £960  Hillingdon: £960  Merton: £777  Lambeth: £600  Newham: £300</p>	£175	£400



**Item 57 Appendix 4**

<p><b>4. Visitor permits</b></p> <p>Nationally, the costs of visitor permits varies widely from £10 per day in Islington, £3.70 per day in Croydon to lower rates in some urban area with low on street parking charges.</p>	<p>£2 daily</p>	<p>£2.50 daily</p>
<p><b>5. Suspensions</b></p> <p>The council has seen a significant increase in advanced signage costs for suspensions and the increase in fees would more accurately reflect costs and the loss of income to the council of bay suspensions.</p>	<p>£30 daily (for first 8 Weeks; 50% discount thereafter)</p>	<p>£40 daily (for first 8 Weeks; 50% discount thereafter)</p>
<p><b>6. Permit administration fees</b></p> <p>New administration fees introduced to reflect the cost to the Council of replacing or refunding permits.</p>	<p>New</p>	<p>£10</p>
<p><b>7. Hotel guest permits</b></p> <p>The proposals more closely represent market value.</p>	<p>£5.50 (Area C) £2 (Area N)</p>	<p>£7.50 (Area C) £3 (Area N)</p>
<p><b>8. School permits</b></p> <p>The proposals more closely represent market value.</p>	<p>£108 (annual)</p>	<p>£115 (annual)</p>
<p><b>9. Waivers</b></p> <p>Most councils charge considerably more for waivers to park on yellow lines, for example Hastings and Bedford charge £10 per day. Lewes and Eastbourne charge £6 per day. The increase would mean that in some cases it would be cheaper to use on street parking instead.</p> <p>It is expected that the availability of Trader Permits will make life much easier for traders as there will be less need to repeatedly apply for Waivers. In addition, it will reduce the amount of parking on double yellow lines with Waivers, that is less than ideal.</p>	<p>£4 daily</p>	<p>£10 daily</p>

Please note that where an annual permit price is quoted it is assumed that there will also be a proportionate increase in the quarterly, 3 monthly or other applicable part period tariffs.

**Full list of Parking Tariff proposals**

	Current	Proposed
<b>Car parks</b>		
<b>The Lanes</b>		
1 hour	2.50	1.00
2 hours	5.00	5.00
3 hours	7.50	delete
4 hours	9.50	12.00
5 hours	11.00	delete
6 hours	14.00	delete
9 hours	20.00	20.00
24 hours / Lost ticket	23.00	23.00
Weekend - 1 hour	2.50	4.00
Weekend - 2 hours	5.00	8.00
Weekend - 3 hours	7.50	delete
Weekend - 4 hours	9.50	15.00
Weekend - 5 hours	11.00	delete
Weekend - 6 hours	14.00	delete
Weekend - 9 hours	20.00	20.00
Weekend - 24 hours / Lost ticket	23.00	25.00
Evenings 18.00 – 24.00	5.00	4.50
Night 24.00 – 09.00	7.50	delete
Lost ticket admin fee	new	5.00
Overnight 16.00 – 11.00 (hotel discount)	new	10.00
Annual season ticket	2,500.00	2,500.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Z only)	new	1500.00
<b>The Lanes</b>		
<b>London Road</b>		
1 hour	1.00	1.00
2 hours	2.00	3.00
4 hours	3.50	5.00
6 hours	4.50	delete
9 hours	6.00	8.00
24 hours / Lost ticket	12.50	15.00
Weekend 1 hour	1.00	2.00
Weekend 2 hours	2.00	4.00
Weekend 4 hours	3.50	6.00
Weekend 6 hours	4.50	delete
Weekend 9 hours	6.00	8.00
Weekend 24 hours / Lost ticket	12.50	17.50
Evenings 1800 - 2400	3.50	4.50
Night 24.00-09.00	4.50	delete
Overnight 16.00 – 11.00 (hotel discount)	new	8.00
Lost ticket admin fee	new	5.00
Annual season ticket	750.00	1,000.00
Annual season ticket - reduced rate	600.00	750.00
Weekly	35.00	50.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	new	400.00

**Regency Square**

1 hour	2.50	1.00
3 hours	5.00	5.00
4 hours	7.00	7.00
6 hours	9.50	9.50
24 hours / Lost ticket	12.50	12.50
Weekend - 1 hour	2.50	2.50
Weekend - 3 hours	5.00	5.00
Weekend - 4 hours	7.00	7.00
Weekend - 6 hours	9.50	9.50
Weekend - 24 hours / Lost ticket	12.50	12.50
Evenings 1800 - 2400	5.00	4.50
Night 24.00-09.00	6.50	delete
Lost ticket admin fee	new	5.00
Quarterly season ticket	500.00	500.00
Annual season ticket	1500.00	1500.00
Overnight 16.00 – 11.00 (hotel discount)	new	10.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	new	600.00

**Regency Square****Trafalgar Street**

1 hour	new	1.00
2 hours	2.50	2.50
4 hours	4.00	4.00
6 hours	6.00	6.00
9 hours	7.50	7.50
24 hours / Lost ticket	12.50	12.50
Weekend - 2 hours	2.50	2.50
Weekend - 4 hours	4.00	4.00
Weekend - 6 hours	6.00	6.00
Weekend - 9 hours	7.50	7.50
Weekend - 24 hours / Lost ticket	12.50	12.50
Evenings 1800 - 2400	5.00	4.50
Night 24.00-09.00	6.50	delete
Overnight 16.00 – 11.00 (hotel discount)	new	10.00
Lost ticket admin fee	new	5.00
Quarterly season ticket	500.00	750.00
Annual season ticket	new	1500.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	new	600.00

**Trafalgar Street****King Alfred**

1 hour	1.00	1.50
2 hours	1.50	2.00
3 hours	2.00	2.50
4 hours	2.50	3.00

**King Alfred**

**Carlton Hill**

2 hours	3.00	4.00
4 hours	5.50	8.00
6 hours	8.00	delete
9 hours	new	10.00
12 hours	9.00	delete
24 hours	12.50	17.50
Quarterly season ticket	500.00	750.00

**Carlton Hill****High Street**

2 hours	2.50	4.00
4 hours	4.50	8.00
6 hours	7.00	delete
9 hours	8.50	10.00
24 hours	12.50	17.50
Quarterly season ticket	500.00	750.00
Annual season ticket	1500.00	2000.00

**High Street****Oxford Court Car Park**

2 hours	2.50	4.00
4 hours	4.00	8.00
6 hours	5.00	delete
9 hours	7.50	10.00
12 hours	9.00	delete
24 hours	12.50	17.50
Quarterly season ticket	500.00	750.00

**Oxford Court Car Park****Norton Road**

1 hour	0.60	1.00
2 hours	1.20	1.50
4 hours	2.20	2.50
5 hours	3.20	3.50
9 hours	4.20	4.50
12 hours	4.70	5.00
Annual Season Ticket	475.00	750.00

**Norton Road****Rottingdean West Street**

1 hour	0.50	1.00
2 hours	1.00	1.50
3 hours	2.00	2.50

**Rott'dn West Street****Rottingdean Marine Cliffs**

1 hour	0.50	1.00
2 hours	1.00	1.50
3 hours & over	2.00	2.50
Quarterly season ticket	25.00	50.00

**Rottingdean Marine Cliffs**

**Haddington Street**

1 hour	0.50	1.00
2 hours	1.00	1.50
3 hours	1.50	2.50

---

**Haddington Street**

---

**Black Rock**

1 hour	1.00	1.50
2 hours	2.00	3.00
3 hours	3.00	delete
4 hours	4.00	6.00
9 hours	5.00	10.00

---

**Black Rock**

---

**On-street (Pay & Display)****HIGH ZONE****Central Brighton****North Short Term (Zone Y)**

30 mins	1.70	delete
1 hour	3.20	3.50
2 hours	6.00	6.00

**North - Medium Term (Zone Y)**

1 hour	1.70	3.50
2 hours	3.00	6.00
4 hours	6.00	10.00

**South - Short Term (Zone Z)**

30 mins	1.70	delete
1 hour	3.20	3.50
2 hours	6.00	6.00

**South - Medium Term (Zone Z)**

1 hour	1.70	3.50
2 hours	3.00	6.00
4 hours	6.00	10.00

**Central Brighton****Seafront (Outer) - Madeira Drive (1 Apr - 30 Sep)**

1 hour	1.50	3.50
2 hours	2.20	6.00
3 hours	3.00	delete
4 hours	4.00	10.00
6 hours	7.00	delete
9 hours	10.00	delete
11 hours	new	20.00

**Seafront (Outer) - Madeira Drive (1 Apr - 30 Sep)****Seafront (Inner) - Marine Parade, New Steine, Kings Road & Kingsway (East of Fourth Avenue)**

1 hour	1.50	3.50
2 hours	2.20	6.00
3 hours	3.00	delete
4 hours	4.00	10.00
6 hours	7.00	delete
9 hours	10.00	delete
11 hours	new	20.00

**Seafront (Inner) - Marine Parade, New Steine, Kings Road & Kingsway (East of Fourth Avenue)**

**LOW ZONE**

**Seafront (Outer) - Kingsway (West of Hove Street)**

1 hour	0.70	1.00
2 hours	1.20	2.00
3 hours	3.00	delete
4 hours		3.00
4-9 hours	4.00	delete
11 hours		5.00

**Seafront (Outer) - Kingsway (West of Hove Street)**

---

**Seafront (Outer) - Madeira Drive (1 Oct - 31 Mar)**

1 hour	0.70	1.00
2 hours	1.20	2.00
3 hours	3.00	delete
4 hours		3.00
4-9 hours	4.00	delete
11 hours		5.00

**Seafront (Outer) - Madeira Drive (1 Oct - 31 Mar)**

---

**Rottingdean High Street**

1 hour	0.50	1.00
2 hours	1.00	2.00
3 hours	2.00	delete
4 hours	new	3.00

**Rottingdean High Street**

---

**Madeira Drive (coach park)**

8 hours	15.00	15.00
---------	-------	-------

**Madeira Drive (coach park)**

---

**Zone A (Preston Park Station)****Medium Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone A (Preston Park Station)****Zone C (low tariff) - Queen's Park****Short Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone C (low tariff)****Zone C (medium tariff) - Queen's Park****Short Term**

15 mins	0.20	delete
1 hour	1.70	1.00
2 hours	3.00	2.00
4 hours	6.00	3.00

**Zone C (medium tariff)**



**Zone H (Kemp Town)**

**Short Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone H (Kemp Town)**

---

**Zone J - London Road Station**

**Short Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone J - London Road Station**

---

**Zone M - Brunswick**

**Short Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone M (Brunswick)**

---

**Zone N - Central Hove**

**Short Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone N (Central Hove)**

---

**Zone O - Goldsmid**

**Short Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone O (Goldsmid)**

---

**Zone Q - Prestonville**

**Short Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone Q (Prestonville)**

---

**Zone R - Westbourne / Poet's Corner**

**Short Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone R (Westbourne/Poet's Corner)**

---

**Zone T - Hove Station Area**

**Short Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

**Medium Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

**Long Term**

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

**Zone T (Hove Station Area)**

---

## Permits

### Residents permits

1 year (full scheme)	108.00	115.00
3 months (full scheme)	32.00	40.00
1 year (light touch)	63.00	80.00
6 months (light touch)	37.00	50.00
1 year (full scheme) - low emission	54.00	57.50
3 months (full scheme) - low emission	16.00	20.00
1 year (light touch) - low emission	31.50	40.00
6 months (light touch) - low emission	18.50	25.00
Resident zone change (admin fee)	new	10.00
Refunded permit (admin fee)	new	10.00
Resident change of vehicle (admin fee)	new	10.00
Replacement resident permit (admin fee)	new	10.00
Blue Badge resident permit	5.00	10.00
Blue Badge resident permit (light touch)	5.00	10.00

### Residents permits

### Visitors Permits

Full scheme - per permit	2.00	2.50
Light touch – per permit	1.00	1.50

### Visitors Permits

<b>Blue Badge (3 years)</b>	<b>2.00</b>	<b>10.00</b>
-----------------------------	-------------	--------------

Car Club (pilot scheme)		
Car Club (1 year)	20.00	20.00

### Car Club (1 year)

### Traders Permits

One year	350.00	750.00
3 months	90.00	200.00
Refunded permit (admin fee)	new	10.00
Change of vehicle permit (admin fee)	new	10.00
Replacement traders permit (admin fee)	new	10.00

### Traders Permits

### Business Permits

One year	175.00	400.00
3 months	53.00	120.00
One year (light touch)	delete	delete
Business zone change (admin fee)	new	10.00
Refunded permit (admin fee)	new	10.00
Change of vehicle permit (admin fee)	new	10.00
Replacement business permit (admin fee)	new	10.00

### Business Permits

**School Permits**

One year	108.00	115.00
3 months	32.00	40.00

**School Permits**

---

**Hotel Permits**

Area C (24 hours)	5.50	7.50
Area N (1 day)	2.00	3.00

**Hotel Permits**

---

**Suspensions**

Suspensions (1st 8 weeks)	30.00	40.00
Suspensions (Over 8 weeks)	15.00	20.00

**Suspensions (per bay, per day)**

---

**Waivers (1 day)**

---

<b>4.00</b>	<b>10.00</b>
-------------	--------------

**Professional Carers (1 year)**

---

<b>25.00</b>	<b>25.00</b>
--------------	--------------

**Dispensations (1 year)**

---

<b>30.00</b>	<b>30.00</b>
--------------	--------------

<b>Subject:</b>	<b>Postal Penalty Charge Notices issued by CCTV and for 'vehicle drive aways'</b>		
<b>Date of Meeting:</b>	<b>29 November 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Paul Nicholls</b>	<b>Tel: 29-3287</b>
	<b>Email:</b>	<b>paul.nicholls@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The Traffic Management Act (TMA) 2004 gives enforcement authorities the power to issue Penalty Charge Notices (PCNs) by post to motorists who park in contravention but drive away before the PCN can be fixed to the vehicle or handed to the person appearing to be in charge of the vehicle. These PCNs are referred to as 'Regulation 10 VDA (Vehicle Driven Away) PCNs'.
- 1.2 The TMA also gives enforcement authorities the power to issue PCNs by post on the basis of evidence from CCTV cameras ("approved devices"). Like many authorities, Brighton and Hove did not adopt these powers initially upon the implementation of the TMA. This report recommends that both these powers now be adopted to tackle congestion on key routes in and out of the city and to reduce dangerous parking outside schools, in bus stops and for other serious parking contraventions. The report summarises the enforcement approach that it is suggested the City Council should apply.

**2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member for Transport & Public Realm approves the use of the powers in the Traffic Management Act 2004 and regulations made under it for the enforcement by the City Council of Regulation 10 Vehicle Drive Away PCNs, and PCNs issued on the basis of CCTV evidence from 1 March 2012.
- 2.2 That the Cabinet Member for Transport & Public Realm approves the proposed approach to enforcement outlined in this report and appendices and the programme of actions for the adoption of these powers.

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

- 3.1 The Traffic Management Act (TMA) 2004, enables enforcement authorities to pursue 'vehicle driven away' PCNs through the service of a postal PCN. Regulation 10 of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007 gives powers to an enforcement authority to serve a PCN by post where a Civil Enforcement Officer (CEO) had begun to prepare a PCN for service, but the vehicle concerned was driven away before the CEO had finished preparing the PCN or had served it.
- 3.2 The Western Road / North Street Corridor together with London Road and Lewes Road are key public transport access routes into the city centre and are used by 3,000 buses every day.
- 3.3 If a vehicle is seen parked in contravention a Civil Enforcement Officer (CEO) will start to issue a Penalty Charge Notice (PCN), a process which takes about two minutes to complete. Drivers are however frequently in nearby shops and will return to the vehicle and drive away as soon as they see a CEO.
- 3.4 In September 2011 the busiest section of London Road received 265 CEO visits with 57 PCNs issued but 121 vehicles parked in contravention drove away before the PCN could be issued.
- 3.5 A CEO would not be able to issue a postal PCN for all vehicles currently recorded as 'vehicle drive aways' as the officer would need to have recorded sufficient evidence to prove the contravention, including photos. However, it is envisaged that the adoption of the power to issue regulation 10 VDA PCNs would reduce the number of PCNs evaded in this way.
- 3.6 Secretary of State guidance recommends that CCTV enforcement is only used where enforcement is difficult or sensitive and Civil Enforcement Officer enforcement is not practical.
- 3.7 All areas covered by static cameras used for bus lane enforcement have more 'vehicle drive aways' recorded by CEOs than PCNs issued, which illustrates the difficulties experienced in enforcing these key areas by foot.
- 3.8 Bus lane monitoring officers can call for CEO enforcement when they observe a vehicle parked in contravention. However, this can take some time to arrive with the vehicle driving away as soon as the CEO is present and starts to issue the PCN.
- 3.9 The adoption of powers to issue PCNs on the basis of CCTV evidence is in line with government guidance and will help to address the issues outlined above and improve the effectiveness of parking enforcement within the city.

### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Over the past ten years parking officers have met with ward councillors on numerous occasions about the issue of parked vehicles restricting the flow of traffic along key public transport routes. Parking officers also receive frequent



complaints about parents stopping on school clearways for short periods of time for which we currently have no effective means of enforcement.

- 4.2 Brighton and Hove buses have been consulted about the proposals and are in favour of the proposed changes in the interest of improved and more consistent bus journey times. Western Road has been particularly problematic for the bus company. In September 2011 only 13 PCNs were issued in Western Road following 527 visits with 132 recorded vehicle drive aways.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 An investment in parking hand-held computer software would be required, funded from on street parking income. Overall areas with poor compliance are expected to show rapid improvement as a result of this measure so there will be no significant impact on parking income.

*Finance Officer Consulted: Karen Brookshaw Date: 24/10/11*

### Legal Implications:

- 5.2 Regulation 10 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 gives the council as enforcement authority powers to serve a penalty charge notice by post on the basis of a record produced by an approved device or where a civil enforcement officer had begun to prepare a penalty charge notice for service but the vehicle concerned was driven away from the place in which it was stationary before the civil enforcement officer had finished preparing the penalty charge notice or had served it.
- 5.3 "Approved device" for this purpose means one that has been approved under The Civil Enforcement of Parking Contraventions (Approved Devices) (England) Order 2007. The council therefore needs to ensure that all devices (i.e. CCTV cameras) used for this purpose have been so approved.

*Lawyer Consulted: Carl Hearsom Date: 25/10/11*

### Equalities Implications:

- 5.4 The new policy will be included in Parking Services Equalities Impact Assessment. As the contraventions listed for postal PCNs mainly relate to 'instant' PCNs such as where there is a bus stop, loading ban, school clearway etc. they will apply to contraventions where there are no Blue Badge concessions. The only exception would be a vehicle parked in a disabled bay without displaying a valid Blue Badge. Before issuing a postal PCN for this type of contravention they would need to be sure that a valid blue badge was not displayed. Overall issuing postal PCNs should therefore assist blue badge holders find a parking space by deterring drivers without a blue badge from using them.

Sustainability Implications:

- 5.5 This initiative aims to help alleviate congestion on key public transport routes

Crime & Disorder Implications:

- 5.6 There are no crime and disorder implications.

Risk and Opportunity Management Implications:

- 5.7 A higher rate of appeal against postal Penalty Charge Notices is to be expected and these will be investigated by the appeals team in line with statutory guidance. The use of these powers provides an opportunity to improve compliance with the parking regulations in problem areas. If this were to happen there would be benefits in terms of improved public transport journey times and less congestion

Public Health Implications:

- 5.8 The aim of this initiative is to reduce congestion on public transport routes and thereby carbon and particulate emissions which can be harmful to health.

Corporate / Citywide Implications:

- 5.9 None identified

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

- 6.1 The option of not adopting these powers has been considered. The long term benefits of improving compliance with the parking regulations are seen to outweigh this option.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 A small number of drivers are persistently parking in contravention on key public transport routes then driving away before a PCN can be issued. The objective of issuing postal PCNs will be to change this behaviour and allow traffic to flow more freely and help address the problem of short term dangerous parking.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. List of parking contraventions to be enforced by CCTV or CEO postal PCN

**Documents in Members' Rooms**

None

**Background Documents**

1. Code of Practice for CCTV enforcement



## CCTV Parking Enforcement

To be undertaken in all locations visible to the static cameras located in North Street / Western Road, London Road, Lewes Road.

CCTV monitoring officers will be BTEC qualified in data protection and all relevant legislation and follow the Code of Practice for CCTV enforcement.

CCTV devices will be approved for parking enforcement by the Vehicle Certification Agency through submission of a technical file prior to enforcement and therefore be 'approved devices' in accordance with the legislation.

Only the following parking contraventions may be enforced by the CCTV cameras

**Contravention 02** - Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force.

**Contravention 45** - Parked in a taxi rank

**Contravention 47** – Parked on a restricted bus stop/stand.

**Contravention 99** - Stopped on a pedestrian crossing and/or area marked by zigzags

For all contraventions CCTV monitoring officers will

- Zoom in for close up of vehicle
- Pan out for context shot
- Operator to make notes of any activity carried out by the driver

## Regulation ten 'Postal' PCNs on issued foot

Regulation ten PCNs will only be issued Civil Enforcement Officers following relevant training.

They may be issued for the following contravention codes

**Contravention 02** - Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force.

**Contravention 40** – Parked in a designated disabled person's parking place without displaying a valid disabled person's badge

**Contravention 45** - Parked in a taxi rank

**Contravention 47** – Parked on a restricted bus stop/stand.

**Contravention 48** – Parked in a restricted area outside a school

**Contravention 49** – Parked wholly or partially on a cycle track

**Contravention 99** - Stopped on a pedestrian crossing and/or area marked by zigzags

Comprehensive pocket book notes will be taken. Good quality photos are required for the contravention to be proved.

Regulation ten PCNs will be spot checked to establish whether sufficient evidence has been gathered for a PCN to be issued. Following enquiries with DVLA PCNs will be issued in accordance with statutory timescales and on notices specifically designed for regulation ten PCNs.

**Subject:** Safer Routes to School Scheme, South Portslade  
**Date of Meeting:** 29 November 2011  
**Report of:** Strategic Director, Place  
**Contact Officer:** Name: Matt Thompson Tel: 29-2357  
E-mail: matthew.thompson@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** All South Portslade

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Brighton & Hove City Council has a statutory duty to reduce the number of people killed and seriously injured on its roads under the Road Traffic Act 1988. The Council's Local Transport Plan also prioritises road safety and casualty reduction within the Safer Routes to Schools Programme.
- 1.2 St Mary's RC Primary School, St Peter's Community Infant and Nursery School, Portslade Infant School, Benfield School and St Nicolas C of E Voluntary Aided Junior School have been selected within the Safer Routes to School Scheme as a priority due to the number of collisions in the area involving pedestrians and cyclists during school journey times over the past three years. The purpose of this report is to seek permission to proceed with the proposed Safer Routes to School Scheme measures, which focus on improving road safety for children, parents and carers travelling to and from nursery or school.

**2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member for Transport & the Public Realm approves the preferred scheme outlined in Appendix 2 together with the advertising of a Traffic Order under the Road Traffic Regulation Act 1984 in respect of elements in the preferred scheme.
- 2.2 That the Cabinet Member for Transport & the Public Realm authorises the implementation of the scheme subject to the satisfactory resolution of any objections received following the advertisement of the Traffic Orders.

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

- 3.1 Safer Routes to School is an initiative that aims to improve routes to school making it safer for children and their parents and carers to walk, cycle or use public transport, thus providing increased travel choice for the journey to and from school. The initiative forms a key component of Brighton & Hove City Council's Local Transport Plan 2011/12 – 2014/15.

- 3.2 Based on collision data the area was identified by officers as appropriate for a Safer Routes to School Scheme. During the three year period 1<sup>st</sup> January 2007 to 31<sup>st</sup> December 2009 there were 28 collisions involving a pedestrian or a cyclist and another vehicle during school journey times. This resulted in 30 casualties, 17 of whom were pedestrians and 13 of whom were cyclists. In total, 11 children sustained slight injuries.
- 3.3 The consultation took place between 5<sup>th</sup> and 23 September and this report outlines the preferred scheme following consultation (see Appendix 2) and makes recommendations for measures to be implemented.
- 3.4 The scheme will benefit five schools (St Mary's RC Primary School, St Peter's Community Infant and Nursery School, Portslade Infant School, Benfield School and St Nicolas C of E VA Junior School) which between them cater for 1151 children. These improvements will also benefit the wider community of South Portslade.
- 3.5 The headline results of the public consultation are as follows:
- Speed limit reduction to 20mph on Trafalgar Road and Church Road; School warning sign on St Peter's Road Carriageway; Repainting of Victoria Road zebra crossing. 71% of responses were in favour.
  - Shelldale road/ Trafalgar Road junction roundabout realignment and refuge expansion. 81% of responses were in favour.
  - Trafalgar Road/ Victoria Road junction changes to the Northern Trafalgar arm and refuge expansion. 80% of responses were in favour.
  - Carlton Terrace build out reduction and pedestrian refuge installation. 83% of responses were in favour.
  - Hangleton link northbound slipway at A270 carriageway hatching. 80% of responses were in favour.
  - Church Road/ North St Corner realignment and curb raising. 81% of responses were in favour.
- 3.6 The proposed scheme will complement the work that continues with the schools in the development and monitoring of their School Travel Plans. A School Travel Plan aims to encourage the use of sustainable transport on the school journey and to improve safety. The Safer Routes to School Scheme funding will enable practical engineering measures to be put in place that make those sustainable journeys easier and safer.

#### **Links to other Council measures**

- 3.7 The Council provided Child Pedestrian Training for year one pupils at St Peter's Community Infant, St Mary's RC Primary and Portslade Infants in Autumn 2010. Year three pupils at St Nicolas Junior received Child



Pedestrian Training in Autumn 2009. Further pedestrian training took place at Portslade Infants in Autumn 2011. Training is undertaken within the local area of the schools ensuring pupils will benefit from the additional safety engineering measures.

The Council has also provided cycle training as follows:

- Year six pupils at St Mary's RC Primary have received cycle training every year since 2008.
- Years three, four and six pupils at St Nicolas Junior have received cycle training since 2009.
- Benfield Junior school pupils in year six have received cycle training since 2008.

St Peter's Community Infants have also received Scooter training for Year two in the Summer term of 2011.

St Mary's RC Primary, Portslade Infants and St Nicolas Junior schools have School Crossing Patrol Officers.

- 3.8 In September 2010 Benfield Junior School opened a two form reception entry year and has changed from a junior to an all through primary school. The measures outlined in the Safer Routes to School Scheme will be beneficial to the expanded school and increased pupil numbers. A separate scheme is examining the possibility of installing a light controlled crossing on the Old Shoreham Road at the bottom of Benfield Way.
- 3.9 These proposals would complement the proposed 20mph speed limit area for North Portslade for which permission to consult was granted at the CMM on 4 October 2011.
- 3.10 The proposal to reduce the speed limit from 40 to 30mph on the Old Shoreham Road between Carlton Terrace and Southern Cross was also given permission to consult at the October CMM.

## **4. CONSULTATION**

### **Schools consultation**

- 4.1 In March 2011 the Council undertook a survey with Pupils, parents, carers and staff at St Mary's RC Primary School, St Peter's Community Infant School, Portslade Infant School, Benfield School and St Nicolas Junior School. The survey was commissioned to gain an understanding of the transport needs of the schools and concerns people had regarding road safety. The main findings of the survey can be seen in Appendix 1.

#### *Summary of consultation with schools*

- 4.2 The majority of children would like to be able to walk or cycle to school.
- 4.3 Southdown Avenue and the crossing near its junction with Victoria Road is seen as dangerous.
- 4.4 Parking and speed on Locks Hill, particularly around both school entrances is a cause for great anxiety and concern.
- 4.5 Traffic and speed, together with narrow pavements are a concern on Trafalgar Road and Church Road for the two schools nearby.

- 4.6 The Church street and North street junction is a concern because vehicles mount the pavement while turning.
- 4.7 Side streets are used as rat runs around St Peter's road, and parking in these streets makes people nervous about crossing due to poor visibility from the pavements.

*Summary of Public consultation*

- 4.8 The public consultation took place between 5<sup>th</sup> and 23 September 2011.
- 4.9 Ward Councillors for South Portslade visited the five sites with Council officers on the 26 June 2011 prior to the public consultation, and welcomed the five main measures. At the time, the Speed limit reduction on Trafalgar Road/ Church Road was not part of the scheme, so this was not discussed with ward members.
- 4.10 In August, the decision was taken to add the 20mph speed limit to Trafalgar Road/ Church Road to the scheme. Ward members were advised of these additions and asked if they would like to attend consultation events. Both expressed concerns that speed limit reductions were needed elsewhere in the vicinity, on both the A270 and Locks Hill. There were also concerns about how enforceable the 20mph limit would be. Ward members were advised that the issues raised would be tackled by separate schemes in the area which would be considered by Cabinet in October.
- 4.11 Postcards were delivered to 2536 addresses in the area on 5 September inviting people to attend exhibitions to view plans of the proposed layouts. Survey forms were available at exhibitions and events for people to give feedback and an on-line survey was also available on the Council website.
- 4.12 A large map was available showing the location of five areas where changes are proposed and plans were also given showing more detailed layouts.
- 4.13 People were asked to look at plans for suggested improvements and to then give their preferred options for improvements. Each question also gave a space for comments. These are listed in Appendix 2.
- 4.14 58 people responded (2 from outside the mailed area), giving a response rate of 2%. 19 replies came from the exhibitions and events and 39 came from the on-line survey.
- 4.15 Sussex Police Roads Policing Unit (RPU) advise they support the introduction of 20mph limits on important distributor roads only where the limit is self enforcing as indicated by mean speed criteria. While a snapshot survey of a 45 minute period indicated a mean speed of only 24mph, the RPU are concerned that non-compliance would be higher at quieter periods of the day. It has been agreed that permanent VAS (Vehicle Activated Signs) will be installed on Church and Trafalgar Roads, and that a full

review of mean speeds will be made after 6 months to assess the need for additional engineering measures.

There were no objections from the RPU to the other measures in the scheme.

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

### Financial Implications:

- 5.1 Capital: A budget of £60,000 has been set aside within the Local Transport Plan for 2011-12 for the Safer Routes to Schools schemes. This funding will cover the implementation costs of all five main recommended measures, the speed limit change and other minor works.

*Finance Officer consulted: Karen Brookshaw Date: 24/10/11*

### Legal Implications:

- 5.2 The Council has a statutory duty under section 39 of the Road Traffic Act 1988 to carry out studies into accidents arising out of the use of vehicles on roads for which it is the highway authority and to take such measures as appear to it to be appropriate to prevent accidents.

- 5.3 Before implementation, all relevant procedural requirements must be dealt with. It will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any unwithdrawn objections to be considered at CMM before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

*Lawyer consulted: Carl Hearsum Date: 25/10/11*

### Equalities Implications:

- 5.4 There will not be an Equalities Impact Assessment as these proposals do not include a change to existing policy. However, the DDA will be consulted on the proposals to ensure that the highway measures are appropriate for people with physical difficulties.

### Sustainability Implications:

- 5.5 Sustainable Consumption and Production: It is proposed that materials be reused where possible.
- 5.6 Climate Change and Energy: The Safer Routes to School initiative seeks to increase use of sustainable modes of travel to and from school by increasing safety on the routes.
- 5.7 Sustainable Communities: The initiative includes engagement with communities to encourage sustainable travel.

#### Crime & Disorder Implications:

- 5.8 There are no implications for the prevention of crime and disorder at this stage. However, Sussex Police will be consulted as part of the public consultation process.

#### Risk & Opportunity Management Implications:

- 5.9 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs will be implemented.

#### Corporate / Citywide Implications:

- 5.10 The proposals will assist in the achievement of the Council priorities by protecting the environment through the encouragement of sustainable modes of travel to and from school. The proposals will reuse any appropriate materials to realise a better use of money. The Safer Routes to School Scheme reduces inequality by increasing access to safer, sustainable routes through the city.

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

- 6.1 These measures have been identified through consultation with parents, carers, staff and children from the schools as well as local ward Councillors and road safety officers and as such represent the best means of addressing the problems identified.

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

- 7.1 To enable Officers to proceed with the implementation of the scheme.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix 1: Initial Schools Consultation report
2. Appendix 2: Full consultation report
3. Appendices 3.1(overview); 3.2 A – E: (Individual site maps).

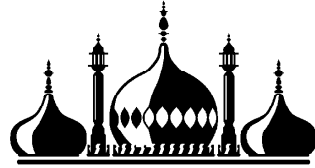
### **Documents in Members' Rooms**

1. Initial Schools Consultation Report
2. Full public Consultation report

### **Background Documents**

1. Local Transport Plan 2011/12 – 2014/15





**Brighton & Hove**

**Safer Routes to School  
Initial Schools Consultation Report  
May 2011**

## South Portslade

Benfield School  
Portslade Infant School  
St Mary's RC Primary  
St Nicolas C of E VA Junior School  
St Peter's Community Infant and Nursery  
School

# CONTENTS

	Page
1. Introduction to the Safer Routes Scheme	3
2. Criteria for selection for the scheme	4
2.1 Development of the plan	4
3. Background and Results of surveys	6
3.1 Benfield School	6
3.2 Portslade Infant School	9
3.3 St Mary's RC Primary School	12
3.4 St Nicolas C of E VA Junior School	14
3.5 St Peter's Community Infant and nursery School	
4. Main findings	15
5. Proposed improvement measures	15
6. Timescale and Consultation	16
7. Conclusions and final remarks	16
Appendix 1 – location maps	17



## **1. Introduction to the Safer Routes to School Project**

Safer Routes to School aims to make journeys to school safer and easier for children, their parents or carers and staff to walk or cycle to school.

Safer Routes to School started as a pilot project in the Brighton and Hove area in the autumn of 1997, following successful trials in Leeds and York. Since 1999 Brighton & Hove City Council has worked with 17 schools on Safer Routes to School schemes, installing new pedestrian crossing points, pedestrian refuges and other road safety engineering measures.

Brighton and Hove City Council are fully committed to the Safer Routes to School project, aimed at using a data led approach to identify areas where collisions are occurring on journeys to and from school, and to address the issues in these areas.

## 2. Criteria for selection for the scheme

The criteria for selecting area for this project included:

- Results of a city wide search for clusters (four or more) of collisions within a 25m radius over three years involving cyclists and pedestrians at school journey times during term time only.
- Proximity of schools to concentrations of those clusters
- Eliminating areas already being addressed by other schemes planned or already underway
- Analysis of the general severity of injuries and the specific circumstances and impacts on children of these collisions
- An assessment of whether engineering solutions could have mitigated those specific circumstances
- Comparison of student postcode data to determine relevance of area to school catchments.

The following information (gained from approved School Travel Plans and postcode data) was also used to help support the schools' inclusion in the project:

- the main travel routes used by children
- an audit of facilities to aid pedestrians/cyclists at or on route to the school including:
  - the presence or otherwise of formal pedestrian crossings
  - pedestrian refuge islands
  - dropped kerbs
  - guard rails
  - cycle lanes to the appropriate standard and cycle sheds/racks within the school sites

### 2.1 Development of the project

In applying the above criteria, the following schools were selected and are participating:

**Benfield School**

**Portslade Infants School**

**St Mary's RC Primary School**

**St Nicolas C of E VA Primary School**

**St Peter's Community Infant and Nursery School**

The first stage of developing the project was to carry out a questionnaire survey of the pupils, parents and staff of the three schools. This was carried out in the Spring term of 2011.

The primary objectives of the survey were as follows:

- i. to identify the main mode of travel to and from school
- ii. to determine levels of daily exercise amongst pupils
- iii. to identify the main travel routes to the school including key crossing points
- iv. to obtain the views of respondents on:
  - Children's preferred modes of travel to and from school
  - Parents' perceived danger of different modes of travel
  - Parents' and children's views on dangerous locations on route to school
  - Staff travel choices, journeys and modal preferences.

St Nicolas' and Portslade Infant schools began a joint review of their travel plans, taking account of their adjacent sites, in 2010. St Mary's RC Primary, St Peter's Community Infant and Nursery school, and Benfield School will all use the results of this survey to update their own STPs.

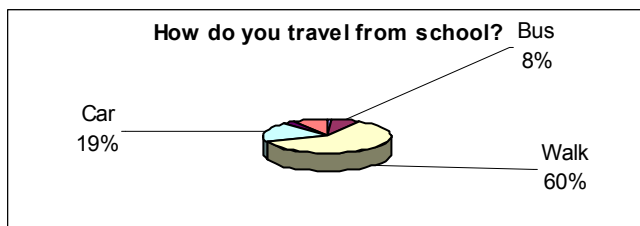
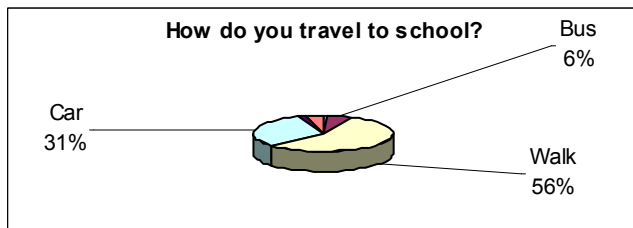
The scheme is proposed to be implemented in the Winter of 2011-12.

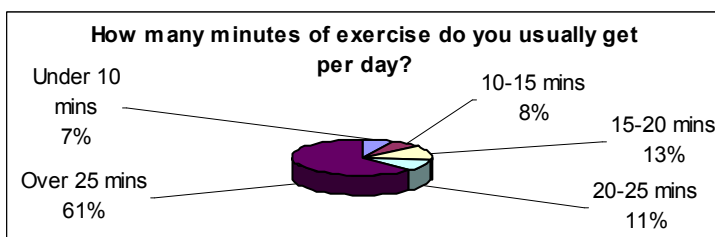
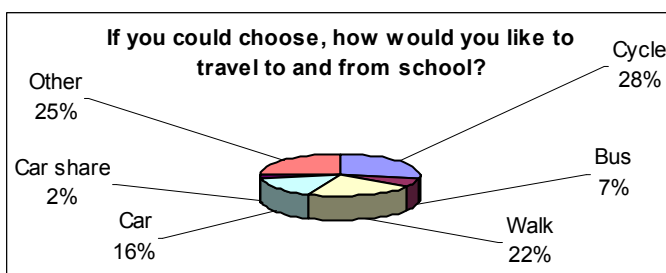
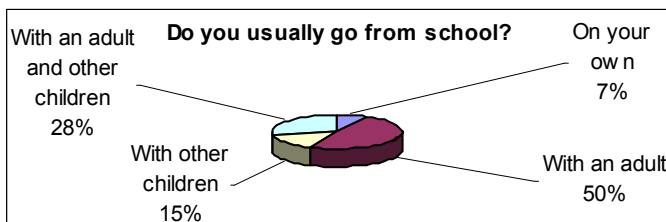
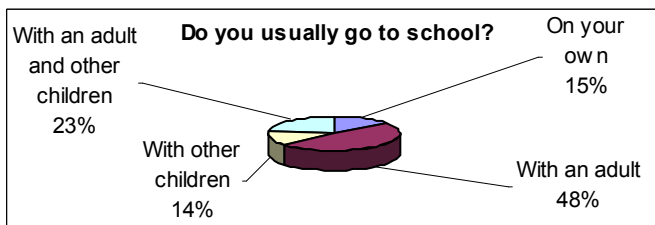
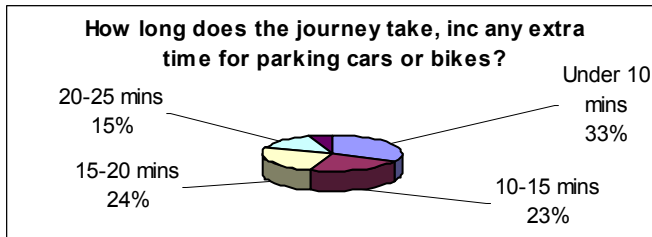
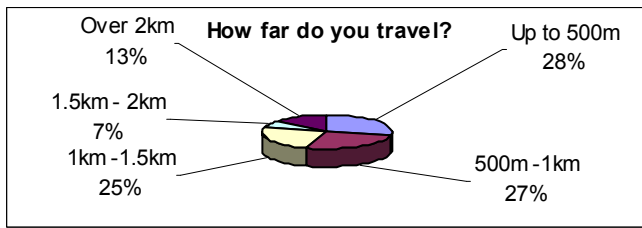
### 3. Background and Results of surveys

#### 3.1 Benfield School

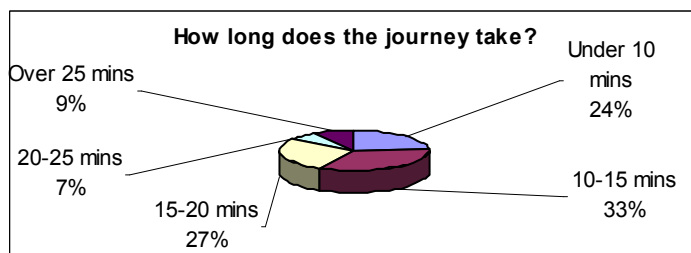
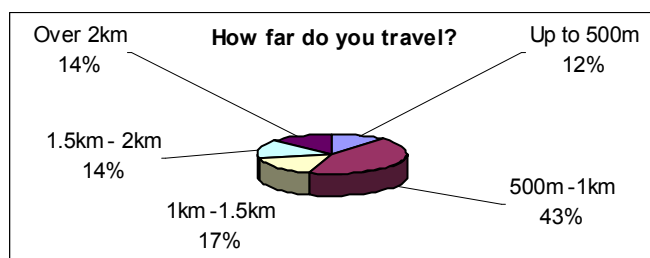
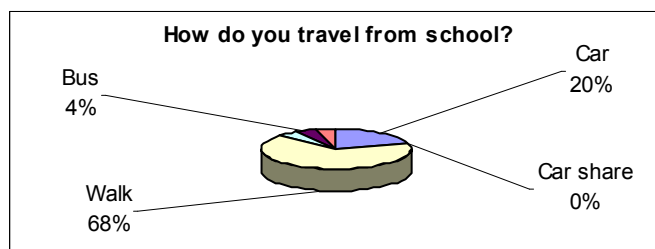
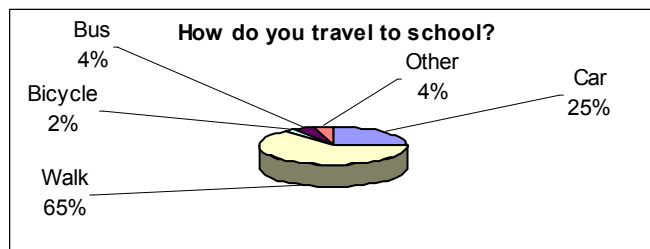
The school conducted surveys with all children and sent out questionnaires to parents and carers in March 2011 in order to determine information regarding their pupil's journeys to school. The results are as follows:

##### Pupil Results (129 Juniors surveyed)





**Parents Results (45 responses)**



**Parent/Carer Comments:**

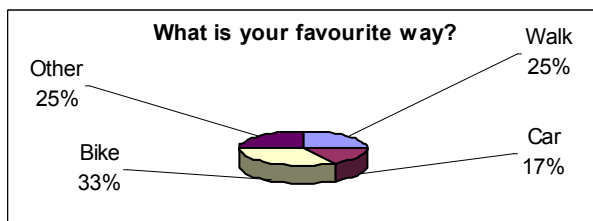
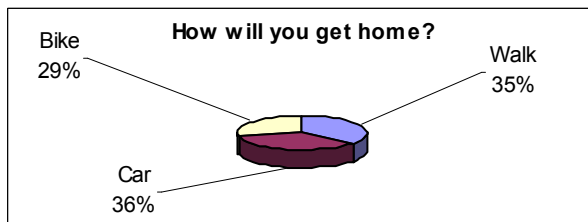
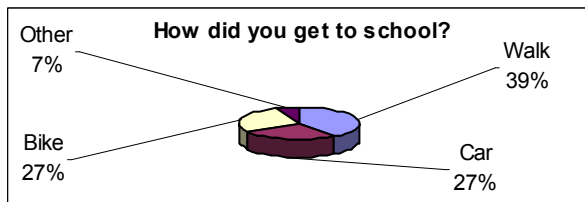
- Boundary Road – cars driving on wrong side to access Portland Rd when railway barriers are down
- Pedestrian crossing on Victoria Road near Southdown Ave is dangerous
- Southdown Ave – Parents parking/ dropping off create problems (2 respondents)
- Trafalgar Road between 8.30 and 9am impossible to cross unless drivers choose to stop
- Old Shoreham Road near Foredown Drive – crossing needs to be nearer school
- Southdown Rd should be residents only parking (2 respondents)
- Car park at East end of Victoria park should be sealed as parents only

- drop off/ collection point (2 respondents)
- Stop people driving right up to both entrances
- Lollipop lady needed on OSR near Foredown Drive
- Parents parking in Vale road are creating hazards
- Speeding in the area is a problem

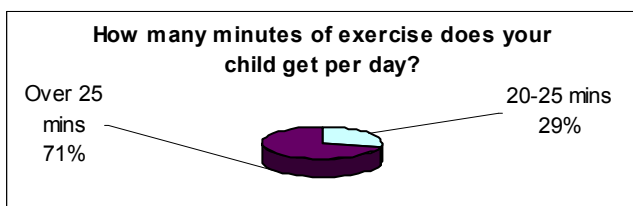
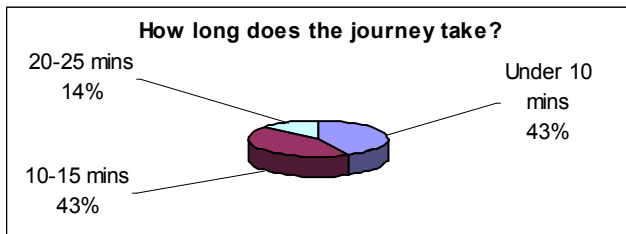
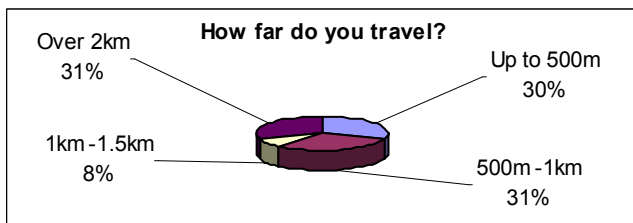
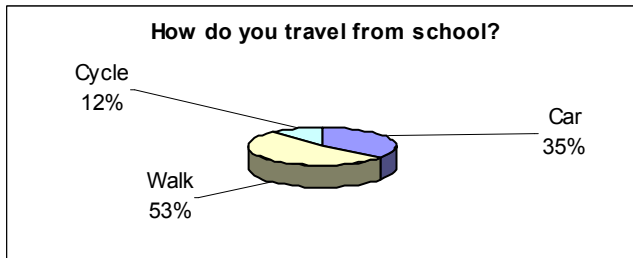
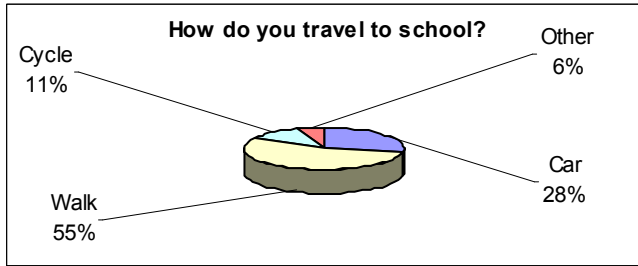
### 3.2 Portslade Infant School

The school conducted surveys with all children and sent out questionnaires to parents and carers in March 2011 in order to determine information regarding their pupil's journeys to school. The results are as follows:

#### Pupil Results (11 Infants surveyed)



#### Parents' Results (18 responses)



**Parent/Carer Comments**

- Large numbers of illegally parked cars and disabled badges on Locks Hill (2 respondents)
- Should be a bike purchase scheme for parents/ children
- Bend by church where South St meets Locks Hill needs Slow Children crossing sign
- Walking bus from Park side of tunnel would prevent dangerous parking on Locks Hill

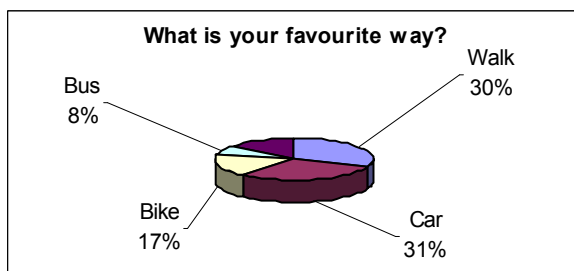
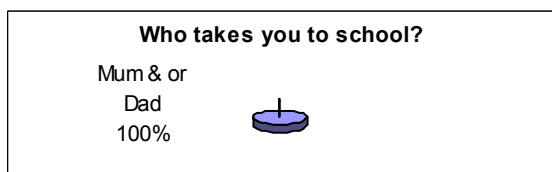
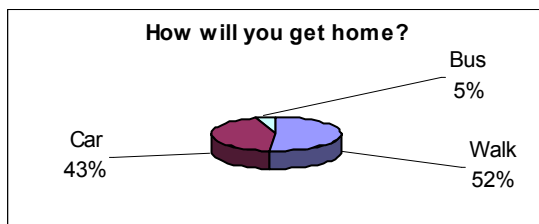
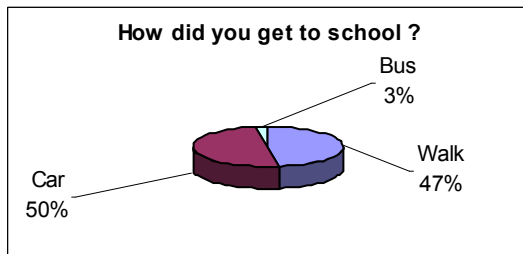


- Can take up to 5mins to cross Carlton Tce due to heavy traffic.
- Large number of parked cars and trucks on Victoria Road
- Junction of Locks Hill/ OSR – many near misses due to cars mounting pavements

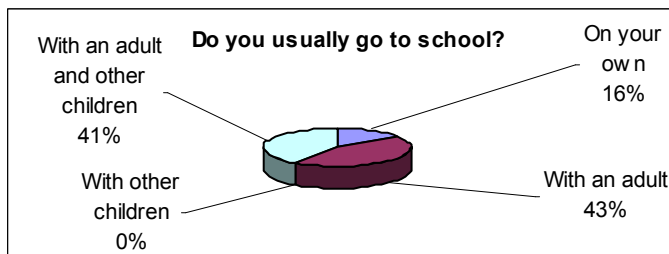
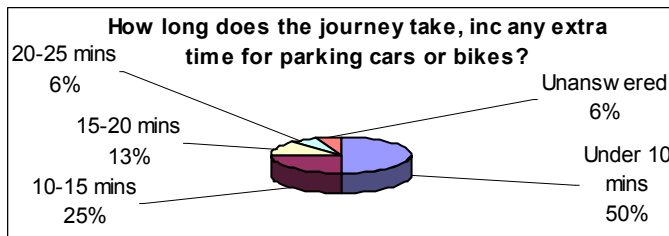
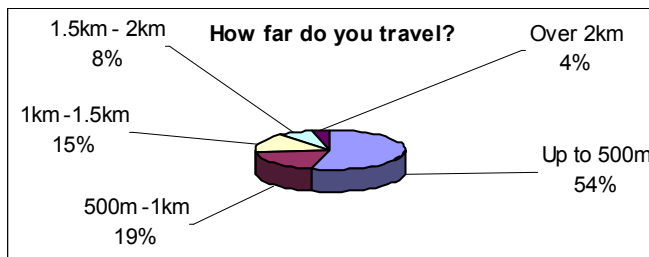
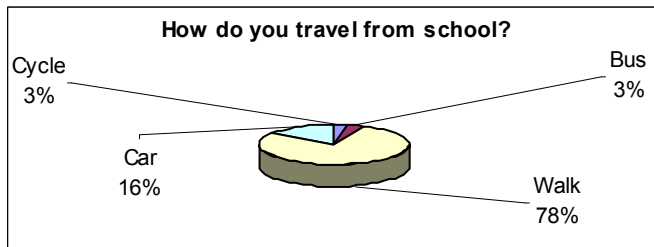
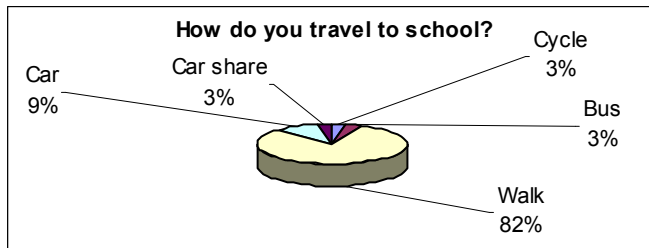
### 3.3 St Mary's RC Primary School

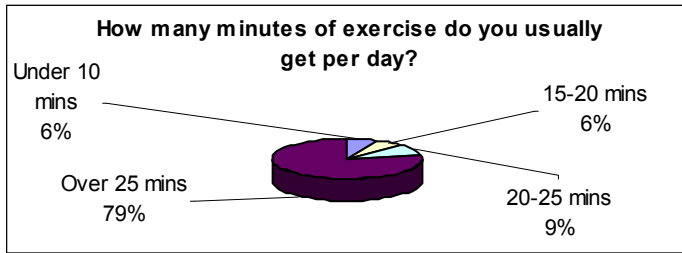
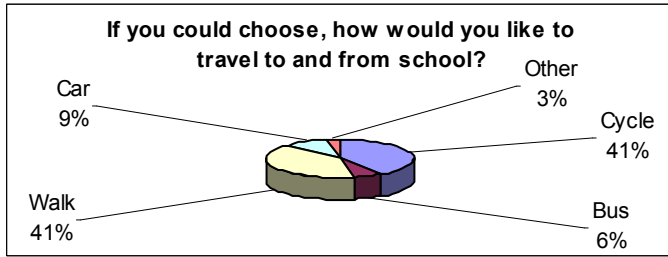
The school conducted surveys with all children and sent out questionnaires to parents and carers in March 2011 in order to determine information regarding their pupils' journeys to school. The results are as follows:

#### Pupil Results (37 Infants surveyed)

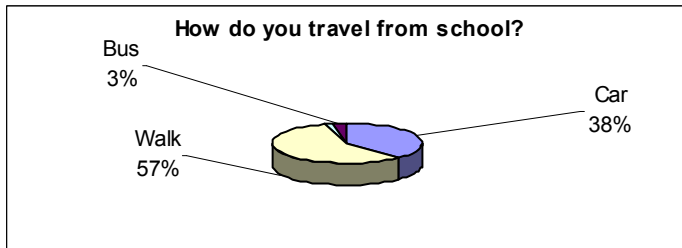
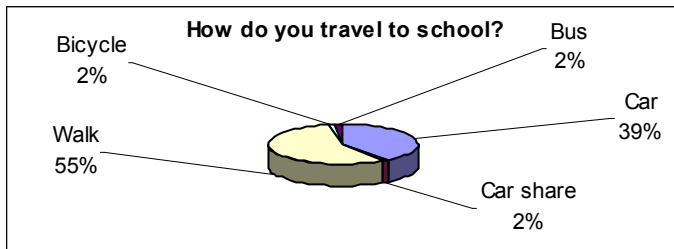


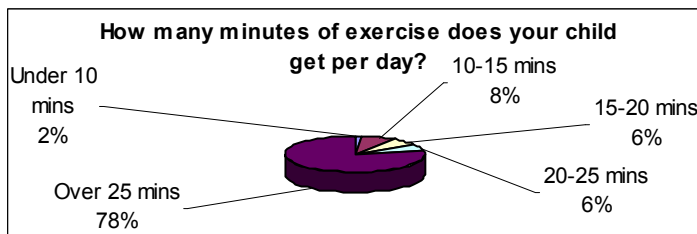
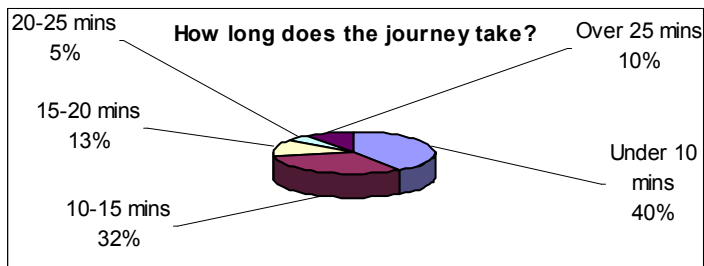
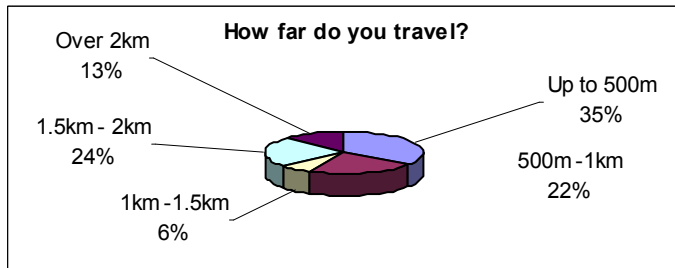
**Junior Results (31 Students)**





**Parent/ Carer Results (63 responses)**





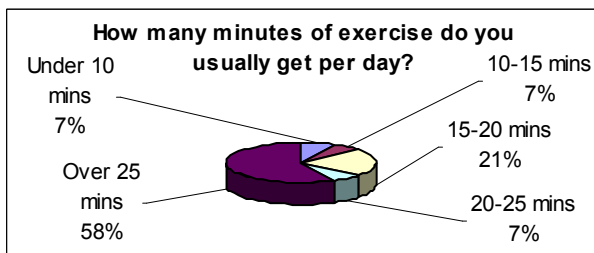
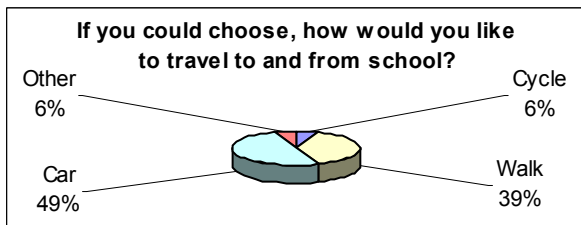
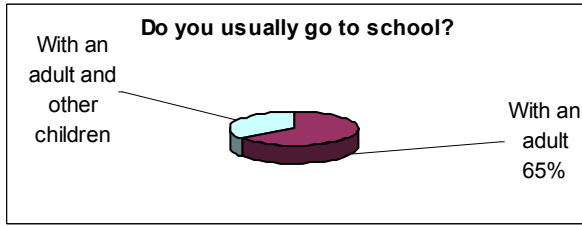
**Parent/Carer Comments**

- Church road /Trafalgar road is extremely busy always full of traffic.
- Pavement's too narrow (6 respondents)
- Vale road is extremely busy
- Pedestrian crossing on Trafalgar Road
- Cars ignore Lollipop lady
- Cars do not indicate at roundabout
- Speeding in Gladstone Road
- Parents parking in Vale Road (2 respondents)
- Speeding in the area (2 respondents)
- Lollipop ladies are great but we need more (2 respondents)
- Crossing in Gardner Street – no lollipop

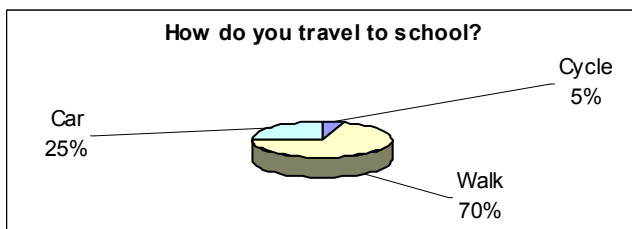
**3.4 St Nicolas C of E VA Junior School**

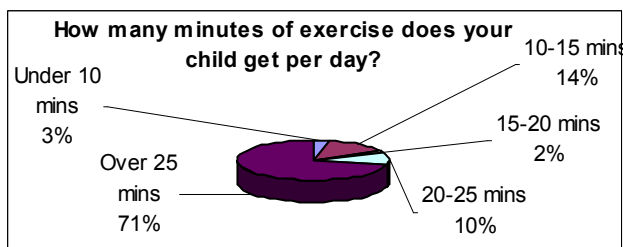
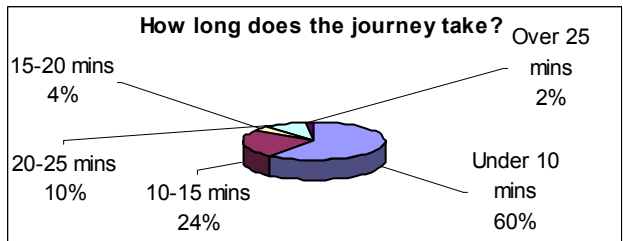
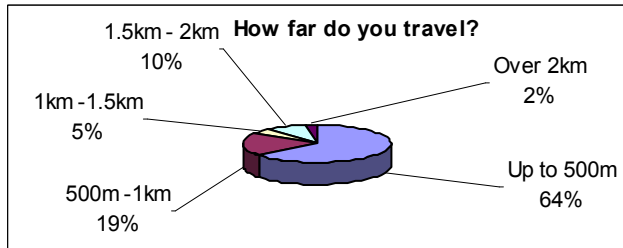
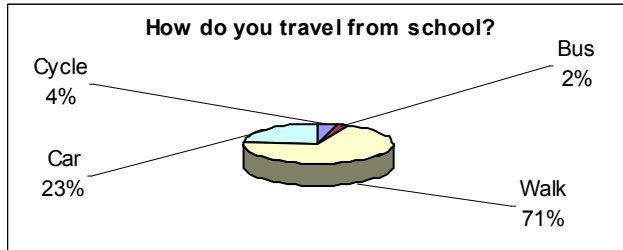
The school conducted surveys with all children and sent out questionnaires to parents and carers in March 2011 in order to determine information regarding their pupils' journeys to school. The results are as follows:

**Pupils' Results (17 surveyed)**



**Parents' results (61 responses)**





**Parents' comments**

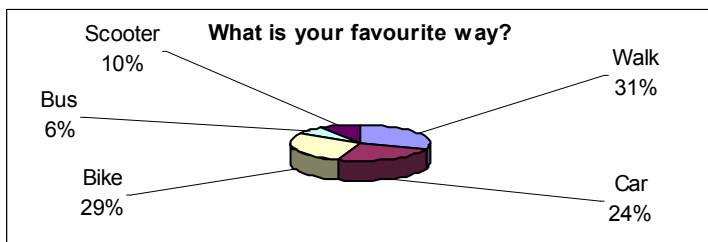
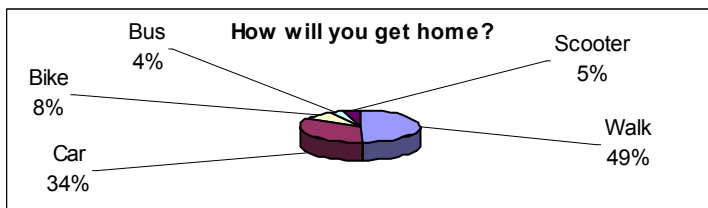
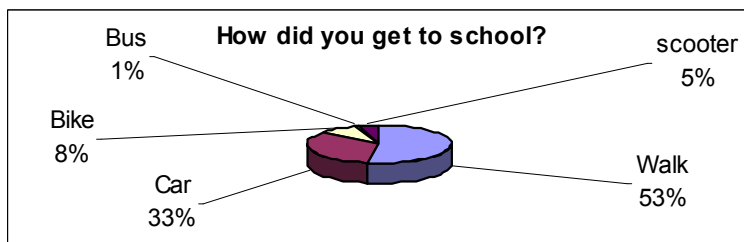
- Applesham Way very dangerous (2 respondents)
- Children cycling on pavements
- Trafalgar Rd used by HGV's going too fast
- Easthill Way/ St Nicolas crossing point needs raised table
- High St Old village has no safe crossing point (2 respondents)
- There are safe routes, but OSR is a danger (2 respondents)
- Crossings at Shelldale Road(nr Gardner St) and Gladstone Rd are difficult
- Cars jump lights at Southern cross so dangerous to children
- Parking on Highlands Rd on SKC markings/ pavements (2 respondents)
- Highlands Rd parking makes it dangerous for cyclists
- Fox Way jn with Crestway needs zebra crossing
- Bus stops too close together cause congestion on Locks hill.
- Buses travel too fast on Locks Hill (2 respondents)

Parents parking on yellow lines needs enforcement action (4 respondents)  
 Locks hill needs Speed bumps/ other controls (3 respondents)

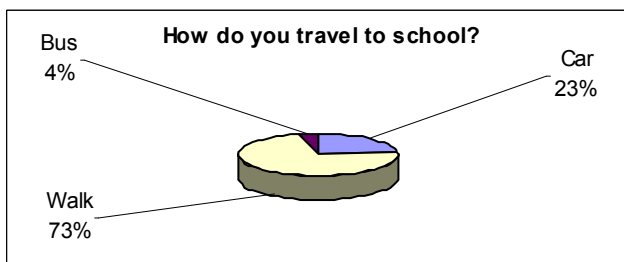
### 3.5 St Peter's Community Infant and Nursery School

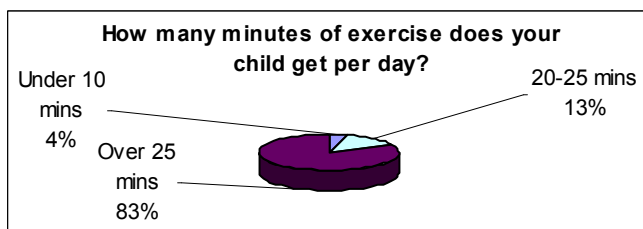
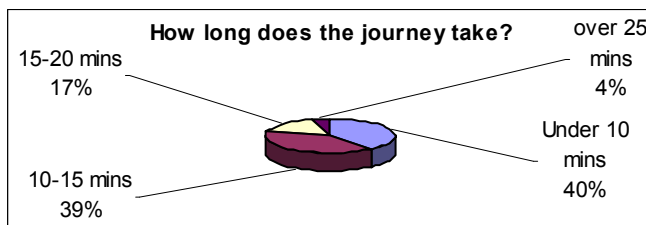
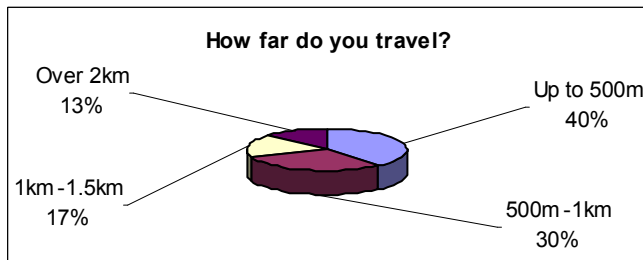
The school conducted surveys with all children and sent out questionnaires to parents and carers in March 2011 in order to determine information regarding their pupils' journeys to school. The results are as follows:

#### Pupils' results (83 surveyed)



#### Parents' results (26 responses)





**Parents' comments**

Busy roads around school

Dog mess

Visibility poor

Junction of North St & Church rd due to speed & large lorries (2 respondents)

Manor road rat run

Gladstone road rat run

Gladstone road bad visibility due to parked cars

Corner of North st and Church Rd dangerous as cars mount the pavement (2 respondents)

Crossing Seaford road to North street very dangerous and needs a pedestric crossing

Highlands road – corner where cars reverse and park on pavement is dangerous

Trafalgar rd/Church rd, large lorries, speeding. Worse on bin day



## 4. Main findings

- The majority of children would like to be able to walk or cycle to school
- Many of the junctions along the Old Shoreham Road are considered dangerous, with speed, poor signalling and failure to obey traffic signals both cited as major problems, particularly around the Southern Cross Junction, Benfield Way and Foredown Drive.
- Southdown Ave and the crossing near its junction on Victoria Road is widely seen as dangerous, particularly by Benfield parents and children.
- Parking on Victoria Road is felt to cause visibility problems at drop off and collection times.
- High Street in North Portslade is thought difficult to cross.
- St Nicholas parents are concerned about parking and congestion on Highlands Road at drop off/ collection times.
- Parking and speed on Locks Hill, particularly around both school entrances is a cause for great anxiety and concern.
- The speed of buses and the proximity of stops on Locks hill are criticised by parents.
- Soft measures such as encouraging a 'park and stride' from the car park at Victoria Park for Portslade Infants Pupils would be supported, and might ease illegal stopping on Locks Hill near the school and Highlands Road.
- Parking on Vale Road is also a problem, which a 'park and stride' from the car park in Vale Park might ease.
- The noise and speed of Heavy vehicles on Trafalgar and Church Roads accessing sites at Shoreham harbour is a cause for concern.
- Traffic and speed, together with narrow pavements are a concern on Trafalgar Road/ Church Road for the two schools nearby.
- The Church St/ North St junction is a concern because vehicles mount the pavement while turning.
- Side streets are used as rat runs around St Peter's, and parking in these streets makes people nervous about crossing due to poor visibility from the pavements.

## 5. Proposed Improvement Measures

Following the consultation exercise with the schools, a visit to the area by the School Travel Officer and a Road Safety Engineer was undertaken to identify feasible measures at the sites that were identified. See Site location map (Appendix 2).The initial proposed measures are outlined as follows:

- At the junction of Shelldale road and Trafalgar road (roundabout) realign the junction eastwards to allow greater visibility. Enlarge the pedestrian refuge to allow access for buggies and children.
- At the junction of Trafalgar road and Victoria road (roundabout) realign footway westwards to increase footway and allow visibility beyond the bus stop. Enlarge the pedestrian refuge on Victoria road to allow access for buggies and children.
- On Carlton terrace north of the junction with Victoria road install a pedestrian refuge. Remove existing build-outs on both sides of carriageway.
- On the Hangleton Link slip road at Old Shoreham road install hatching to carriageway to encourage vehicles away from footway.
- At the junction of Church road and North street realign existing lane lines southwards to increase lane size for traffic turning into North street. Raise curbs along northern corner of junction to discourage vehicles from mounting footway.
- Install school warning sign onto carriageway of St Peter's road.
- Improve the existing zebra crossing on Victoria road by repainting road markings.

## **6. Timescale and Consultation**

### **Spring term 2011**

- Pupils, parents and staff surveyed.
- results analysed.

### **Summer Term 2011**

- Report to Cabinet Member's Meeting.

### **Autumn Term 2011**

- consultation with ward councillors, parents, children and staff at schools.
- consultation with local community groups and residents.
- detailed plans drawn – exhibitions to be held in three school playgrounds, with displays at the other two, and with two further displays at Portslade Library and Hove Town Hall for residents to access.
- Online consultation portal with full plans and opportunity for residents to respond.
- Paper copies of the survey available at all display sites and via post on request from the Road Safety team.

- report to Cabinet Member's Meeting with final design

**Winter 2011/ 2012**

- Construction of scheme

**Spring 2012**

- Post scheme monitoring

## **7. Conclusions and final remarks**

- The results of the surveys from the participating schools indicates that there would be strong support for a range of measures that would create a Safer Route to School.
- Following the application of the Safer Routes to School Criteria, the School Travel and Road Safety Team feel that the schools identified are suitable for inclusion in the scheme for 2011/12.
- Given the number of children who travel to school on foot or who require good access to their school, the schools and local community has the potential to gain much from the scheme.



**Safer Routes to School  
Full Consultation Report  
October 2011**

## South Portslade

Benfield School  
Portslade Infant School  
St Mary's Roman Catholic Primary  
St Nicolas Church of England V.A. Junior  
School  
St Peter's Community Infant and Nursery  
School

# CONTENTS

	Page
1.1 Public consultation results	3
1.2 Public comments	3-7
1.3 Response by Internal consultees	7-8
1.4 Response by Statutory & Non-Statutory Consultees	8-9
2. Recommended measures	9
3. Timescale and Build	10
4. Conclusions and final remarks	10
Appendices 3.1 & 3.2A-E– location & site maps	

## **1.1 Public consultation results**

58 people responded, giving a low response rate of 2%, a poor result compared to previous Safer Routes Consultations. 19 replies came via post from paper copies of the survey distributed at events and exhibitions, and 39 from the on-line survey. This low response rate calls into question the value of postal drops as the primary feature of a communication strategy.

Future consultations will need to take more account of existing community organisations and networks, particularly those already connected with council services such as housing and libraries. Earlier research into these organisations and networks is needed. Events should be tailored for these groups or offered as agenda items for meetings in their regular meeting cycles.

In this year's consultation, open text boxes were given after each question for people to make comments and these are summarised in this report. Some respondents chose not to comment on every measure.

### **1.1.1 Speed limit reduction and various minor measures/ overview: Map 1**

71% supported these measures, 3% opposed them and 26% did not answer.

### **1.1.2 Measure One; Map 2A**

81% of respondents supported the proposals, 2% opposed and 17% did not answer.

### **1.1.3 Measure Two; Map 2B**

80% of respondents supported these proposals, 5% opposed and 15% did not answer.

### **1.1.4 Measure Three; Map 2C**

. 83 % of respondents supported these proposals, 5% opposed and 12% did not answer.

### **1.1.5 Measure Four: Map 2D**

80 % supported the measure, 8% opposed and 12% did not answer.

### **1.1.6 Measure Five: Map 2E**

81% supported the measure, 5% opposed and 14% did not answer.

## **1.2 Public comments**

The questionnaire also provided space for comments. The key points raised by local residents are summarised as follows:

### **1.2.1 Speed limit reduction and various minor measures/ overview;**

#### **Map 1**

Several respondents welcomed the speed limit reduction but questioned whether enforcement was possible or likely. They expressed the hope that cars will exit the Old Shoreham Rd more slowly because of the reduction and that it will be easier to cross the road with lower speeds. One person was concerned about increased pollution.

Questions were raised about lowering speed limits on the Old Shoreham Road and Victoria Rd.

Two residents of Abinger Rd were concerned about the possible increase in heavy vehicles and speeds in their road. A further resident wrote in to support this view and to request some form of traffic calming for Abinger Road.

Two respondents requested a replacement for the lollipop person who used to work on the Victoria Rd crossing and suggested this was more important than repainting. One mentioned lorries serving the adjacent car dealerships often park hazardously on the crossing. One felt the dropped curbs on the junction of St Andrew's Road were leading southbound turning vehicles to mount the pavement.

Other issues included access to the cycle path through Vale Park from Vale Road, and more cycle friendly traffic calming in Victoria Road.

One person suggested railings to separate the footway from the carriageway under the railway line on Trafalgar Road, and that the trees on the corner of Vale Rd obscure southbound traffic on Trafalgar Road.

One person suggested the crossing point from Carlton Tce across the Old Shoreham Road towards Hangleton Road needs improving, and that this would improve the safety of Hove Park Students walking to the lower school site on Hangleton Way. They also felt the Victoria Road/ Carlton Tce junction was dangerous.

One person felt more crossing points were needed on Trafalgar Road/ Church Road because of speeds and traffic density.

One person felt that access to the port needs reconsidering to bypass residential areas.

*Officer response:*



*The concerns about parking on the Victoria Road crossing by car transporters have been passed to the Civil enforcement team.*

*The Road Safety Engineer is confident that as the 20mph limit does not include traffic calming measures on Trafalgar Road, it will not displace traffic onto Abinger Road. Although the issue is therefore not considered relevant to this scheme, the Road Safety Engineer will conduct a site visit and make recommendations.*

*The comment on the crossing point for Hove park students has been passed to colleagues who administer a list of city wide light controlled crossing requests.*

*The SCP administrator has confirmed that counts have been done on the zebra crossing in Victoria Road, and that the crossing does not meet the criteria for a school crossing patrol.*

*The Walking and Cycling officer has agreed to look at the request to make signage to the cycle path in Vale Park clearer.*

*The Road Safety engineer confirms that the pavements under the railway on Victoria road are already below the minimum width to add railings to.*

### **1.2.2 Measure One: Map 2A**

Positive comments were made on the potential for increasing visibility and slowing speeds.

Some people felt barriers were needed, while others were anxious to make sure this wasn't included.

Two respondents were concerned about facilities for cyclists, particularly travelling northbound on Trafalgar road where they have to be in the outside lane while pedalling uphill.

One respondent requested the refuge on the southern Trafalgar road arm of the Shelldale/ Trafalgar junction also be enlarged.

One respondent was concerned about the size of lorries expected to negotiate this measure.

*Officer response:*

*Map 2A shows the northbound left turn lane has been removed. Cyclists need to signal and take the 'primary riding position' (the middle of the left most lane of traffic) before approaching the roundabout.*

*The refuge on Trafalgar road will also be enlarged.*

*The size of vehicles using the road has been factored into the designs.*

### **1.2.3 Measure Two: Map 2B**

There were many positive comments about this measure.

One respondent felt a zebra crossing was needed at the western end of Victoria Road.

Several commented on the tendency of drivers to exit Victoria road without appearing to look to the right for oncoming traffic southbound on Trafalgar Road.

One suggested adding a raised table on the Victoria Road arm to slow cars approaching the junction from Victoria Road.

Some felt this would not do enough to stop inconsiderate drivers ignoring pedestrians.

One respondent said this arrangement had been tried before and caused buses and lorries to mount the pavement on the junction.

Respondents were concerned that the buses would block the south bound lane, or cars would attempt risky overtakes when this happened. Deliveries to the shops opposite were said to add to problems at peak times, and double yellow lines in front of the shops were requested by one respondent as an addition

*Officer Response: The Road Safety Engineer confirms that there are double yellow lines outside the parade of shops. Give way signs are part of the junction redesign.*

*Cllr Harmer-Strange raised the issue of parking in Victoria Road just before the recent election (May 2011). The current parking arrangements are deliberately designed to deter speeding. Speed checks at the time suggested speeding was not an issue but it was suggested that a proposal to move all parking to the north side would give drivers a clearer run and this could lead to increased speeds.*

*A raised table would impede bus services and car transport deliveries to local businesses and is likely to be objected to by statutory consultees to this scheme.*

*A request for a crossing point on Victoria Road at the Trafalgar Road end has already been received. This has been assessed under the new criteria approved at the 26<sup>th</sup> May 2011 CMM. The recommendations resulting from the priority list will be considered by CMM on the 24<sup>th</sup> of January 2012.*

#### **1.2.4 Measure Three: Map 2C**

This received a lot of positive comments as this road is very congested due to the railway barriers.

Those opposed felt a similar measure on the south side of the railway (Boundary Road) has made congestion worse to the south, and suggested this would now happen to the north.

Cyclists responded by welcoming a reduction in build outs but remained concerned about a pinch point created by the refuge

One respondent requested steps to prevent drivers performing overtaking manoeuvres when traffic queues at the barriers on both sides of the railway.

One asked if a zebra could be added to the design to help pedestrians at less busy times, when traffic is moving faster.

*Officer response:*

*The arrows on the refuges indicating which lane southbound cars should be in will make it easier for the Roads Policing Unit to issue penalties to drivers overtaking the queue. At the moment this manoeuvre is not illegal..*

*The pinch point between the reduced build out and the pedestrian refuge will be 3m meaning that following motorists will have to give cyclists space. Cyclists need to signal and take the ' primary riding position' (the middle of the left most lane of traffic) before entering the pinch point created by the refuge.*

*A request for a crossing point on Carlton Terrace north of the level crossing has already been received. This has been assessed under the new criteria approved at the 26<sup>th</sup> May 2011 CMM. The recommendations resulting from the priority list will be considered by CMM on the 24<sup>th</sup> of January 2012.*

### **1.2.5 Measure Four: Map 2D**

There was general support for anything that improves pedestrian safety around this busy junction at a relatively low cost. Concerns were raised about the crossing point near Benfield school at the bottom of Benfield way

One respondent suggested barriers were needed, and several suggested the pavement needed extending to narrow the slip way. One person felt car speeds on this slipway needed addressing, and another thought the solution was to make the slip one lane (as it is on the southbound side).

*Officer response:*

*A separate scheme is looking into improvements to the Benfield crossing, but this is not affordable in the current SRTS budget.*

*A separate proposal to reduce the speed limit to 30mph on the Old Shoreham Road between Locks Hill and Carlton Terrace is currently being consulted on. If approved this will reduce speeds onto the northbound slipway of the Hangleton Link.*

### 1.2.6 Measure Five: Map 2E

One respondent commented North St is very narrow at this junction and is being used as a cut through by cars coming from the Boundary Rd direction.

One suggested a bell bollard would be more effective at preventing vehicles driving over kerbs.

*Officer response:*

*The Road Safety engineer advises that the pavement does not meet the minimum width to accommodate a bell bollard, which would cause an obstruction for mobility scooters and buggies using the pavement.*

## 1.3 Response by Internal consultees

Colleagues in Transport Planning were consulted. The Public Transport Officer commented that the area includes three important bus corridors with over 38 bus movements per hour. He wanted to ensure that bus operators were consulted on all the measures. The transport planner for Walking and Cycling requested that all future schemes check their proposed measures against the list of crossing points where light controlled crossings have been requested by residents. This list has been established on the basis of criteria approved by CMM in May 2011.

The Environmental Protection team approved of the use of pedestrian refuges as better in terms of air quality than light stop crossings, and pointed out that pavement widening increases the distance between vehicle exhausts and adjoining residential housing. They identified Trafalgar road between Shelldale Road and the A270 as having the highest Nitrogen dioxide emissions in the Portslade area. Approximately 900 Heavy goods vehicles use Trafalgar road every weekday.

It is well documented that emissions are likely to be increased by increasing the frequency of traffic queuing and stop-start movements. However, Paragraph 2.13 of the May 2010 recommendations of the Council's Scrutiny Panel into 20mph Speed limit Zones suggests that environmental impacts of speed reductions are difficult to assess because of the number of variables involved, including driving styles. If traffic flow is improved or the volume of traffic is reduced then emissions can fall. Potential benefits which could offset any emissions rise include greater use of sustainable transport because of improved safety perceptions and a reduction in local noise pollution. Given the

current average speeds at peak times the speed limit change is unlikely to make much difference to flow, as the area is already very congested.

## **1.4 Response by statutory and non-statutory consultees**

A full list of external consultees, both statutory and non statutory, were invited to make submissions. Statutory bodies included the Emergency Services, the Road Haulage Association and Bus Companies. Non statutory organisations such as the taxi companies and Brighton Chamber of commerce were also contacted.

### **1.4.1 Statutory**

Sussex Police have concerns about the introduction of 20mph limits in areas which are important distributor routes within the city and impact upon the local economy. Their policy is to support the introduction of such limits where the Department for Transport recommendation that the limit be self enforcing is met, as indicated by the mean speed criteria. Where this is not the case Sussex Police would need to be assured that effective traffic calming or other engineering measures are put in place as part of the initial scheme to ensure the mean speed criteria is achieved. Sussex Police have no objections to the other proposals outlined in the same letter.

#### *Officer Response*

*A snapshot survey lasting 45 minutes was conducted on 1<sup>st</sup> November 2011 in Church Road. Whilst this did show low mean speeds, close to the 24 mph parameter, the maximum speeds recorded were 35 mph northbound and 41mph southbound. In response to this, the RPU(Road Policing Unit) took the view that a full 24 hour count would show higher mean speeds as levels of non-compliance are higher in the quieter periods of the day.*

*After further discussion with the RPU it has been agreed that permanent VAS (Vehicle activated Signs) signs will be installed on the A293 Trafalgar Road and Church Road route.*

*A review will be undertaken six months after the implementation with a view to assessing the need for additional measures to bring the mean speeds down to below 24 mph across an average 24 hour period. The RPU believe this will indicate that a reasonable level of self compliance has been achieved. On this basis, Sussex Police have agreed to withdraw any formal objections to the speed limit change..*

### **1.4.2. Non-statutory**

Tony Green of the cycling campaign group 'Bricyles' would like to see a 20mph speed limit throughout the city and have been campaigning towards this outcome for a number of years He therefore supports the proposals to reduce the speed limit to 20mph along Trafalgar Road and Church Roads.

The group largely support the other measures, making two specific comments. They support the removal of build outs, which they believe create pinch points for cyclists, and commented that a speed limit reduction on the Old Shoreham Road (addressed in a separate scheme) will further enhance the safety measures proposed by this scheme at the Hangleton Link Junction.

## **2. Recommended Measures**

The measures are outlined as follows:

A reduction in the speed limit from 30 to 20mph along Trafalgar and Church Roads between the A270 and the A259. Installation of permanent VAS (Vehicle Activated Signs) signs on both roads and a review of mean traffic speeds 6 months after installation to assess the need for further traffic calming measures (not part of the Safer Routes to School scheme).

At the junction of Shelldale road and Trafalgar road (roundabout) realign the junction eastwards to allow greater visibility. Enlarge the pedestrian refuge on Shelldale Road to allow access for buggies and children.

At the junction of Trafalgar road and Victoria road (roundabout) realign footway westwards to increase footway and allow visibility beyond the bus stop. Enlarge the pedestrian refuge on Victoria road to allow access for buggies and children.

On Carlton terrace north of the junction with Victoria road install a pedestrian refuge. Remove existing build-outs on both sides of carriageway.

On the Hangleton Link slip road at Old Shoreham road install hatching to carriageway to encourage vehicles away from footway.

At the junction of Church Road and North Street realign existing lane lines southwards to increase lane size for traffic turning into North street. Raise curbs along northern corner of junction to discourage vehicles from mounting footway.

Install school warning sign onto carriageway of St Peter's road.

Improve the existing zebra crossing on Victoria Road by repainting road markings.

### **3. Timescale and Build**

#### **November 2011**

- report to Cabinet Member's Meeting with final recommendation

#### **January 2012**

- Construction of scheme measures

#### **Summer 2012**

- Post scheme monitoring

### **4. Conclusions and final remarks**

- The results of public consultation indicate the five main measures have received support from between 80 and 83%. The speed limit reduction proved more controversial, although this was still supported by 71% of respondents. There was some confusion caused in the public's mind by the timing of this scheme in relation to others which had not received permission to consult during our consultation phase. The police response has

prompted the addition of VAS signs and a plan to reassess the need for additional measures in six months.

- Given the growing number of children who travel to school on foot or who require good access to their school, the schools and local community has the potential to gain much from the scheme.



**KEY**

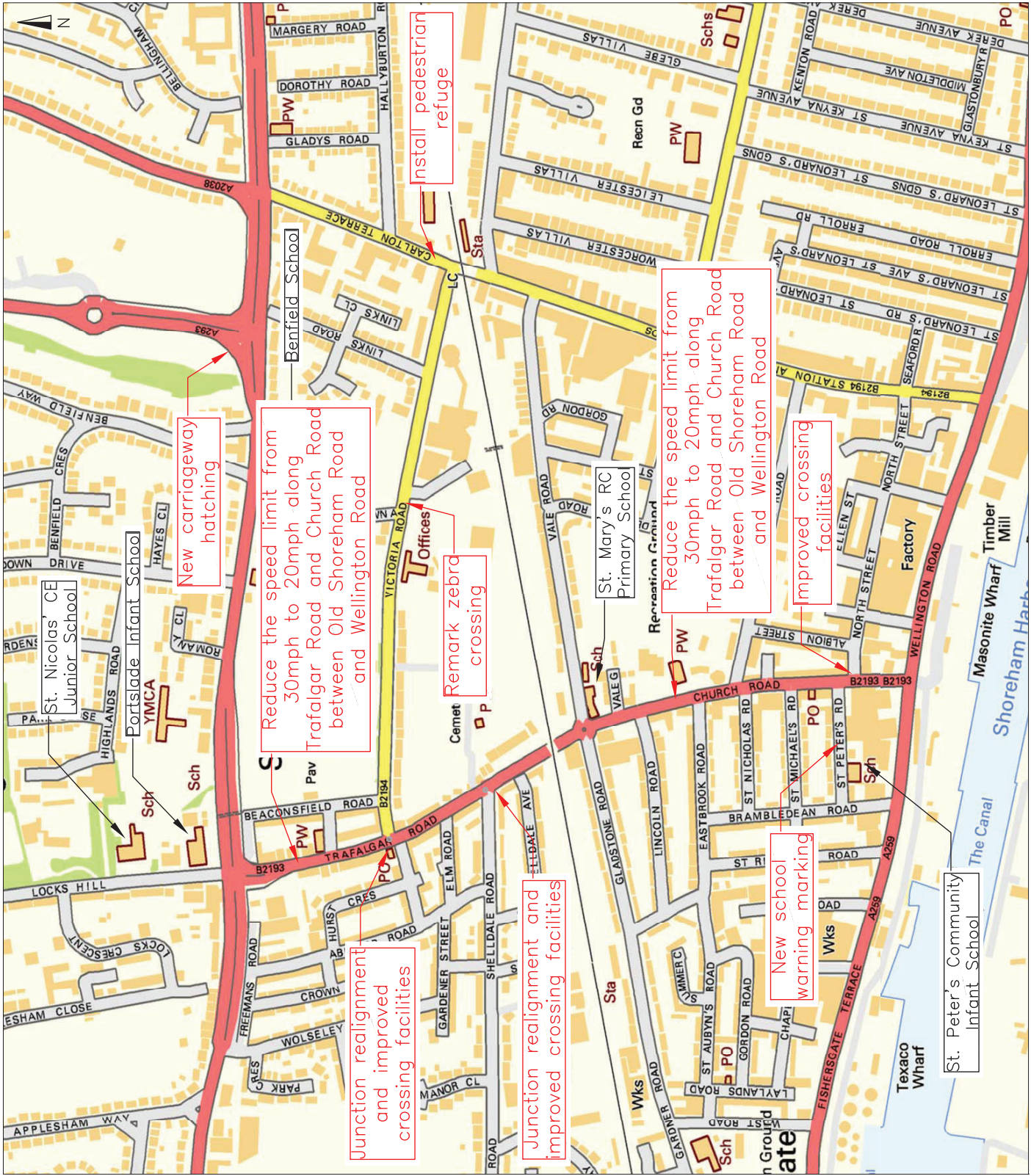
Rev	Revision details	Date
	Signed	August 2011
	Drawn: Ben Stride	
	Checked:	
	Approved:	
	File/Acad ref:	S:



Project Name  
**South Portslade  
Safer Routes to School Scheme**

Drawing Title  
**Location Map of Proposed  
Engineering Measures**

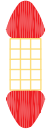
Drawing No	Scale	Rev
SRTSS - Map	N.T.S.	





**KEY**

Enlarged pedestrian refuge



Proposed footway widening



Amended road markings



Rev	Revision details	Date
	Signed	July 2011
	Drawn: Ben Stride	
	Surveyed:	
	Checked:	
	Approved:	
	File/Acad ref: S/	



Brighton & Hove  
City Council

Project Name

**Safer Routes to Schools Scheme  
South Ports/Slade Area**

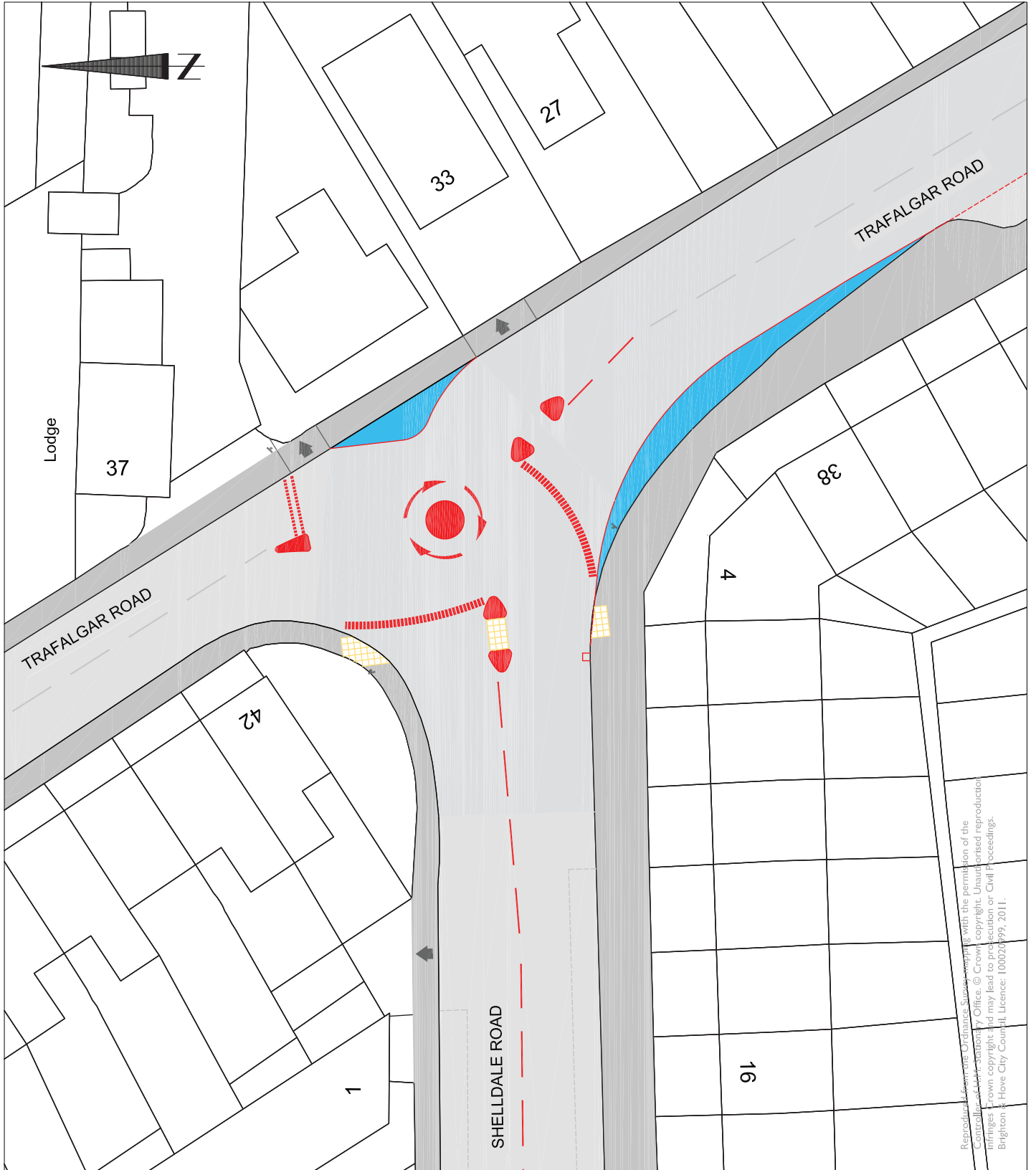
Drawing Title

**Sheldale Road / Trafalgar Road  
Roundabout**

Drawing No  
SRTSS - 001

Scale  
1:250 @ A3

Rev



Reproduction of Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove City Council. Licence: 100020999, 2011.



**KEY**

-  Proposed footway widening
-  Amended road markings

Rev	Revision details	Date
	Signed	
	Ben Stride	July 2011
	Drawn:	
	Surveyed:	
	Checked:	
	Approved:	
	File/Acad ref:	S/



Brighton & Hove  
City Council

Project Name

**Safer Routes to Schools Scheme  
South Ports/Slade Area**

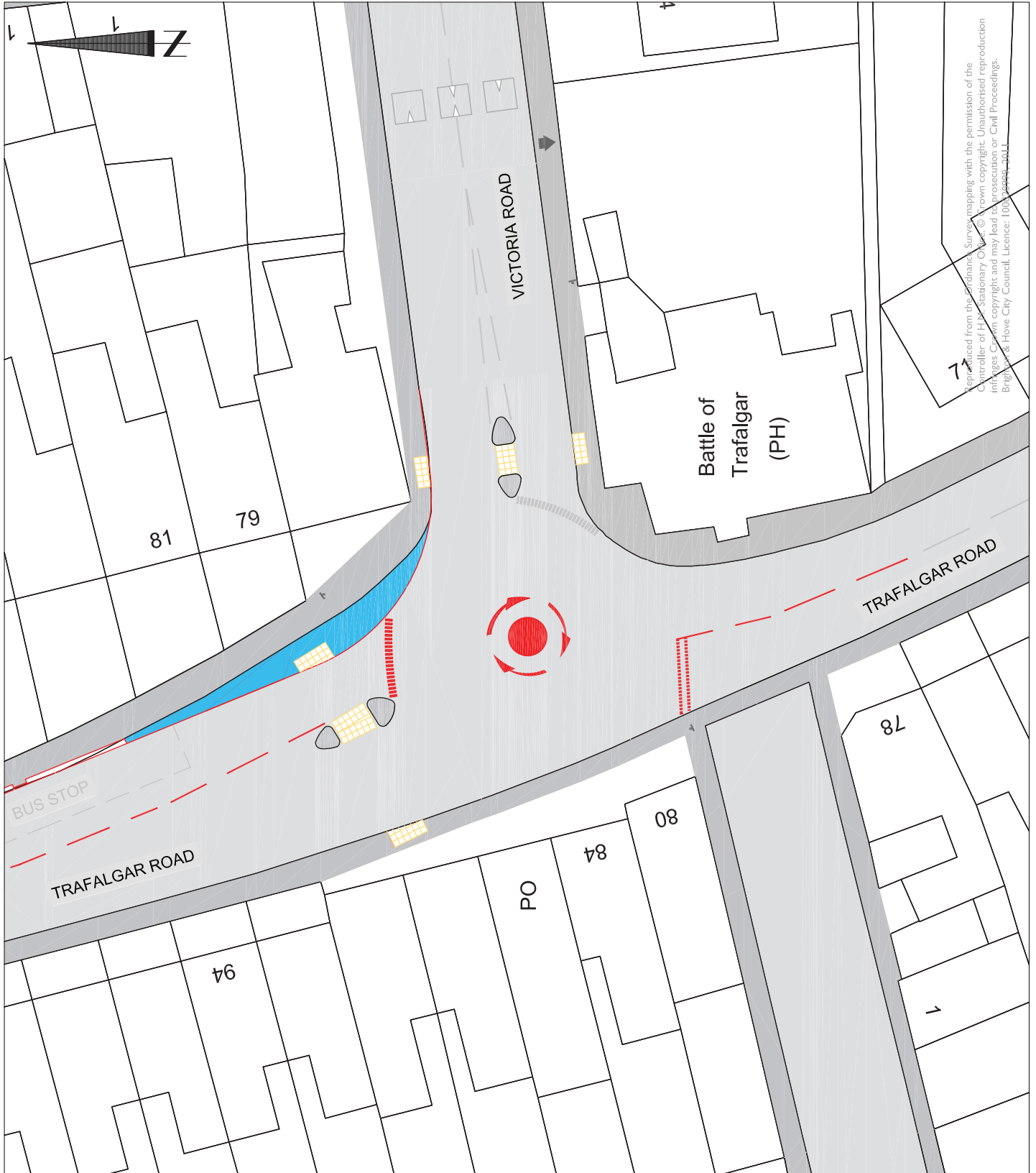
Drawing Title

**Trafalgar Road / Victoria Road  
Roundabout**

Drawing No  
SRTSS - 002

Scale  
1:250 @ A3

Rev

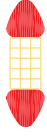


Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove City Council. Licence: 100020099, 2011.



**KEY**

Proposed pedestrian refuge



Existing buildouts to be narrowed



Amended road markings



Rev	Revision details	Date
	Signed	July 2011
	Drawn: Ben Stride	
	Surveyed:	
	Checked:	
	Approved:	
	File/Acad ref: S/	



Brighton & Hove  
City Council

Project Name

**Safer Routes to Schools Scheme  
South Portslade Area**

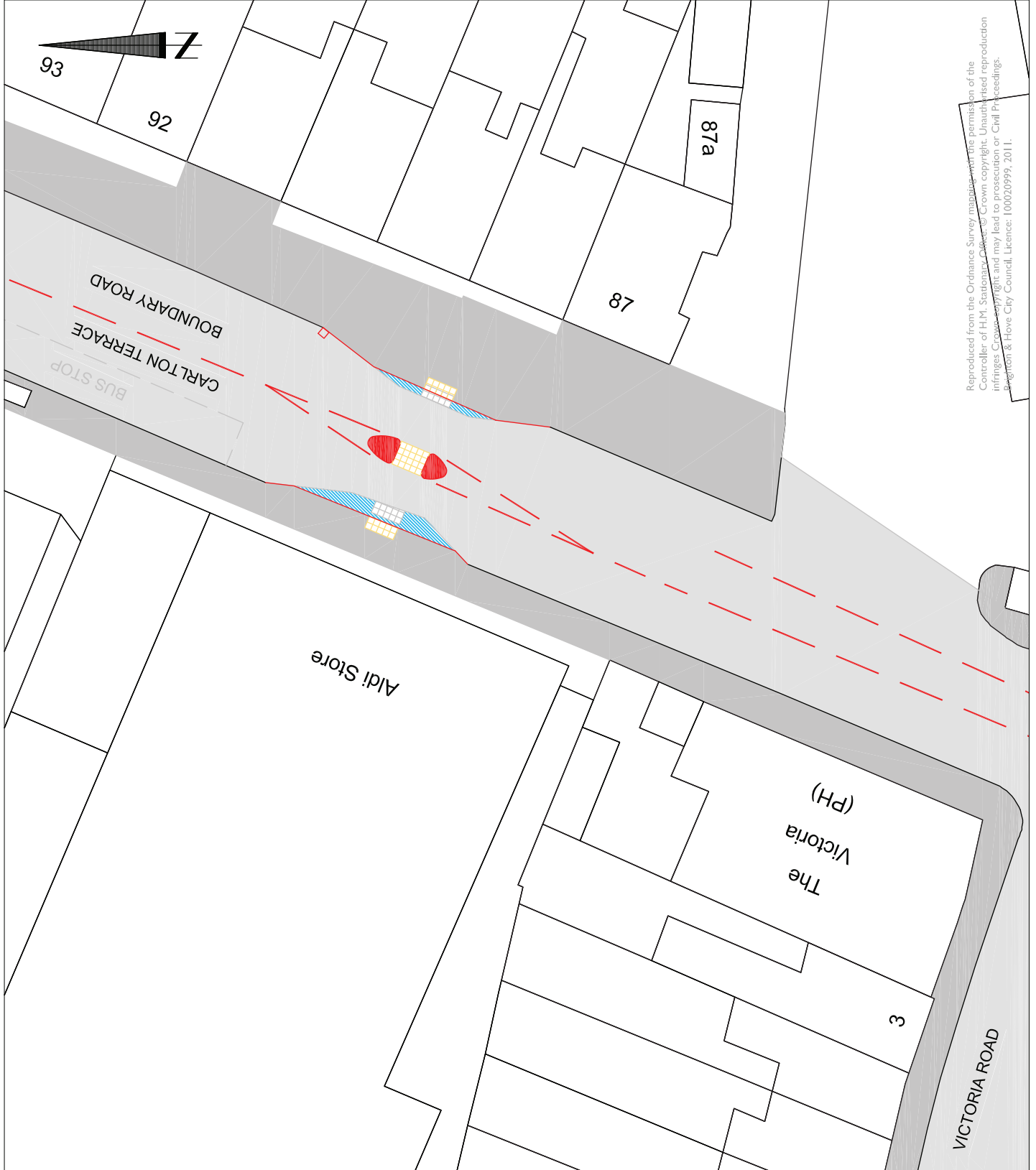
Drawing Title

**Carlton Terrace / Boundary Road  
/ Victoria Road  
Pedestrian Refuge**

Drawing No  
SRTSS - 003

Scale  
1:250 @ A3

Rev



Reproduced from the Ordnance Survey map with the permission of the Controller of HM Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove City Council. Licence: 100020999, 2011.





**KEY**

Amended road markings with new hatching provided



Rev	Revision details	Date
	Signed	July 2011
	Drawn: Ben Stride	
	Surveyed:	
	Checked:	
	Approved:	
	File/Acad ref: S:	



Brighton & Hove  
City Council

Project Name

**Safer Routes to Schools Scheme  
South Portslude Area**

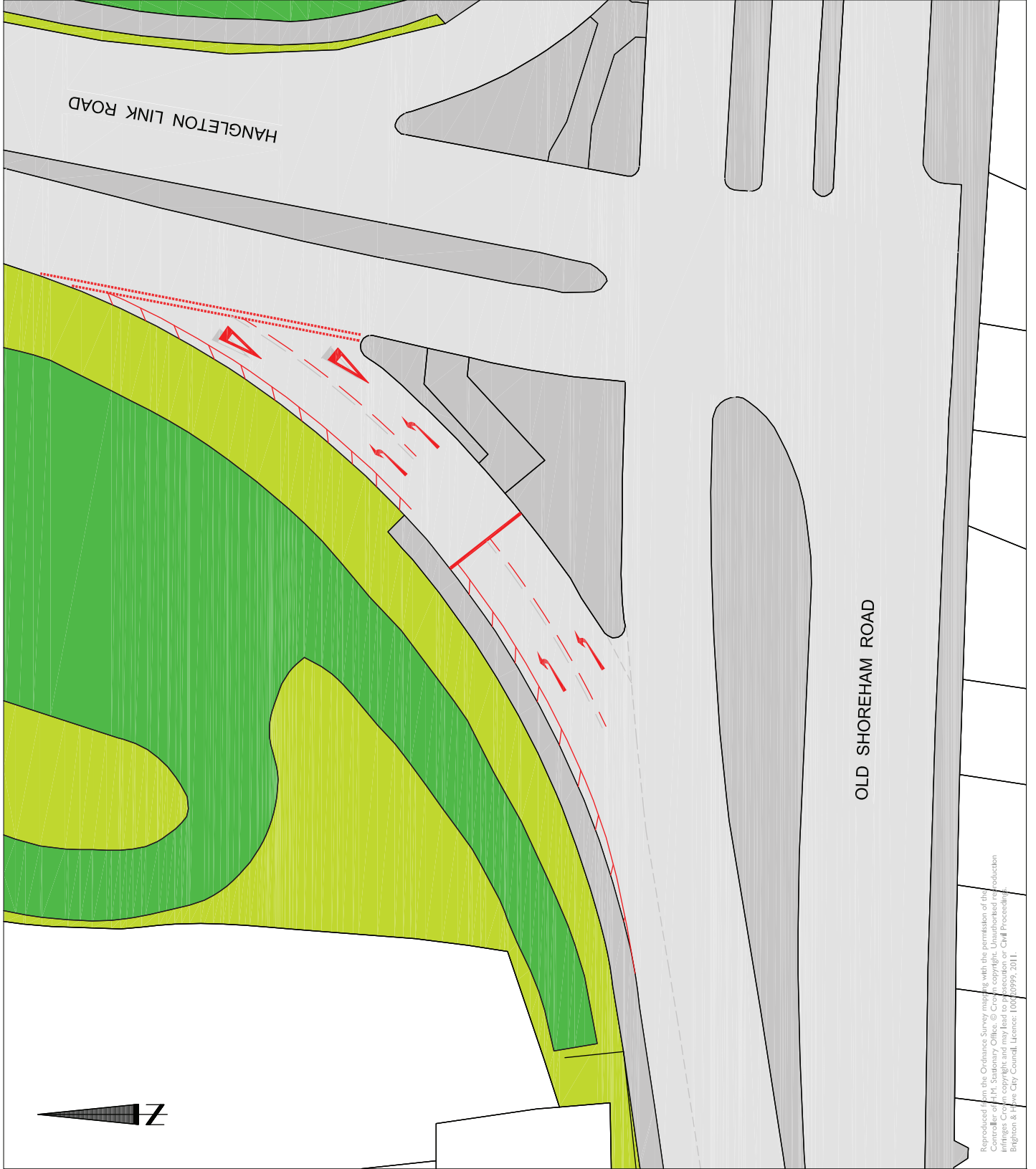
Drawing Title

**Hangleton Link / Old Shoreham Road  
Road Markings**

Drawing No  
SRTSS - 004

Scale  
N.T.S.

Rev

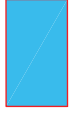


Reproduced from the Ordnance Survey map, with the permission of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction of this map is prohibited. Ordnance Survey is a registered trademark of Ordnance Survey Limited. Brighton & Hove City Council. Licence: 1000309992.2011.



**KEY**

Proposed footway widening and improved crossing point



Amended road markings



Rev	Revision details	Date
	Signed	
	Ben Stride	July 2011
	Drawn:	
	Surveyed:	
	Checked:	
	Approved:	
	File/Acad ref:	S/



Brighton & Hove  
City Council

Project Name

**Safer Routes to Schools Scheme  
South Portsledge Area**

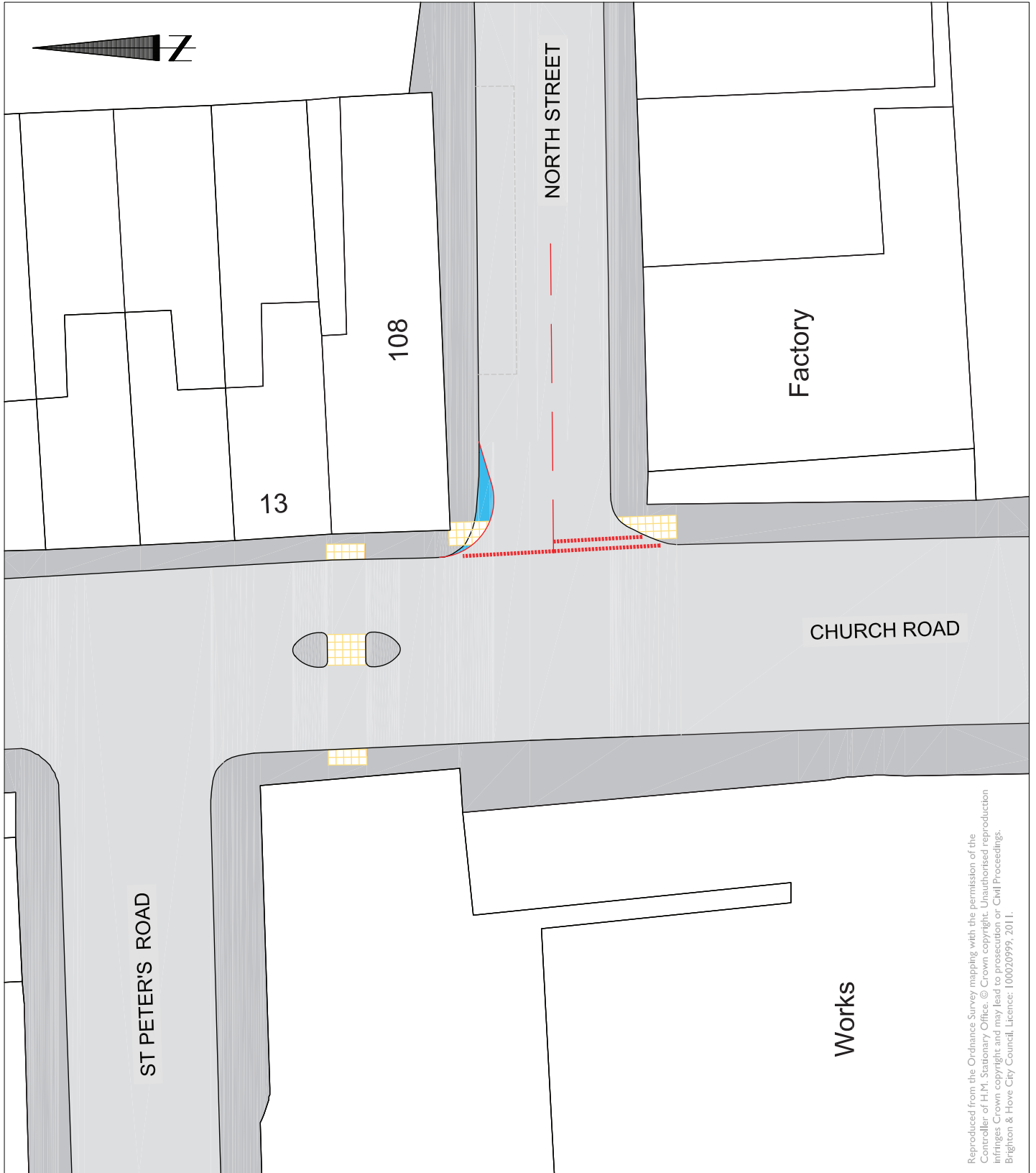
Drawing Title

**Church Road / North Street  
Corner Amendments**

Drawing No  
SRTSS - 005

Scale  
1:200 @ A3

Rev



Reproduced from the Ordnance Survey mapping with the permission of the Controller of H.M. Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove City Council. Licence: 100020999, 2011.



<b>Subject:</b>	<b>Valley Gardens Enhancement Scheme</b>		
<b>Date of Meeting:</b>	<b>29 November 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Tom Campbell</b>	<b>Tel: 29-3328</b>
	<b>Email:</b>	<b>tom.campbell@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>Yes</b>	<b>Forward Plan No: ETSCMM24834</b>	
<b>Ward(s) affected:</b>	<b>Hanover &amp; Elm Grove, Queen's Park, Regency, St Peter's &amp; North Laine</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

1.1 Valley Gardens is a landmark location to local residents, businesses and visitors stretching almost 1.5km through the centre of Brighton & Hove. Bounded by key transport infrastructure that links the east-west coastal route with the main north-south corridors in and out of the city, today Valley Gardens might be considered to be lacking the impact and amenity that would be expected of a significant public space in a city ranked as a top UK visitor destination. This report sets out proposals to engage local communities and businesses in ways in which to redefine the role of Valley Gardens in the city. The work will seek to transform the quality of the public realm for local residents, enhance the value Valley Gardens contributes to the wider visitor economy and enhance its function as a transport corridor. Also incorporating a delivery strategy, the initiative will involve:

- Design & Master planning;
- Transport modelling;
- Capital investment planning;
- Project delivery & resource planning.

**2. RECOMMENDATIONS:**

2.1 That the Cabinet Member for Transport & Public Realm authorises officers to progress the development of initial design proposals and a delivery strategy for the Valley Gardens Enhancement Scheme, incorporating stakeholder engagement and consultation.

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

3.1 Enhancing Valley Gardens has been an objective of the council for a number of years. The council's second Local Transport Plan [LTP2], published in 2006, included proposals for a major urban realm scheme in this corridor towards the end of the planned 5-year investment programme. However, reductions in funding levels prevented proposals from being developed and implemented as originally planned.

- 3.2 A Valley Gardens Public Realm Analysis document has recently been prepared. The document provides an overview of the quality and use of the existing public realm in and around Valley Gardens, along with the policies and projects that may impact on the Gardens in the near future.
- 3.3 The council is currently involved with a number of projects, such as the Biosphere Reserve City and The Level Enhancement Scheme, which have the potential to complement any enhancements to Valley Gardens. In addition a number of private developments are planned for the surrounding area. These are described in more detail in the Valley Gardens Public Realm Analysis document, which is available in the Members' Rooms.

#### Project Approach

- 3.4 The project approach proposed in this document is consistent with RIBA (Royal Institute of British Architects) guidance on best practice in urban realm project management. Assuming the proposal is approved, over the coming year the project will progress to RIBA Stage C (incorporating analysis, consultation and development of design proposals and recommendations).
- 3.5 Initial work will focus on gathering public and stakeholder opinions and using this information, together with the analysis already carried out, to produce a Design Brief. The Brief will then inform design of a preferred concept scheme that is practical, costed, and phasable.
- 3.6 A number of concept scheme options will be developed. These will be presented to the Cabinet Member in autumn/winter 2012, along with a request for approval to conduct final consultation in order to identify a preferred scheme approach.
- 3.7 Paralleling the design process will be an investment and funding feasibility study. It is intended that the final preferred concept design and associated funding / delivery strategy will be presented to the Cabinet Member in early 2013 with a request to progress towards phased implementation, commencing in 2013/14.

#### Resources required

- 3.8 The Senior Responsible Officer for the project will be the Strategic Director Place and the political lead will be the Cabinet Member for Transport & Public Realm. The project will be managed by a team drawing on expertise in urban design, highways engineering, planning, communications, project management and parks & open spaces. Some additional, specialist support or advice may also be required depending on the nature of the preferred scheme design.
- 3.9 Funding will be required during 2012/13 to meet costs associated with the process outlined in this report. Funding and resourcing decisions relating to the scheme's development and delivery will be considered as part of the capital programme process (of which the Local Transport Plan is part) in coming years.

## **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Due to its high profile location in the centre of the city, any proposals for Valley Gardens will impact on a significant number and variety of people. Effective consultation throughout the design process is key to ensuring that any scheme

ultimately developed can meet the needs of as many people as possible. It is proposed that, with the Cabinet Member's approval, initial consultation is carried out in the early 2012/13 and that stakeholder engagement continues throughout the design process.

- 4.2 Where possible existing media, such as City News and the council's online consultation portal, will be used to ensure the consultation process is inclusive and wide-reaching, whilst also being resource efficient. Public exhibitions and engagement with specific stakeholders through existing partnerships and fora will also be used when necessary.

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

### Financial Implications:

- 5.1 Capital: The Department for Transport has allocated £6.576 million to the council for the 2012-13 Local Transport capital settlement. In February 2012 the council will approve the sum to be allocated to the Local Transport Plan to deliver transport improvements. It is anticipated that any funding required to deliver the proposal outlined in this paper would be set aside from this settlement.

*Finance Officer Consulted: Karen Brookshaw Date: 26/10/11*

### Legal Implications:

- 5.2 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce a Local Transport Plan [LTP], to keep the LTP under review and to alter the LTP if considered appropriate. The LTP provides the policy framework for capital investment in schemes and measures to maintain, manage and improve the city's transport network.
- 5.3 The council has to follow the rules on consultation promulgated by the government and the courts. The council needs to ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are conscientiously taken into account in finalising the proposals.
- 5.4 The preparation of and recommendations set out in this report have had due regard to the legal requirements referred to above. It is not considered that any adverse human rights implications arise from the report.

*Lawyer Consulted: Carl Hearsom Date: 25/10/11*

### Equalities Implications:

- 5.5 Consultation will be carried out according to the council's consultation and equalities guidelines to ensure that the process is accessible to all. Equalities stakeholders will be specifically consulted.

- 5.6 Accessibility guidelines will be followed during the design process and further details will be provided when the design has progressed.

Sustainability Implications:

- 5.7 Valley Gardens is a key point in the city's transport network and improving sustainable transport facilities in the area will have a significant impact on sustainability throughout the city.

Crime & Disorder Implications:

- 5.8 The Community Safety Team, Police, and local community groups will be engaged through consultation. Community safety issues will be identified and the design process will seek to 'design out crime' as far as possible.

Risk and Opportunity Management Implications:

- 5.9 The primary risks are that the scheme will fail to meet its full potential due to any design not representing the needs of all users, and that there will be insufficient funds to deliver improvements. This former risk will be mitigated through a thorough consultation process that will engage with a wide range of stakeholders at all stages of design, the latter by development of a funding / delivery strategy alongside the design process.

Public Health Implications:

- 5.10 Increasing the level of physical activity carried out each day has significant health benefits. This scheme will encourage increased physical activity through improving walking and cycling facilities.

Corporate / Citywide Implications:

- 5.11 Enhancing and improving Valley Gardens has been a long-term priority of the council and is consistent with the objectives of the new LTP3 and the Public Space Public Life Vision.

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

- 6.1 Doing nothing would see the Gardens remain as a poor quality environment that offers nothing for local residents and represents a poor welcome for visitors. A 'do less' scheme would likely see areas of the Valley Gardens tackled in isolation instead of as a whole. Such an approach would lead to a disjointed environment – indeed the current layout of the area suffers to an extent by a historic incremental approach to development. The approach proposed in this paper sees a concept design developed for the whole of the Gardens that can then be delivered incrementally as and when funding or other opportunities arise, achieving a balance between practical deliverability and consistency of vision.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The report recommendations enable the council to progress the development of a concept design for the Valley Gardens in partnership with the local community. The final design will be phasable and accompanied by a realistic delivery /



funding strategy, so that delivery can be achieved on a practical basis, enabling the council to deliver long term objectives.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

None

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

1. Valley Gardens Public Realm Analysis - 2011

### **Background Documents**

1. Report to 7 April 2011 Cabinet – 2011/12 Local Transport Plan Capital Programme
2. BHCC second Local Transport Plan [LTP2] – 2006
3. BHCC Core Strategy : Proposed Submission - 2010
4. BHCC third Local Transport Plan [LTP3] - 2011
5. Valley Gardens Public Realm Analysis - 2011

